

Appendix J

Summary of Responses from

Statutory Bodies (with Project Responses)

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

Issue no.	Organisation	Response to consultation	Topic	Response status	Response to consultee
Schedule 1 consultees					
1.1	Welsh Ministers	No comments to make on this consultation		4. Noted	
2.1	Health and Safety Executive	<p>Unable to provide specific LUP advice...until details of any proposed alterations/upgrades to [two Major Accident Hazard Pipelines (Natural Gas) Operator Wales and West Utilities which traverse...in the vicinity of Lodwey (sic)] are made available to HSE, by the Applicant / Pipe-line Operator....However providing appropriate risk reduction measures are employed, which includes adequate separation distances for pipelines which run parallel with any proposed track routing, it would be unlikely that HSE would advise against the current proposal.</p>	Utilities	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
2.2		<p>[Land] associated with the proposed Portishead Railway Station falls within the HSE Outer Consultation Zone of Coleman (UK), Gordano Gate, Wynham, Portishead, Bristol, North Somerset, BS20 7GG (HSE H3528). HSE is unable to provide specific LUP advice regarding this proposal until further details of the proposed land use relating to the permanent land acquisition is made to HSE by the Applicant. Only on receipt of this information will HSE be in a position to provide case specific LUP advice.</p>	Land	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
2.3		<p>Hazardous Substances Consent would be required if the site is intending to store or use any of the Named Hazardous Substances or Categories of Substances and Preparations at or above the controlled quantities set out in schedule 1 of [The Planning (Hazardous Substances) Regulations 2015]. Further information should be sought from the relevant Hazardous Substances Authority for the proposed development.</p>	Hazardous substances	1. Ongoing Consideration	This will be detailed in the Environmental Statement
3.1	Natural England	We highly value the information and survey work which has [been] provided regarding the Avon Gorge SSSI / SAC within the Network Rail ownership. However, we still await further project details to be able to advise on the likely significance.	Environment	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

3.2	Because the final details in terms of the route alignment and other key specifics do not yet appear to have been fully finalised (section 9.7.1 states GRIP 3 has not yet been completed) we are not able to thoroughly assess the impacts on the notified features. We therefore need to see more details around this to provide further comments and advice.	Environment	4. Noted	
3.3	Similarly in terms of the proposed mitigation measures, linked to the above comments (once the final package is agreed), we need to see the full proposals, to be able to assess their suitability in terms of off-setting the impacts. We would very much like (through the existing DAS contract) to engage with the specific discussions surrounding development of these measures. To date various suggestions have been made in terms of mitigation (at previous meetings), and the suitability of these need further thought. The likelihood of the measures being successful will clearly be an important factor in assessing whether they provide enough off-setting to determine the projects overall impact.	Environment	4. Noted	
3.4	The association of the project with the Network Rail management plan(s) needs further understanding and discussion. As you know we feel that the development and works which will form part of this project, will need to be considered as potential in combination effects linked to the works set out in the management plans (and vice versa). We welcome the willingness of Network Rail and North Somerset to work together with NE to develop and deliver an effective plan. We need to be confident that Network Rail and North Somerset (where appropriate) will be committed to adequately resourcing the delivery of the positive enhancements that we hope to see on the ground.	Environment	4. Noted	
3.5	Section 9.6.23 (& 9.6.44/45) of PEIR Chapter 9 Ecology & Biodiversity sets out a list of 'losses' to various populations of different species of Sorbus and more detail is needed regarding this. What do you mean by losses (is it complete removal that you are suggesting or some form of management option?)? What are the specific reasons for these losses? Are these young or mature trees? What current risks do they present to the successful delivery of the project? What other alternatives have been considered to avoid these losses? Overall in relation to Sorbus, we feel that there could be potential for long term major adverse impact and overall we need to see that complete losses are minimised.	Environment	2. Stage 2 Response	Any losses to be defined clearly in the Environmental Statement, including reasons for loss (safety, installing fencing etc)

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

3.6	Chapter 4 of Descriptions of geo-technical works, Table 4-4: Summary of confirmed and potential remedial works required along the Avon Gorge (& section 4.3.80). Appears to list works that have the potential to affect certain species of Sorbus (and other habitats). It is not clear whether these are the same as those listed in the above mentioned section or additional trees / habitats? This needs clarifying and again further explanation / justification (as above) needs providing, for us to be able to assess the impact and potential need for mitigation. For example coppicing a rare species of Sorbus (as mentioned in 4.3.80), isn't directly ensuring its survival. Additional management measures may need to be put in place. Overall, we would expect that there should be a series of principles set out to avoid losses or damage to habitats (during all works) and if they cannot be avoided that a very clear justification will be needed as supporting information (and this will need mitigation).	Environment	4. Noted	
3.7	Additionally in chapter 4, Table 4-5: Summary of Permanent Works within the Avon Gorge Woodlands SAC, it suggests that the works are fairly limited to relatively minor railway engineering works. But we feel that because these have the potential to affect features of SSSI / SAC interest, there should be supporting information and details to show that any locations of sensitivity will be given protection. Many of those operations listed, including rock picking, modifications to the vertical and horizontal alignment replacing steel sleepers, ballast cleaning/replacement, installing signals, and trenching and cabling, can clearly if not done in a planned way have the potential to cause damage.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
3.8	Section 4.3.99 Replacement of fencing. Whilst we support a review and upgrade of fencing to manage and reduce trespass and damage to sensitive parts of the Avon Gorge, we need to be sure that the landscape and visual impacts have been assessed (as well as more broadly in terms of overall landscape because of the local significance of the Gorge itself). Additionally, we need to be confident that the physical fencing installation works have been considered in terms of their potential impact on sensitive features.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
3.9	There appears to be less detail regarding the overall effect of the works on the other SSSI / SAC features and habitats and we assume that once the final design is completed this will be more readily available.	Environment	2. Stage 2 Response	This will be detailed in the Environmental Statement
3.10	Overall, where the details of the proposed scheme are known, we think the assessment of likely impacts appear fairly reasonable, including for other designated sites and species.	Environment	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

3.11	<p>a. In terms of the effect of the project on bat species we welcome the work you've done to date and the proposed ongoing surveys, but have these specific comments:-</p> <ul style="list-style-type: none"> • Chapter 9 of Volume 2 – on Ecology and Biodiversity is slightly confused in terms of references to horseshoe bats. Our suggestion is that there needs to be separate consideration of impacts on GH and LH because of their different needs and ecology. • We support the conclusion that the disused railway line as a linear landscape feature is important at a Regional level for movement of bats from the SACs. • The information is incomplete in relation to hibernation sites because surveys are ongoing. • We cannot draw conclusions about the importance of the tunnels or the likely impacts of development on them until surveys have been completed. • At this stage we are not able to endorse the suggestion that the tunnels are of Local importance only because the information is not complete. <p>We very much welcome your intention to develop mitigation strategies for EPS in consultation with NE.</p>	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.	
4.1	Historic England	[Removal of existing historic railway infrastructure] assets identified are undesignated, we would defer to the local authority in respect to the demolition of key historic structures and a programme of recording should removal be accepted	Historical assets	4. Noted	
4.2		The extent of [vegetation] clearance has potential to change the appearance of the western side of the Avon Gorge, particularly when viewed from elevated historic areas and heritage assets on the Clifton side of the gorge. We understand that the clearance in this area as outlined in section 8.6.29 of PEIR will be limited, and on the basis that this will be confined to essential removal, we do not consider that a greater visibility of the railway will impact adversely on aspects of setting of assets that contribute to their significance.	Gorge - vegetation	4. Noted	
4.3		We believe that the most visual impact upon setting would be as a result from the proposed security fencing on both sides of the railway. The cumulative impact of fencing, the proposed communications mast and new signals would draw attention to the operating railway, together with the projected frequency of passenger trains (20 per day, Monday to Saturday). We advise that the impact of new equipment and design/finishes of fencing is carefully considered.	Gorge - fencing	1. Ongoing Consideration	This will be considered during the scheme's further development stages.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

4.4	Would useful to have confirmation of exactly where [the GSM-R repeater mast] are to be positioned in the vicinity of the Clifton Suspension Bridge	Gorge – GSM-R mast	2. Stage 2 Response	The GSM-R repeater mast will be located approximately 520m north west of the Clifton Suspension Bridge. The visual impact of this structure is discussed in more detail in Chapter 11 Landscape and Visual Impact Assessment.	
4.5	Central to our consultation advice is the requirement of the Planning (Listed Buildings and Conservation Areas) Act 1990 in Section 66(1) for the local authority to "have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest which it possesses". Section 72 of the act refers to the council's need to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area in the exercise of their duties. When considering the current proposals, in line with Para 128 of the NPPF, the significance of the asset's setting requires consideration. Para 132 states that in considering the impact of proposed development on significance great weight should be given to the asset's conservation and that the more important the asset the greater the weight should be. It goes on to say that clear and convincing justification is needed if there is loss or harm.	Historical assets	4. Noted		
5.1	Avon Fire and Rescue	Avon Fire & Rescue Service is fully supportive and in favour of this proposed development as a nationally significant infrastructure project. In September 2017, the headquarters of Avon Fire & Rescue was moved to co-locate with the Avon & Somerset Constabulary at Portishead. Daily commuting and travelling for staff to our new HQ has been challenging due to the lack of adequate and timely public transport provision from other urban areas in the region (Bristol, Bath, Keynsham, Nailsea etc). As such, we would very much welcome the additional commuting option that a branch line would provide for all our staff working at or visiting our HQ.	Level of support	4. Noted	
6.1	Long Ashton Parish Council	Long Ashton parish Council's concern about the MetroWest Phase 1 plans were associated with the problems caused by closing the level crossing in Ashton Gate – now this is no longer included in your plans the Parish Council have no comment.	Level of support	4. Noted	
7.1	Pill Parish Council	There is very strong support for the proposed railway and confidence that Metro West will be able to keep the local population well informed about developments in plenty of time for concerns to be considered carefully.	Level of support	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

7.2	Whilst the railway will bring undoubted benefits to the local community and make the villages of Pill and Easton in Gordano increasingly attractive places to live, there are significant implications which need to be under constant scrutiny before and during work on the railway.		4. Noted	
7.3	Foremost amongst our concerns is the health and safety of local residents and visitors during the period of construction. The likely increase in traffic movements, initially during the construction period and subsequently after the line is in operation, will require extremely careful planning and will need to take note of the number of different users of all ages— pedestrians, cyclists and motorists — in tight spaces and with minimal room for parking.	Construction	2. Stage 2 Response	This will be considered in the Transport Assessment, Construction Environment Management Plan, and Code of Construction Practice
7.4	The proximity of the cycle path to the work taking place on the railway will need vigilant and continual assessment so that commuters and other users feel completely protected from any dangers during working hours. We would particularly emphasize the need to ensure continuous access along the route to the Royal Portbury Dock estate and to Portishead as this is a route to work for many.	Construction	2. Stage 2 Response	A continuous route will remain but may be diverted at times during construction. Diversion routes will be clearly signed and advance notification given
7.5	The disruption to residents will be considerable so every effort will need to be made to ensure that the impact on their daily lives is minimized. In particular this concerns the protection of parking spaces outside houses, especially in those adjacent roads which have a high percentage of elderly residents.	Parking	2. Stage 2 Response	The contractor will be required to follow the Code of Construction Practice which will be developed and approved prior to works starting
7.6	The Parish Council believes that consideration should be given to a residents only parking zone in many of the roads surrounding the station (subject to detailed consultation) and that the spaces identified near to the Co-op should be limited to short term parking only. We would like to discuss the viability of taking on the administration of the resident parking scheme as there might be significant advantages in having local oversight of this potentially difficult operation.	Parking	2. Stage 2 Response	Traffic, parking and related issues will be considered in detail in the Transport Assessment as part of the Environmental Statement for the DCO application. This will inform the requirements needed.
7.7	The Parish Council has identified the area around the Co-op, Sambourne Lane, the new car park, and the bus stop outside The Memorial Club as potentially the most pressurized for traffic. We need reassurance that the implications will have been carefully modeled to ensure that access to and from the railway station does not become congested. We believe that special attention should be given to the junction of Station Road, Heywood Road and Lodway to improve access and improve the current Bus Stop outside the Memorial Club to make it DDA compliant and safer for pedestrians crossing the road.	Safety	1. Ongoing Consideration	This will be considered during the scheme's further development stages. The proposal for improvements to the Bus Stop at Pill Memorial Club is being taken forward.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

7.8		Pill, Easton in Gordano and Abbots Leigh are all villages with historically strong commitment to environmental matters. There are many local groups which take responsibility for Watchhouse Hill, cycle path clearance, bird and wild life protection, meadow maintenance, Gorge protection, SSSI areas, and litter collection. All of these groups will show positive support for the railway provided their local knowledge and expertise are respected and they feel actively included in the railway development.	Environment	4. Noted	
7.9		I am sure that there will be more issues as the project continues but we are pleased that Metro West has made it clear that you value our ideas and will do your best to ensure that the proposed railway is a project which boosts our community and your reputation.	Liaison	4. Noted	
8.1	Portishead Town Council	Council fully supports the project. The town is in desperate need of a railway.	Level of support	4. Noted	
8.2		Welcomes the footbridge near Trinity school.	Trinity School footbridge	4. Noted	
8.3		It is hoped that any actions taken at this stage will not jeopardise the future development of two trains per hour when funds become available. We welcome the assurance that nothing in these proposals will prevent the desired upgrade to a full half hour service.	Level of service	4. Noted	
9.1	Environment Agency	The Agency is essentially satisfied in respect of the range of highlighted issues pertinent to its interests, together with the identified risks and associated mitigation proposals. The scope of source documentation and respective regulatory requirements is acknowledged.	Environment	4. Noted	
9.2		The Agency would be pleased review the project FRA at the earliest opportunity, to establish the actual flood risks associated with the proposed works.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
9.3		Table 17-3 – It is not possible to rely on “significant changes in strategic flood risk management interventions” before 2135. This is a long timeframe and it is therefore not known if future policy or funding will allow for any interventions. The proposal should assume none.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
9.4		Section 17.4.45 – as above, despite the intentions of the draft SMP, there is no certainty that improvements can or will be made.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
9.5		Section 17.6.11 – As previously advised, the Agency will require further evidence regarding the impact of the Clanager Road compound within the FRA.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
9.6		Section 17.6.21 – As above, the flood plan should not assume that a strategic solution, to address the future flood risk, will be adopted.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

9.7	The Agency would....highlight that the Ham Green Fishing Lakes adjacent to the railway line at Pill Tunnel, which receives treated surface run off from the railway via settlement tanks, will need to be closely monitored during construction. Care must be taken to ensure the collection of sediment is maintained effectively, due to the likely increase in loading.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.	
9.8	With regard to the proposed Maintenance Compound near Pill Tunnel, the Agency would request specific details regarding the management of any polluting substances stored on site, that may potentially impact on the lakes in the event of a discharge from the site.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.	
9.9	The PEIR document indicates a good understanding of the hydrogeological sensitivities of the route and potential sources of contamination, both on the route and from surrounding land uses. The Agency would advise that detailed information will ultimately be required in the form of an appropriate desk study and site investigation proposal.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.	
9.10	The submitted habitat and species surveys have considered, at an appropriate level, those aspects relevant to the interests of the Agency.	Environment	4. Noted		
9.11	Notwithstanding the above, there would appear to be a requirement for additional work with regard to adequate mitigation for impacts on watercourses and otters. As stated in the report, there will be slight adverse impacts on otters, due predominantly to night working, which can disrupt foraging and dispersal behaviour, and the removal of vegetation as a result of site clearance. Accordingly, agreed measures will need to be implemented to minimise any disturbance.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.	
9.12	The Agency would welcome clarification in respect of habitat creation/enhancement proposals	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.	
9.13	The Agency would welcome the opportunity to review outstanding documentation, including the aforementioned FRA and the WFD assessment, at the earliest opportunity.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.	
10.1	North Somerset District Council Highways Authority	Continued engagement to be held during the scheme's development	Highways	1. Ongoing Consideration	The responses and continued engagement with the scheme's development will be reported on in the consultation report submitted as part of the DCO application.
11.1	Bristol City Council Highways Authority	Continued engagement to be held during the scheme's development	Highways	1. Ongoing Consideration	The responses and continued engagement with the scheme's development will be reported on in the consultation report submitted as part of the DCO application.
12.1	Highways England	Collision analysis - we accept the scope	Traffic impacts	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

12.2	Impact Methodology and Assumptions – we accept this approach	Traffic impacts	4. Noted	
12.3	New station demand – we accept this approach	Traffic impacts	4. Noted	
12.4	Diversion of existing trips to the new station - we accept this approach.	Traffic impacts	4. Noted	
12.5	Demand at Existing Stations - We accept this approach	Traffic impacts	4. Noted	
12.6	Variable Demand Model - This is acceptable to us.	Traffic impacts	4. Noted	
12.7	Model Adjustments - GBATS4 matrices have been adjusted by amending rail demand trip matrices so that their assignment to the network results in station-by-station demand that is close to that generated by the RDM. It is not clear at exactly which point these adjustments take place. This should be clarified.	Traffic impacts	2. Stage 2 Response	Further information about the Rail Demand Model (RDM) including its interface with the GBATS4 multi-modal model is set out in the Outline Business Case December 2017, which is available at www.travelwest.info/MetroWest
12.8	Assumptions - ... the DTA being reviewed by us is based on a more intensive half-hourly rail service pattern. The document is currently being updated to reflect an hourly service pattern.	Traffic impacts	4. Noted	
12.9	Opening Year and Horizon Year Assessment - It was agreed during scoping discussions that an Opening Year of 2019 and a Future Year of 2029 would be assessed. It is now likely that the Opening Year will be 2021 (and therefore the Future Year should be 10 years post). Due to the marginal difference in traffic growth between 2019 and 2021, the Opening and Future year of 2019 and 2029 respectively have been retained. This is acceptable to us.	Traffic impacts	4. Noted	
12.10	Growth rates for the Opening and Future Year have been calculated using the TEMPro database. It should be noted that trip rates have been calculated using the TEMPro 6.2 dataset, rather than the more up to date TEMPro 7.2. Values have also not been adjusted using National Transport Mode (NTM) traffic growth calculations. We have undertaken an independent TEMPro exercise in order to check that growth factors included within the DTA are appropriate and can confirm that they are acceptable.	Traffic impacts	4. Noted	
12.11	Parking Assumptions - The number of parking spaces proposed to serve the stations are based on NSC parking standards. The level of parking provided should be discussed and agreed with the Council's own Transport Development Management officers.	Traffic impacts	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

12.12	Distribution and Assignment – accepted by us – in essence whilst the DTA shows that trips linked to the development will pass through M5 junction 19, it is not expected that these will be new trips, rather that their trip classification will be altered.	Traffic impacts	4. Noted	
12.13	<p>Strategic Operational Impact Assessment - As the DTA is currently being updated to reflect a change in planned train stopping patterns, detailed results such as those demonstrating specific impacts at M5 junction 19 are likely to change.</p> <p>It should be noted that the nature of the development means that the scheme has the potential to reduce the number of vehicles impacting on M5 junction 19. Even with the reduction now proposed in service frequency there is still a high likelihood that there will be a reduction in vehicular trips through the junction as a result of modal shift.</p> <p>Trips which currently use M5 junction 19 (and subsequently the wider SRN network) may be replaced by more local trips within Portishead; vehicles will travel to / from the residential areas in order to use the station. These journeys will not use of M5 junction 19 and may reduce vehicle impacts in the AM and PM peak hours.</p> <p>The DTA acknowledges that M5 junction 19 is 'reaching capacity and congestion is particularly notable'. This will be compounded by the level of economic growth planned in the WoE over the coming years. The scheme therefore offers some potential to mitigate the impact of growth expected at the junction.</p>	Traffic impacts	4. Noted	
12.14	Local Operational Impact Assessment - The location and configuration of the car parks for the new station are an issue that we will need to consider in order to ensure that there is no blocking back onto the Local Highway Network which could subsequently impact on the SRN.	Traffic impacts	4. Noted	
12.15	Construction Impact Assessment - The approach included in the DTA is what is expected at time of writing and this is accepted by us.	Traffic impacts	4. Noted	
12.16	We will....wish to be consulted on the Construction Phase Management Plan and particularly management of plant or materials brought to site via the SRN, with a view to avoiding peaks.	Traffic impacts	2. Stage 2 Response	We will continue to engage with you throughout the DCO process.
12.17	The likely level of traffic generation arising from the construction works is not given in the DTA. This should be calculated, based on expected movements at the site, so that the number of trips impacting on M5 junction 19 during the AM and PM peak hour are known. This information should be included in the final Construction Traffic Management Plan (CTMP).	Traffic impacts	1. Ongoing Consideration	The final version of the Transport Assessment will included a detailed assessment of the traffic impact arising during the construction phase of the scheme.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

12.18	Specific waiting areas for construction traffic, located off the SRN should be identified. Drivers should be informed of these prior to visiting the site in order to stop construction vehicles waiting at inappropriate locations on the network.	Traffic impacts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
12.19	Highway Mitigation - The DTA identifies that the impact of the scheme is unlikely to have a major detrimental impact on the capacity and operation of junctions and links assessed. As noted previously, the impact of the scheme on junctions will change when the TA has been updated to reflect changes in rail stopping patterns. The level of mitigation may also have to be changed to recognise these differences. Taking in to account the above, details included within this section of the DTA have not been reviewed by us.	Traffic impacts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
12.20	Construction Impact Mitigation - Six of the eight delivery routes identified involve vehicles using M5 junction 19. Traffic Management Plans (TMP) will be produced to assess the impact of construction traffic on the network. This may include the identification of additional measures which may be required.	Traffic impacts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
12.21	Abnormal loads will be grouped together and moved outside the network peaks in order to reduce disruption to traffic. A feasibility report looking at the access route used to deliver the abnormal load will be prepared before the load is moved. This should be approved by us, prior to any moving of abnormal loads.	Traffic impacts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
12.22	Operationally, we will need to understand and approve any physical works which are carried out under or in close proximity to the M5.	Traffic impacts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
12.23	Any works or maintenance compounds with the potential to impact on the SRN should be discussed and approved by us.	Traffic impacts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
13.1	Coal Authority	The Coal Authority records indicate that within the area identified for the Portishead branch line there are 13 mine entries and areas of likely historic unrecorded coal mine workings at shallow depth. The Coal Authority would expect the exact location of the recorded mine entries, which fall within the site, to be established and any layout designed to avoid building over or close to these features. The Coal Authority is of the opinion that building over the top of, or in close proximity to, mine entries should be avoided wherever possible, even after they have been capped, in line with our adopted policy: https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries	Geotechnical	4. Noted
13.2		notes that the PEIR identifies the potential risks posed by past coal mining activity and states that a Risk Assessment has been undertaken.	Geotechnical	4. Noted
13.3		It is noted that Section 10.6 of the PEIR states that the proposed construction sites at Pill and Portishead stations will be investigated to determine the ground conditions, including ground stability.	Geotechnical	4. Noted

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

13.4		Section 10.9.2 and 10.9.3 of the PEIR comment that geotechnical assessments of mining stability have yet to be completed for elements of the DCO Scheme and that these will be included in the ES to be submitted with the finalised DCO application. The Coal Authority would expect the intrusive site investigations to establish the exact situation in respect of coal mining legacy issues to be carried out on site, in the case of the mine entries to inform the layout, where possible, and in all other cases prior to commencement of the development	Geotechnical	4. Noted	
14.1	North Somerset Internal Drainage Board	in the absence of the FRA, a drainage strategy and much important detail on the drawings supplied in respect of the current consultation, many aspects of the proposals are currently unacceptable to the IDB or cannot be agreed until further information is available. Land Drainage Consent is a legal requirement and would not be forthcoming with the level of information as it is currently presented and the Board would likely object to the DCO.	FRA, drainage strategy	2. Stage 2 Response	The FRA and drainage strategy will be made available for review to statutory bodies prior to the DCO application submission
14.2		The submitted drawings lack much of the detail which the IDB will need to assess before final approval. As far as possible those drawings associated with this current consultation and of relevance to the Board's interests have been marked up with the Board's comments and copies are returned	Drainage	4. Noted	
14.3		The approximate line of the Board's boundary has been marked in green. Any permanent or temporary works within 9m of any watercourse inside the boundary will require the written consent of the Board prior to commencement of the works.	IDB byelaws	4. Noted	
14.4		The Board has a series of Byelaws that any construction should comply with. These can be found on our website: www.nslidb.org.uk	IDB byelaws	4. Noted	
14.5		Watercourses within Temporary Possession Zones - Several ditches fall within the areas identified for haul roads / working areas. Free drainage paths must be preserved and any changes (eg culverting) agreed and consented by the IDB prior to commencement of construction. Access to maintain IDB watercourses must be retained in the temporary and permanent situation.	Construction – drainage ditches access	4. Noted	
14.6		Fencing Alignments & Specification - It is noted that further land is to be acquired, either permanently or temporarily, in connection with the project. There are important drainage ditches both inside and outside the existing boundaries. At several locations these watercourses are interconnected and interdependent. Details of any proposed realignment of the fencing will need to ensure that the Board's access requirements are not compromised. Some of the ditches just outside the railway boundary are currently inaccessible for maintenance except from the railway land and consideration will need to be given to ensuring that alternative means of access is provided, or other measures adopted such as culverting or diversion.	Fencing alignments	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

14.7	The height and nature of proposed fencing is not specified, but if greater than 1.2m may also constrain access to adjacent watercourses.	Fencing	2. Stage 2 Response	The height of fencing varies. Through urban areas the fencing will be approx. 1.8m high, except where there will be acoustic fencing which will be up to 2.4m high. Through open countryside the fencing will generally be less than 1.2m, except around structures where it may be higher.
14.8	Culverts - The position of the culverts is not annotated on the drawings nor any indication of what is proposed for them (renewal, repair, etc.). Visual inspection of those known to the Board suggest that complete replacement is likely to be necessary in most cases. The culverts are of vital importance to the drainage of the area (including that of the railway) and which the IDB is charged with safeguarding. In most cases the existing headwalls lie within the railway boundary leaving short lengths of open ditch inside the boundaries at each end which, once construction commences, will not be accessible to those responsible for maintaining the respective water courses. This feature has proved problematic on the main line railway in the area and has involved regular (annual or biannual) access onto the railway for clearance with associated administrative effort and disruption. The Board recommends that any replacement culvert headwalls should be situated on or just outside the respective boundary fencing in order to obviate this issue.	Culverts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
14.9	Track Drainage - Specific drainage proposals for the track have not been presented and should be provided for review.	Drainage - track	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
14.10	Run-off rates - Unattenuated run-off is only allowable from the Portishead Station roof areas. Areas of car parking will require appropriate attenuation and water quality mitigation.	Drainage – Portishead car park	1. Ongoing Consideration	This will be considered during the scheme's further development stages.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

14.11	Dwg 102 and Land Plan Sheet 1 - The watercourse labelled as The Cut is cleared of vegetation and any siltation annually by the IDB. The length between the marked points X and Z is carried out using a 13 tonne wheeled slew which takes access along the route indicated on the drawing. This watercourse is critical to the drainage of adjacent low-lying and densely populated housing areas and it is thus essential for the Board's operations that this access should be preserved. The length labelled XY is shown on the land plan as being acquired for the railway construction, partly permanent, part temporary. It is not clear from Dwg 102 what this acquisition is for but the IDB access must be preserved. Moreover this access is narrow such that during watercourse clearance operations the rear of the Board's machine overhangs the existing railway fence. As this is practice is likely to be unacceptable once construction commences and the width of the railway land holding is so great along this length, it is suggested that consideration should be given to moving the alignment of the permanent boundary fence Northwards.	Drainage	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
14.12	Dwg 103 and Land Plan Sheet 2 - Culvert at approx Ch17400 – General Comments refer. The drainage area to this culvert has been modified as a consequence of the development in the area which has involved ground re-profiling. Its capacity and invert level should be reviewed for adequacy. Sheepway access point. Access for watercourse maintenance using 13 tonne slew excavators is currently provided here and should be maintained, including provision for offloading from low-loader IDB was unable to confirm this point from the drawings provided.	Drainage	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
14.13	Dwg 104 and Land Plans 2a and 3 - Culverts at approx Chs 16850 and 16400. General Comments refer. The whole of the zone south of Sheepway between the road overbridge and Station Road drains under the railway. There have been issues with waterlogging and flooding in this area in the past and free discharge through the culverts must be maintained. The exits to these culverts both fall within working / haul road zones	Drainage	1. Ongoing Consideration	This will be considered during the scheme's further development stages.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

14.14	Dwg 105 and Land Plans Sheet 3 & 4 - Culvert at approx Ch 15570 carries run off from M5 and is heavily silted, causing water logging on the S side of the railway. The watercourse on the N side is under P of B control and is currently being improved. See General Comments also regarding the lineside ditches between approx Chs 15880 and 15540 which and as well as servicing the railway are essential components of the local drainage network. These fall both within and just outside the permanent and temporary acquisition zones and it is essential that their functionality be maintained. The existing access point off the Portbury 100 at the old Drove is used by Wessex Water and is also available to the IDB for maintenance access. It is noted that it is intended to permanently acquire land at this point but provision for unrestricted access should be maintained.	Drainage	1. Ongoing Consideration	This will be considered during the scheme's further development stages.	
14.15	Dwg 106 & Land Plans Sheets 4 & 5 - Possible culvert at approx CH 15550. Possibly now redundant; discussion with IDB essential prior to any decision not to maintain or replace. Culvert under Dock Road at approx Ch14925. Outlet stream is not shown and falls within temporary acquisition zone. See General Comments. On S side inlet channel and old brick headwall inside railway boundary. New parking zone under construction will feature drainage swale and weedscreen close to or within temporary acquisition zones. Continued access for maintenance / operations essential.	Drainage	1. Ongoing Consideration	This will be considered during the scheme's further development stages.	
14.16	Dwg 107 & Land Plan Sheet 5 - IDB boundary ends at approx Ch14500. Immediately to the east of Marsh Lane an important drainage path runs under the railway with long culverted sections falling within the acquisition zones. The watercourse serves a large upland catchment and has been subject to blockages and resultant flooding in the past.	Drainage	1. Ongoing Consideration	This will be considered during the scheme's further development stages.	
15.1	Canal and River Trust	No comment to make	Environment	4. Noted	
16.1	Public Health England	The scheme is considered as falling into two sections, part of the project falling under the scope of the NSIP framework but with a significant section of the project falling outside of NSIP regime but being considered as an associated development. We accept the legislative distinction but recommend that the full impacts of both parts of the project (NSIP and associated development) should be considered in the final Environmental Assessment submitted with the request for a development consent order.	Environment	2. Stage 2 Response	This will be considered in the Cumulative Effects Assessment chapter in the Environmental Statement

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

16.2	<p>We are generally satisfied with the proposed structure and layout of the Environmental Information Report / Environmental Assessment. In the report (PIER Volume 2 Table 7-4) you refer to a Health Impact Assessment (HIA) being included in Appendix 17.2 of volume 4. Volume 4 does not appear to be available for download via your webpage:</p> <p>(https://metrowestphase1.org/the_consultation_documents/), consequently We are unable to comment on the HIA at this time. We welcome its proposed inclusion and will comment at the next stage of the NSIP process.</p>	Environment	2. Stage 2 Response	Consultee was contacted during consultation time period advising that the HIA has been available on the website and confirmed that the link was working. Copy by email also offered if they wished. Consultee acknowledged that they will review the HIA and respond shortly.
16.3	<p>We note however, that the assessments of impacts were undertaken using 'worst-case' scenarios for air quality impacts and that these were selected using professional judgement. Whilst we understand the desire to minimise unnecessary monitoring or modelling, we recommend that the final report should identify all sensitive receptors which may experience poorer air quality as a result of the project and that the impacts be modelled on an individual property / receptor basis. If this is not possible detailed reasons for the exclusion or scoping out of unassessed receptors should be included.</p>	Air quality	1. Ongoing Consideration	Methodology will be explained in the Environmental Statement's air quality chapter
16.4	<p>We note that the scheme impinges on the Bristol City Council (BCC) Air Quality Management Area (AQMA) and that the developer has been in discussions with BCC. We welcome this liaison with BCC, particularly as they are in the process of developing proposals to improve air quality.</p>	Air quality	4. Noted	
16.5	<p>Many of the construction stage impacts will be managed / mitigated by the use of a Construction and Environmental Management Plan. We accept that such impacts can typically be managed by the implementation of industry good practice. We note that the plan is not available for comment, therefore we will provide comments once the documentation is available at the next stage of the NSIP process.</p>	Construction	4. Noted	
16.6	<p>We note that the cumulative effects are being further assessed and will be updated in the Environmental Statement. We will submit additional comments at this stage.</p>	Environment	4. Noted	
16.7	<p>The current submission does not consider any risks or impacts that might arise as a result of electric and magnetic fields associated with the development. We understand that the trains will be predominantly diesel-powered, but would be grateful if the proposer can confirm that there are no proposed electrification works, or works to existing infrastructure, that may pose a risk to public health. Please see our initial scoping response for details of the exposure thresholds / assessment criteria.</p>	Environment	2. Stage 2 Response	The scheme is not proposing electrification of the rail line. The trains will diesel powered trains.
17.1	Forestry Commission	We note that the designated and non-designated sites that will be impacted have been identified	Environment	4. Noted

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

17.2	We note that the habitats and species that need to be considered in the Environmental Impact Assessment (EIA) have been identified and that the applicant has outlined how they will do this.	Environment	4. Noted	
17.3	We look forward to seeing more detail on size and quality of the woodlands affected, especially the impact on ASNW [ancient semi-natural woodland]. We note that the applicant has proposed that there will be mitigation for any losses to woodland habitats or species and we look forward to seeing what that will be, bearing in mind that ASNW are irreplaceable habitats, the loss of which cannot be fully compensated for. We would welcome mitigation works that result in an increase in woodland cover in this area, without impacting on other valuable habitats, especially where this improves natural flood management or water quality.	Environment	1. Ongoing Consideration	This will be detailed in the Environmental Statement
17.4	We would also support mitigation work that reduces the impact of some non-native species, such as rhododendron, or tree health issues, such as the likely significant impact of ash dieback.	Environment	1. Ongoing Consideration	This will be detailed in the Environmental Statement
17.5	We would encourage you to ensure that access to the woodlands affected is also considered to ensure that they can be managed efficiently and sustainably after the development takes place	Environment	1. Ongoing Consideration	This will be detailed in the Environmental Statement
17.6	We support the request from Natural England for more detailed information on the works within the Avon Gorge SAC since we are concerned about the impact. We also support the request for arboricultural surveys to assess impacts on trees and woodlands.	Environment	1. Ongoing Consideration	This will be detailed in the Environmental Statement
17.7	When there is more information on the content of the EIA available, we will involve our in-house biodiversity and landscape specialists to contribute their comments	Environment	4. Noted	

Statutory Undertakers

18.1	South West Ambulance Service Trust	There are no specific concerns other than some potential operational issues around site access/ road closures but so long as these are shared in the usual manner I am sure we will be able to work around. I think the emphasis here would be ensuring we are kept up to date with the works by the project manager, but in a succinct manner that focuses on any access issues. We can then ensure this is shared with the Hub and operations.	Construction	4. Noted	
19.1	Clifton Suspension Bridge (meeting notes)	GSMR mast proposed – [still to be determined but should be no higher than 10 – 12m] few concerns with this and believe that given its location and distance from the Bridge it would not be visible anyway, but ask that this is tested by viewing the location from the Bridge and taking photos	Gorge – GSM-r mast	2. Stage 2 Response	Photos will be taken and inform the Landscape and Visual Impact Assessment in the Environmental Statement

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

19.2	[Clanage Road construction compound] - unlikely to be viewable from the Bridge given its location and distance but again ask that this is tested by viewing the location from the Bridge and taking photos	Compound – Clanage Road	2. Stage 2 Response	Photos will be taken and inform the Landscape and Visual Impact Assessment in the Environmental Statement	
19.3	Vegetation clearance in the Gorge - concerns about the level of possible vegetation clearance and ask to see the proposals when they are available. If there is a need for a significant amount of vegetation clearance, request that the height of the clearance is determined to maintain as much of the canopy as possible to maintain the 'magnificent views' from the Bridge, a key attraction of the structure.	Gorge – vegetation clearance	1. Ongoing Consideration	This will be considered during the scheme's further development stages.	
19.4	Fencing in the Gorge - preference for mesh as this can be camouflaged easier through use of planting. Request any fencing to be hidden.	Gorge - fencing	1. Ongoing Consideration	This will be considered during the scheme's further development stages.	
19.5	Concerns that certain parts of the Avon Trail run close to the water where fencing on the railway side may not be appropriate.	Tow path - fencing	3. Out of MetroWest Phase 1 scope		
19.6	<p>Believes an increase in train services would unlikely result in an increase of incidents as the tunnel runs under the bridge and that there are safety measures in place around the bridge such as CCTV and 24 hour manning to deter incidents. Safety fencing and wire mesh on the main span is in place to prevent access to those areas of the Bridge above the railway.</p> <p>Also advise that the vegetation canopy under the buttress acts as a deterrent and should remain.</p> <p>If there is an incident the emergency services may close the railway.</p>	Safety	4. Noted		
19.7	Advises that the project team speak to the relevant parish councils and local societies to ensure they are aware of the plans.	Liaison	4. Noted		
20.1	Bristol Port Company	We did respond to the Stage 1 consultation ... and our issues described in that letter remain relevant because they have not been addressed by your latest proposals. In fact, your latest proposals appear to go further by seeking additional powers over our statutory undertaking	Legal	2. Stage 2 Response	The dis-used railway corridor runs immediately adjacent to Royal Portbury Dock and during the development of the scheme design land-related interfaces with Port property were identified.
20.2		the scheme now being considered looks to provide only an hourly service whilst potentially having a significant impact upon our business during construction and involving the permanent loss of land in our ownership. We query the justification for the scheme given the reduction in service provision and the absence of any guaranteed commitment to extend the current proposals to meet the requirements for the targeted half-hourly service. It seems to us that the anticipated benefits of the scheme are outweighed by the serious detriment that it would cause to our statutory undertaking.	Service viability	2. Stage 2 Response	There is a compelling case for intervention to implement the scheme. Further information is set out in the Outline Business Case, which is available from www.travelwest.info/projects/MetroWest

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

20.3	You have not yet published a draft development consent order ("DCO") and its absence inevitably means that our comments are necessarily incomplete. We would, for the avoidance of any doubt, expect our concerns to be addressed either in the terms of the DCO or appropriately drafted protective provisions scheduled to it. When do you intend to publish a draft DCO?	Legal	2. Stage 2 Response	The draft Order is now progressing; a draft has been provided to the Port.
20.4	Plans within your current Consultation Documents show a red line boundary (or proposed limits of deviation) for your proposed works which penetrate the Port's secure boundary in a significant number of areas. As you know from our latest discussions with you, we would be prepared to consider clearly defined limited rights of access (of whatever type) on terms to be agreed, but we cannot entertain your permanently depriving us, compulsorily, of land which forms part of our statutory undertaking, nor your exercising statutory powers of access to our dock estate and undertaking.	Legal	2. Stage 2 Response	Some fence line boundary discrepancies have been identified. The integrity of the Port's fence should not be affected.
20.5	We have been unable to reconcile some areas shown on your land plan apparently showing the proposed compulsory acquisition of land outside, but immediately adjacent to, our land with the lack of any supporting explanation in your Stage 2 publication. We therefore need you to provide further clarification so that we can assess the extent to which any proposals may potentially adversely affect our interests.	Land	2. Stage 2 Response	Further clarification has been provided and liaison continues.
20.6	Even if there is a proven need for the proposed rail service, to date you have failed to convince us of the need for some of your proposed works including, for example, those for the installation of pedestrian/equestrian crossings at Royal Portbury Dock Road and Marsh Lane as well as the acquisition, by compulsory purchase, of an area of the Port's land to the south of the M5 overbridge (none of which demonstrates any compelling needs case). While we recognise that you are currently financially constrained and may, therefore, have been unable to develop your proposals beyond the inchoate, please understand that you will need to do so in detail before we can give due and proper consideration to them.	Land / Highways	2. Stage 2 Response	The land identified at Royal Portbury Dock Road is identified for highway safety improvements. The bridleway extension south of the M5 has been identified to provide equestrian users a safe route to pass the M5 to reach the bridleway network established by the Port.
20.7	Our earlier response expressed our concerns about possible access to our land along the route of our freight rail line in order to provide new rail signalling. We remain unclear as to the need for you, as opposed to Network Rail, to have powers of access. It is essential to maintain our freight line's connectivity at all times to the national rail network but nothing in your proposals to date has addressed this key requirement.	Signalling	2. Stage 2 Response	The rights are sought to ensure the signalling system required to regulate Port and passenger rail traffic can be installed.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

20.8	Similarly, the preservation of the Port's road access arrangements during all construction works is essential to ensure business continuity. We were concerned to note the extent of the proposed working areas and works affecting several of those key access points including the critical Royal Portbury Dock Road. Among other things, your proposals for (a) the apparent (but unexplained) compulsory acquisition of part of Royal Portbury Dock Road to the south of the rail route and (b) crossings for equestrian use could have significantly adverse long-term implications for unimpeded road access to our undertaking. Again, nothing in your proposals gives any indication of how you propose to preserve continuity of access at all times, both during and after construction.	Construction impacts - access	2. Stage 2 Response	No closure of the highway of Royal Portbury Dock Road is proposed.
20.9	Our above comments are based on our understanding that your current public consultation relates only to the proposed re-opening of the Portishead branch line and not to other elements of MetroWest Phase 1. If that understanding is incorrect please let us know because we will want, in due course, to raise with you issues concerning those other elements.	Wider scheme elements	2. Stage 2 Response	Our formal consultation focused on the elements of the MW Phase 1 scheme that require planning consent, however our consultation also described the elements of the scheme that fall under permitted development. All elements of the scheme (the DCO elements and the permitted development elements) will be subject to rail industry formal process such as 'Network Change' which is undertaken during GRIP4. Network Rail will contact the freight train operators about this shortly (June/July 18).
20.10	The current undeveloped nature of your proposals means that our comments are inevitably subject to your producing a fully worked-up scheme and draft DCO for our review	Further information requested	4. Noted	
21.1	Royal Mail	A major road user nationally. Any disruption to the highway network and traffic delays can have direct consequences on Royal Mail's operations, its ability to meet the Universal Service Obligation and comply with the regulatory regime for postal services, thereby presenting a significant risk to Royal Mail's operation and business.	Traffic impacts	4. Noted
21.2		Royal Mail vehicles use all of the main roads that may potentially be affected by additional traffic arising from the construction of the proposed Portishead Branch Line. Royal Mail therefore wishes to ensure protection of its future ability to provide an efficient mail sorting and delivery service to the public in accordance with its statutory obligations which may potentially be adversely affected by the construction [of the scheme]	Traffic impacts	2. Stage 2 Response
				This will be considered in the Transport Assessment, Construction Environmental Management Plan, and Code of Construction Practice

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

21.3	Royal Mail has no issue with the principle of the proposed Portishead Branch Line which should, once constructed promote modal shift away from private vehicle use, thus reducing demand for the public highway.	Level of support	4. Noted	
21.4	[The project] should have regard to the Royal Mail's statutory requirements and operational sensitivity to changes in the capacity of the highways network	Traffic impacts	4. Noted	
21.5	[The project] should note the location of Royal Mail's nearby operational properties as: <ul style="list-style-type: none"> • Portishead Delivery Office, 20 High Street, Portishead • Clifton Delivery office, 2 Clifton Road, Bristol • Clevedon Delivery office, 2 Albert Road, Clevedon • Nailsea Delivery Office, Crown Glass Place, Nailsea • Avonmouth Delivery Office, St Brendans Way, Bristol • South West Regional Distribution Centre, Western Approach Distribution Park, Bristol 	Traffic impacts	4. Noted	
21.6	Royal Mail requests that the ES to be submitted with the DCO application includes information on the needs of major road users (such as Royal Mail) and acknowledges the requirement to ensure that major road users are not disrupted through full consultation at the appropriate time in the DCO and development process	Environment	2. Stage 2 Response	This will be considered in the Transport Assessment, Construction Environmental Management Plan, and Code of Construction Practice.
21.7	Royal Mail request that it is fully pre-consulted by [the project] on proposed road closures / diversions / alternative access arrangements, hours of working and on the content of the CTMP. The ES should formally acknowledge the need for this consultation with Royal Mail and other relevant local businesses / occupiers.	Construction	2. Stage 2 Response	This will be considered in the Transport Assessment, Construction Environmental Management Plan and Code of Construction Practice.
22.1	Homes and Communities Agency (now Homes England)	The HCA are freeholders of 3 parcels of land at Ashton Gate Depot (Title numbers BL113390 and BL134476).	Land	4. Noted
22.2		The HCA are in a conditional contract for the delivery for a residential scheme with [business name] on the principal parcel of land (Title number: BL113390).	Land	4. Noted
22.3		The HCA land is affected by two Demarcation Agreements dated 6th March 1996 and 29th February 1996 between RailTrack PLC and British Railways Board. The Demarcation Agreements provides a number of rights including access to the principal development site, via the rail bridge accessed off Clange Road. This access must be maintained under any future development of the Portishead Branch Line. The HCA would be concerned of any impact on access to HCA land as a result of these proposals.	Land	2. Stage 2 Response The access will be maintained

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

22.4		We are also aware of the plans for the maintenance compound in close proximity to HCA land – whilst it is unclear the impact this may have on future development proposals, please can HCA be fully updated on the nature of this element of the works.	Land	2. Stage 2 Response	Our proposals at Clanage Road in summary are for a temporary compound during construction, part of which will be retained as a permanent maintenance compound. In respect of interface with HCA proposals, this is likely to be very limited as our compound proposals are located on the western side of the railway, while your land holding is on the eastern side and your highway access is quite some distance from our proposed compounds.
23.1	Independent Pipelines	No comment to make	Utilities	4. Noted	
24.1	Quadrant Pipelines	No comment to make	Utilities	4. Noted	
25.1	Independent Power Networks	No comment to make	Utilities	4. Noted	
26.1	Electric Network Company	No comment to make	Utilities	4. Noted	
27.1	National Grid (Hinkley Point C Connection)	National Grid's Hinkley Point C Connection Project Order (2016) and Correction Order (2017) (the "Order") which provides rights to construct and acquire land to connect the Hinkley Point C New Nuclear Power Station (click here), are affected by the proposed Metrowest Phase 1 Order and will need to be protected / safeguarded. If any of the rights provided by the "Order" are proposed to be changed or removed then alternative rights will need to be provided by the Metrowest Order that are acceptable to, and have been agreed by National Grid.	Legal	4. Noted	
27.2		Following a number of meetings with yourselves it appears likely that there will be an overlap in the construction of both projects. It will therefore be essential to work together and agree a form of liaison procedure to ensure any potential interactions / conflicts can be proactively managed and resolved.	Construction	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
28.1	GTC	No comment to make	Utilities	4. Noted	
29.1	NATS Ltd	Operates no apparatus in the vicinity of the scheme	Utilities	4. Noted	
30.1	Utility Grid Installations	No comment to make	Utilities	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

31.1	Marine Management Organisation	Activities taking place below the mean high water mark may require a marine licence in accordance with the Marine and Coastal Access Act (MCAA) 2009.	Environment	4. Noted	
31.2		The MMO is also the authority responsible for processing and determining harbour orders in England, and for some ports in Wales, and for granting consent under various local Acts and orders regarding harbours.	Environment	4. Noted	
31.3		A wildlife licence is also required for activities that would affect UK or European protected marine species.	Environment	4. Noted	
31.4		The MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark.	Environment	4. Noted	
31.5		Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to	Environment	4. Noted	
31.6		If you are consulting on a mineral/waste plan or local aggregate assessment, the MMO recommend reference to marine aggregates is included and reference to be made to the documents [listed]	Environment	2. Stage 2 Response	Considered in chapter 12 of the Environmental Statement
31.7		The NPPF informed MASS guidance requires local mineral planning authorities to prepare Local Aggregate Assessments, these assessments have to consider the opportunities and constraints of all mineral supplies into their planning regions – including marine. This means that even land-locked counties, may have to consider the role that marine sourced supplies (delivered by rail or river) play – particularly where land based resources are becoming increasingly constrained.	Environment	2. Stage 2 Response	Considered in chapter 12 of the Environmental Statement

Local Authorities

32.1	North Somerset District Council	Continued engagement to be held during the scheme's development	Highways	1. Ongoing Consideration	The responses and continued engagement with the scheme's development will be reported on in the consultation report submitted as part of the DCO application.
33.1	Bristol City Council	Continued engagement to be held during the scheme's development	Highways	1. Ongoing Consideration	The responses and continued engagement with the scheme's development will be reported on in the consultation report submitted as part of the DCO application.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

34.1	South Gloucestershire Council	The consultation leaflet also states that, subject to available funding, the 16 stations within the MetroWest phase 1 network will be upgraded, including e.g. new passenger shelters, improved information systems, improved CCTV and access improvements, although this proposal does not seem to be included in the Preliminary Environmental Report section 4.8 'Other works required for the MetroWest Phase 1 project'?	Level of scope	2. Stage 2 Response	Station upgrades are part of the wider MetroWest programme and are not Phase 1 specific
34.2		We welcome MetroWest Phase 1 as a project that provides sustainable travel options and has the potential to reduce road traffic. As far as we understand no significant negative effects are predicted for South Gloucestershire.	Level of support	4. Noted	
34.3		The preliminary environmental information provided... does not seem to assess (or provide a justification for not assessing) the cumulative effects of the main MetroWest DCO project along with all of its' other associated works, and particularly those elements proposed to be delivered under Permitted Development Rights.... Even though these elements....are being proposed under Permitted Development Rights, they nonetheless seem to form part of the MetroWest project (as stated in the consultation documents) which is an EIA-scale scheme. It would therefore seem that the PD elements (a-c) should form part of that environmental assessment (Preliminary Environmental Report) even if the effects are ultimately found not to be significant.	Environment	2. Stage 2 Response	Potential cumulative effects arising from the DCO Scheme combined with the Other Works for MetroWest Phase 1 have been assessed in the technical topic chapters and within Matrix 2 (Appendix 18.2 in the PEI Report Volume 4 Appendices).
34.4		In particular, the Severn Beach railway line runs immediately alongside the boundary of the Severn Estuary SPA/Ramsar (European Site) at Chittering Wharth and accordingly the project needs to be subject to Habitat Regulations Assessment (HRA) under Regulation 61 of the Habitat Regulations 2010 as there may be potential for the works....to impact upon the site (particularly increased train journeys to displace or disturb waterfowl using the saltmarsh). The Environmental Impact Assessment and HRA must both consider the potential for cumulative effects and report, as well as in combination effects with other plans or projects. In this regard, consideration should also be given to assessing the project in combination with other plans or projects, including the proposed new M49 motorway junction at Severnside and the proposed flood defence works at Avonmouth Severnside.	Environment	2. Stage 2 Response	This has been included in the draft HRA under Projects and Plans with Possible In-Combination Effects on European Sites. Furthermore, potential cumulative effects arising from the DCO Scheme have been assessed in the technical topic chapters and within Matrix 2 (Appendix 18.2 in the PEI Report Volume 4 Appendices).
35.1	Bath and North East Somerset Council	We do not wish to respond.	No comment	4. Noted	
36.1	Mendip District Council	We have no comments	No comment	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

37.1	Sedgemoor District Council	<p>It is noted within Chapter 16 of the PEIR that part of the DCO Scheme involves upgrading part of an operational railway meaning that it is likely there will be a requirement for temporary possessions which, presumably, may impact upon services in and out of stations in both Bridgwater and Burnham-on-Sea & Highbridge. As such, Sedgemoor District Council would like to be updated on how those works will affect services into and out of Sedgemoor once a construction contractor is appointed and a programme is agreed.</p>	Construction	2. Stage 2 Response	<p>Temporary possessions of the existing Portbury Freight line will only affect freight train services. Temporary possessions of the Bristol to Taunton main line will required for works to be undertaken under Network Rail's permitted development rights. These possessions will be limited to a small number of weekends, where bus replacement services will be required, affecting services to and from train stations in Sedgemoor.</p>
37.2		<p>Does not have any objections to the proposal and supports the principle of improved rail connectivity and service across the West of England and the greater South-West region</p>	Level of support	4. Noted	

Other Consultees – A (non-statutory technical consultees)

38.1	Great Western Railway	<p>GWR is pleased to offer support for the Metro West Phase 1 scheme and the Development Consent Order (DCO) application on which you have been leading on behalf of the Metro West promoting authorities. The DCO represents a significant milestone in this important project.</p>	Level of support	4. Noted	
38.2		<p>As you know, GWR has helped shape the plans to bring forward improvements across the Metro West network, including on the Severn Beach, Bath and Gloucester lines. We are working towards the early delivery of additional capacity and frequency improvements on both the Severn Beach and Bath corridors, responding to growing demand on both routes, and providing a more attractive service which will be the foundation of Metro West services.</p>	Level of support	4. Noted	
38.3		<p>GWR has a franchise obligation to fully co-operate with the development of Metro West. To underline our commitment, GWR and the IPA authorities have entered into a development agreement for work to support the planning, preparation and costing of new services and supporting infrastructure. GWR will continue to work with you, as set out in this agreement, to bring forward the proposals.</p>	Level of support	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

38.4		Metro West builds on GWR's own investment in the cascade of Turbo trains to Bristol, which started with the Severn Beach Line in July 2017 and now includes cross Bristol services to Bristol Parkway, Weston-super-Mare, Cardiff and Taunton. These trains, combined with the timetable changes to be provided from January 2019, will provide more capacity and a better customer experience.		4. Noted	
38.5		In addition, we have commenced the Smart Ticketing pilot on the Severn Beach Line, introduced a new smart enabled gateline at Bristol Temple Meads (with the new gateline at Weston-super-Mare coming forward later this year) and have enabled mobile ticketing through barcode readers supported by a new App. And, of course, last year we introduced the new InterCity Express Train on services from London Paddington with these new trains serving Bath, Bristol Temple Meads, Bristol Parkway and Weston-super-Mare.	Level of support	4. Noted	
38.6		In summary, GWR is proud to be working with the Metro West promotional authorities on this transformational project. On behalf of GWER I look forward to working with you and the wider team to turn the vision into reality.	Level of support	4. Noted	
39.1	Arriva Cross Country	no comments to make in response at this time. However, we will continue to participate in industry working groups as the project develops, and alongside Network Rail and the local train operator to ensure rail timetables are optimised upon completion	Operations	4. Noted	
40.1	Direct Rail Services	As a freight operator we don't currently use the branch but obviously would want to ensure that freight still would access to the appropriate sidings there for current flows and potentially new flows in the future as rail becomes more of a greener option for bulk freight movements in the UK.	Operations	4. Noted	
40.2		The concept of reconnecting passenger services to parts of, or new cities that are not currently serviced by the rail network is a worthwhile project so wish you every success in the scheme, and if you have any more requirements in the future from DRS please feel free to drop me an email.	Level of support	4. Noted	
41.1	Mendip Rail	No adverse comments in respect of the project proposals	No comments	4. Noted	
42.1	Bristol Airport Limited	Bristol Airport welcomes the proposed re-opening of the Portishead branch line as part of the wider MetroWest package of rail improvements across the West of England. We note and support the intended scheme benefits, including the reduction in journey times, the increase in business confidence and jobs, and the widening of the rail catchment area, and we welcome the scheme's integration with Network Rail's Western Route Modernisation Programme. These factors are all important to the continued success of the airport as one of the two international gateways to the West of England.	Level of support	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

42.2		As you will be aware, the airport is fully engaged with North Somerset Council and its partner authorities through the emerging Joint Spatial Plan (JSP) and Joint Transport Study (JTS) for the West of England, as well as the emerging Regional Strategy for the Combined Authority. We welcome the commitment within the JTS Final Report (September 2017) to a comprehensive package to improve access to the airport both by public transport and by road, and the proposed re-opening of the branch line and the provision of two new train stations are supported on the basis that delivery would assist with the wider vision for the regional transportation networks.	Level of support	4. Noted	
42.3		Bristol Airport will continue to engage positively with North Somerset Council and regional bodies in respect of the JSP and the emerging Local Transport Plan, and with MetroWest and Network Rail with regard to the regional rail network. We understand that this representation will be reported to PINS, and Bristol Airport wishes the Council and MetroWest well with the DCO application.	Level of support	4. Noted	
43.1	North Somerset Local Access Forum	Concern that there may be conflict between cyclists and pedestrians on the footbridge by the school. We asked that cyclists be asked to dismount over the bridge	Trinity School bridge	2. Stage 2 Response	The design of the footbridge will accord with NSC and Network Rail design standards and technical requirements and be suitable for cyclists to use.
43.2		[Requests] hatching to be marked in front of the gates [at Sheepway layby] to stop motorists from blocking the horse access	Sheepway lay-by	2. Stage 2 Response	The design is confirmed as asphalt for the access path next to the layby, enabling hatching to be marked once complete.
43.3		A proper light controlled crossing be installed at the Royal Portbury Dock Road as horses will no longer be able to pass beneath the railway tunnels, meaning they (and other vulnerable users) will be obliged to cross this very busy road. We are aware that you did some research on this but this was carried out mid-week in one of the wettest Februaries on record, so a representative sample of use was not achieved	Royal Portbury Dock Road crossing	2. Stage 2 Response	A signal controlled Pegasus Crossing has been considered but is not proposed by the scheme, having considered the current and future use of the crossing, its cost, the Port's opposition and other factors. Road safety audit was completed and the current design approved. User count surveys were carried out in line with good practice.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

43.4	On the sections where the bridleway passes right alongside the railway tracks, [we request that] there could be high, non-see-through fencing so as to minimise the risk of horses panicking along this very narrow section.	Bridleway	2. Stage 2 Response	The bridleway west of the M5 is being extended under the Avonmouth Bridge to the eastern side to avoid use of the railway under bridge. Neither the route under the bridge nor Marsh Lane and Royal Portbury Dock under-bridges are dedicated bridleway so fencing will be provided under Network Rail's standard for safety. This also satisfies concerns raised by Avon & Somerset Police. At other locations where the bridleway passes close to the railway such as alongside the Dock car parks, the bridleway is separated by vegetation which provides screening, most of which will be retained.
43.5	[we are] very pleased to see that the bridleway into Pill is to be extended around the base of the M5 motorway bridge. This means that this, the only route into Pill for horse riders from this direction, is now preserved.	Bridleway	4. Noted	
43.6	[we would] like to see high sides on the Marsh Lane bridge from a safety point of view	Marsh Lane bridge	2. Stage 2 Response	The existing Marsh Lane bridge parapet is to be raised (as part of vehicle incursion works).
43.7	[we] understand that it is not possible to make the Avon Road underbridge higher, so ask that mounting blocks for riders be placed at either end. At present, the route is usable on a smaller horse, but riders of larger horses need to dismount. Mounting blocks at either end will make this easier and safer.	Avon Road underbridge	2. Stage 2 Response	This section of the route is not dedicated as bridleway, and therefore mounting blocks are not appropriate.
43.8	[we request] that the bridleway surface to the east of Marsh Lane be improved when it is reopened as it is currently in a very poor condition	Bridleway	2. Stage 2 Response	The route forms part of the haul route during construction, and will undergo surface treatment for heavy goods vehicles which will remain once reopened.
44.1	South Gloucestershire, Bath and North East Somerset and Bristol City Joint Local Access Forum	The JLAf have not expressed a desire to provide a consultation response on this occasion	No comments	4. Noted

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

45.1	Bristol Public Rights of Way Forum (meeting notes)	<p>Ashton Vale Industrial Estate proposed temporary diversions that would take place to facilitate the construction of:</p> <ul style="list-style-type: none"> • a new pedestrian / cyclist ramp between Ashton Vale Road and the A370 • an extended left turn lane from Winterstoke Road into the industrial estate <p>No objections were raised by the PROW group to these proposals.</p>	Public right of way / construction	4. Noted	
45.2		<p>Ashton Vale Industrial Estate permanent changes, including a new pedestrian / cyclist ramp linking Ashton Vale Road to the A370, a new PROW route connecting the Ashton Vale Road to Baron's Close level crossing site and the permanent closure of the level crossing at Baron's Close.</p> <p>It was queried why Baron's Close would have to close and the path be diverted to Ashton Vale Road level crossing, and it was explained that this was due to safety issues associated with an increased frequency of trains. The Ashton Vale level crossing was much safer for a number of reasons including the fact that it is controlled manually via CCTV.</p>	Public right of way	2. Stage 2 Response	For safety reasons, Barons Close pedestrian crossing is proposed to be closed. The speed and frequency of passenger trains make the crossing more dangerous to use. The alternative controlled crossing is a short distance to the north via Ashton Vale Road, via the proposed PROW and alterations to the existing PROW.
45.3		<p>The proposed temporary closure of the tow path for a few days or hours at a time to allow NR to safely access / work on their structures. The temporary diversions included the route via NCN33 / NCN334 / Forestry Commission track and cycle path.</p> <p>No objections issues raised by the PROW group to these proposals. The group was generally happy that alternative routes had been considered and would be advertised via website and signing.</p>	Public right of way / construction	4. Noted	
45.4		<p>Temporary closure of limited sections of NCN26 to the west of Pill and the proposed diversion routes. the proposals were for permanent improvements to the NCN26 by widening the paths beneath several bridges and providing an improved crossing at Royal Portbury Dock Rd and a planned extension to the Bridleway beneath the M5 overbridge.</p> <p>No objections were raised by the PROW group to these proposals and the group was generally pleased with the planned permanent improvements.</p>	Public right of way / construction	4. Noted	
46.1	National Trust	<p>The National Trust is supportive of the endeavour to increase sustainable travel into Bristol. However, we are concerned about how the works affect the long term management of land that we own at Leigh Woods which the work directly affects.</p>	Environment	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

46.2	<p>It is important to note that the National Trust has its own Acts, dated from 1907, which protect its land ownership and management. The National Trust was created for the purposes of promoting the permanent preservation for the benefit of the nation of lands and tenements of beauty or historic interest and as regards land for the preservation of their natural aspect, features and animal and plant life. Those areas of land which the National Trust has declared inalienable we can never part with. This includes the land that we own at Leigh Woods. The National Trust has made a commitment to look after it forever. We wish to continue managing this particular area of Leigh Woods at Quarry Underbridge No.2 as limestone grassland. Our current management regime involves clearance of scrub and management of invasive species.</p>	Environment	4. Noted	
46.3	<p>The area of Leigh Woods owned by the National Trust is very highly designated and is a National Nature Reserve (NNR), a Special Area of Conservation (SAC), a Site of Special Scientific Interest (SSSI) and an Ancient Woodland. The area acquired in March 1933 is the most heavily affected by MetroWest Phase 1 and relates to the works to Quarry Underbridge 2. The current access is 3.05 metres wide and 2.18 metres high. This will be reduced significantly to under 1.9 metres in height, though accurate measurements have not been provided to the Trust. The underbridges were built as an Accommodation work under the powers of the Bristol and Portishead Pier and Railway Act 1863 and the National Trust still requires access. In the future we hope to graze this area but this will be very difficult if the access is restricted as livestock vehicles will not be able to get into the quarry.</p>	Structures	2. Stage 2 Response	<p>Having considered the options further we are now proposing to re-build the bridge deck, which will retain the existing height clearance under the bridge. These works will require the use of part of the quarry (National Trust land) but avoiding the most environmentally sensitive areas. It is anticipated that scaffolding will be used to create a platform spanning over the cycle path to create a working platform, which may include necessitate a closure of the Tow Path during these construction works.</p>
46.4	<p>4.3.102 describes the need to work outside the operational boundary in order to undertake remedial works to Quarry underbridge No. 2. To be clear the National Trust are not supportive of the remedial works to reinforce the underside of the bridge arch and support the rebuilding of the bridge deck. The Trust is supportive of a Construction compound in order to facilitate bridge [deck] replacement works.</p>	Structures	2. Stage 2 Response	<p>Having considered the options further we are now proposing to re-build the bridge deck, which will retain the existing height clearance under the bridge. These works will require the use of part of the quarry (National Trust land) but avoiding the most environmentally sensitive areas. It is anticipated that scaffolding will be used to create a platform spanning over the cycle path to create a working platform, which may include necessitate a closure of the Tow Path during these construction works.</p>

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

46.5	<p>There are no considerations for the final option for Quarry Underbridge No. 2 within the Environmental Information Report. The National Trust therefore find it difficult to properly consult on the scheme. There is also very little information within the Metrowest Stage 2 Consultation on re-opening the Portishead branch line as part of Metrowest Phase 1. The Trust believes that the access we currently have through Quarry Underbridge No. 2 needs to be maintained at its current level in order for us to continue to manage the quarry beyond it, and which is our only access due to the topography of the site. In order to protect our management and access we would ask that Quarry Underbridge No. 2 [bridge deck] is replaced and not reinforced</p>	Structures	2. Stage 2 Response	<p>Having considered the options further we are now proposing to re-build the bridge deck, which will retain the existing height clearance under the bridge. These works will require the use of part of the quarry (National Trust land) but avoiding the most environmentally sensitive areas. It is anticipated that scaffolding will be used to create a platform spanning over the cycle path to create a working platform, which may include necessitate a closure of the Tow Path during these construction works.</p>
46.6	<p>Within the quarries we have found the following species; sheep's fescue, mouse-eared hawkweed, devil's-bit scabious, yellow-wort, hawkweed, purging flax, common milkwort, Bristol rock-cress, lily of the valley, wood false-brome, quaking grass, centaury, fingered sedge and compact brome as well as whitebeams. Many of the whitebeams are rare and one of the management considerations is that the areas around them should be open. The proposed changes to the Quarry Underbridge No.2 access means that vehicular access is almost impossible. Without access into the quarry this will be difficult to manage and makes future management with livestock almost impossible due to the restricted access.</p>	Environment	2. Stage 2 Response	<p>Having considered the options further we are now proposing to re-build the bridge deck, which will retain the existing height clearance under the bridge. These works will require the use of part of the quarry (National Trust land) but avoiding the most environmentally sensitive areas. It is anticipated that scaffolding will be used to create a platform spanning over the cycle path to create a working platform, which may include necessitate a closure of the Tow Path during these construction works.</p>
46.7	<p>Whilst representatives from MetroWest have voiced concerns about damage to habitat during the build phase we believe that it is better to do the works to Underbridge No. 2 to ensure the best service on the line by meeting the optimum service requirements and that short term damage to habitat is more than off-set by the long term management that the National Trust can provide through our access being maintained. Representatives have said that the build will be difficult but this has not been quantified to us despite our request that this is further explained.</p>	Environment	2. Stage 2 Response	<p>Having considered the options further we are now proposing to re-build the bridge deck, which will retain the existing height clearance under the bridge. These works will require the use of part of the quarry (National Trust land) but avoiding the most environmentally sensitive areas. It is anticipated that scaffolding will be used to create a platform spanning over the cycle path to create a working platform, which may include necessitate a closure of the Tow Path during these construction works.</p>

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

46.8	The new passenger line runs adjacent to the National Trust Leigh Woods site and we are concerned that the removal of trees by Network Rail will cause windblow to our own trees.	Environment	2. Stage 2 Response	This will be considered in the MetroWest Phase 1 Avon Gorge Site Management Plan and associated documents.
46.9	We are also concerned of increased liability on the Trust for rockfalls onto the line. At the moment we manage this appropriately through rope works and surveys, fences and laser scanning the rock faces. We would ask for further information on Network Rail's responsibility for managing falls onto the line.	Geotechnical	2. Stage 2 Response	We are eager to work with the NT on measures that can be undertaken to assist the risk management of rockfall.

Other Consultees – B (non-statutory consultees)

47.1	Friends of Suburban Bristol Railways (FoSBR)	We welcome and support the proposals for the reopening of the Portishead railway to passenger traffic. We believe it is vital that this project continues due to the positive impacts that it will have and that it remains good value for money.	Level of support	4. Noted	
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MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

47.2	<p>There needs to be continuing work to explore ways to enable a future half-hourly service.... Estimated journey times from Portishead, even at 30 mph over the majority of the route, suggest that a half hourly service would be possible in terms of timing without significant and expensive works in the Avon gorge....there may be solutions that enable a half hourly service without significant investment. For example, we understand from Network Rail that to make the proposed parallel freight line through Pill into a passing loop for passenger services would enable this. Other options could include a passing loop at Bower Ashton and future small upgrades elsewhere to increase linespeeds.</p>	Level of service	2. Stage 2 Response	<p>The line capacity and infrastructure required to operate hourly and half hourly passenger train services for the Portishead Line, has been derived from train path modelling (Railsys Modelling) undertaken by Network Rail. Both the hourly and the half hourly service require the same infrastructure between Pill and Portishead including the proposed Pill Junction and twin tracking through Pill. To enable the operation of a half hourly service at some point in the future, it will be necessary to increase the line speed through the Avon Gorge, to implement double tracking between Bower Ashton and Ashton Gate with a new junction at Bower Ashton and to enhance Parson Street Junction.</p>
47.3	<p>Urge that [hourly plus] be provided throughout the timetable to ensure the service is an attractive one. This should not be problematic in view of the high benefit-cost ratio.</p>	Level of service	2. Stage 2 Response	<p>The hourly plus train service option requires an additional train set during the AM and PM peak and the resolution of some train path conflicts with existing passenger train services on the main line from Parson Street Junction to Bristol Temple Meads. The train set issue is both cost and availability issue. The train path conflict issue has some challenges because it entails a departure from the standard hour repeating pattern, as it entails a pathing cycle that repeats every three hours. For these reasons it may be necessary to re-introduce the Portishead line train service with an hourly service.</p>
47.4	<p>We recognise that the impact of a half hourly service on access to Ashton industrial estate would need to be explored and overcome. Since the ""hourly plus"" service is not a problem for the level crossing that would clearly be the first step towards a half-hourly service.</p>	Level crossing	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

47.5		We believe that the temporary diversions, re-routing and closures of routes and the building of work compounds are necessary and reasonable in enabling the building and operation of the railway.	Level of support	4. Noted	
47.6		We support the detail of the plans for stations including the infrastructure at Portishead to allow transfer between bus and train, pedestrian and cycle links and car parking, and the parking restrictions at Pill.	Level of support	4. Noted	
47.7		We welcome the provision of new pedestrian access from Barons Close to replace the closure of the crossing.	Ramp	4. Noted	
48.1	Portishead Railway Group	All our members wish the railway line to be opened as soon as possible.	Scheme timescales	4. Noted	
48.2		There was a concern about on street parking in the vicinity of both Portishead and Pill stations. These seem to have been addressed with measure put in place to mitigate on street parking plus a considerable number of parking spaces near Portishead Station.	Parking	4. Noted	
48.3		There should be a station building at Portishead that complies with Transport policy 1 (TP1) which states that the "Station design should reflect the importance of Portishead" We note that there is a station building on the plans we look forward to seeing a suitable design.	Portishead station design	2. Stage 2 Response	The scheme design retains a station building at Portishead and we note the importance of this aspect for the Group and its members.

Other Consultees – C (NSDC identified consultees)

49.1	North Somerset Community Partnership (meeting notes)	[Our] car park is shared with the Harbourside Family Practice and does not provide enough spaces for both visitors and staff, and [we] rely on the existing on street parking	Parking	2. Stage 2 Response	In light of the particular circumstances at play where the practice currently relies on on-street parking, we propose a number of measures as follows. We will provide a short stay car parking tariff, as well as an all-day tariff. The short stay tariff is likely to be up to two hours and set at an attractive rate for anyone wishing to use the car park. In addition, there will be 6 disabled parking spaces in the car park immediately opposite the practice, linked with a pedestrian crossing. We think these measures will be sufficient however another measure that could be explored is the allocation of a batch of car parking season permits for use by the practice staff.
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MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

49.2	<p>Practice is used by:</p> <ul style="list-style-type: none"> Community Nurse Teams (of approx. 30 people) attend the Practice before and after they carry out their home visits. Typically this means parking near the Practice between 8am – 10am and 2pm – 4pm. Therapist and specialist treatment sessions – both the therapists/Drs/nurses and patients attend, sometimes as many as 8-9 clinics per day Emergency vehicles and Community Transport also attend as and when required. <p>At present all of these attract car drivers and put a strain on parking in the area.</p>	Parking	4. Noted	
49.3	NSCP is growing and offering more services, which would include extended hours, which would also put a strain on parking provision.	Parking	4. Noted	
49.4	Concerns about the details of any proposed parking permits for the car park, specifically: <ul style="list-style-type: none"> Cost, particularly given their current financial pressures; Number of permits made available. 	Parking	4. Noted	
49.5	Short stay parking should be considered, particularly if parking machines could offer a short amount of time of free parking. This in particular would assist the district nurses who only attend the Practice for short amounts of time per day.	Parking	2. Stage 2 Response	As set out above, we propose to introduce a short stay car parking tariff, as well as an all day tariff. The short stay tariff is likely to be up to two hours and set at an attractive rate for anyone wishing to use the car park.
49.6	Integration between rail and other transport modes such as buses should be considered to reduce dependency on car use as it may go some way to alleviating parking problems	Public transport integration	2. Stage 2 Response	The station design has been developed to consider the access by all modes and users with mobility or sensory impairments. The new infrastructure will comply with Equalities Act and will be designed to enable attractive access by non-car modes. Portishead station will include a multi-modal interchange forecourt to enable physical integration across all main stream modes of transport. Through ticketing will be available from Portishead and Pill stations to anywhere on the UK passenger rail network. The integration of public transport and other modes will be considered in more detail in the Transport Assessment.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

49.7	Concerns about when the parking restrictions would come into force as they could be introduced to aid construction in the area before the station car park is built. This would cause the NSCP operational issues and asked that temporary provision be looked into.	Construction	2. Stage 2 Response	Traffic, parking and related issues will be considered in detail in the Transport Assessment as part of the Environmental Statement for the DCO application. This will determine the requirements needed. Construction processes will be covered in the Construction Management Plan and Code of Construction Practice.
49.8	Contractors should work with the Practice at the time of construction to ensure their operations are affected as little as possible. Use of emergency vehicles was highlighted as a particular concern and that the emergency services would also need to be kept informed of any access changes.	Construction	2. Stage 2 Response	Traffic, parking and related issues will be considered in detail in the Transport Assessment as part of the Environmental Statement for the DCO application. This will determine the requirements needed. Construction processes will be covered in the Construction Management Plan and Code of Construction Practice.
49.9	Concerns regarding an adjacent business who impose their own parking restrictions (cones) around the practice particularly Haven View to accommodate abnormal loads on average once a week. This can occur during the AM and PM peaks, and they manually stop traffic in both directions to manoeuvre the vehicles in and out which causes congestion issues.	Parking	2. Stage 2 Response	Traffic, parking and related issues will be considered in detail in the Transport Assessment as part of the Environmental Statement for the DCO application. This will determine the requirements needed. Construction processes will be covered in the Construction Management Plan and Code of Construction Practice.
49.10	Proposals in Pill would also affect the NSCP as the Pill Health Centre is adjacent to the Pill station proposals. The building is currently used as a training base but this may change as there is an ongoing review of the estates and its future use is yet to be determined. Should it continue to be used parking is already difficult and placing permanent restrictions in the area – particularly on Station Road and Heywood Road – would cause their visitors and staff issues. Any restrictions proposed for Heywood Road should still allow some parking to remain.	Parking	2. Stage 2 Response	Traffic, parking and related issues will be considered in detail in the Transport Assessment as part of the Environmental Statement for the DCO application. This will determine the requirements needed. Construction processes will be covered in the Construction Management Plan and Code of Construction Practice.
50.1	Office of Rail and Road (meeting notes)	Trinity footbridge - new level crossings must be assessed by a panel. It would be extremely unlikely that a pedestrian level crossing at this location would receive regulatory approval. Key reasons are the volume of usage and the age of the users (children) and its location in close proximity to a school.	Trinity Bridge	4. Noted
50.2		Barons Close level crossing - if the crossing is low use, and there is opposition to its closure, there may be potential to provide mitigation measures that would allow the crossing to remain open.	Barons Close	4. Noted

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

50.3	Ashton Vale Road level crossing - Network Rail to ascertain whether the additional work required to monitor the level crossing via CCTV could be accommodated within current staff resources and whether further resources would be required. Has work been done to justify CCTV as the best method for managing this particular crossing?	Ashton Vale Level crossing	2. Stage 2 Response	Network Rail have said that the additional work has been considered, the crossing is already at maximum level of protection, and therefore there is no need to change the CCTV approach.	
50.4	Ashton Vale ramp - it would be preferable for the route of any pedestrian/cyclist to avoid the immediate area of the level crossing as this would add additional safety issues. Any proposed changes 'within the stop lines' would require alteration to the Level Crossing Order and that would require ORR approval. Propose barriers are placed immediately at the bottom of ramp as a means to ensure cyclists would be stopped from continuing straight on and would have to slow and adjust course to cross the road	Ashton Vale ramp	1. Ongoing Consideration	This will be considered during the scheme's further development stages.	
51.1	Sky PLC	Refer project team to plant enquiries	Utilities	4. Noted	
52.1	Avon and Somerset Constabulary – Crime Prevention	The car park directly outside [Portishead] station allows vehicle and pedestrian access day and night with only short length of wall shown. No height restriction or barriers on the entrance to prevent misuse of the car park when the station is closed – will the car park be uncontrolled or a pay and display facility? Car parks should be lit when in use.	Car parks	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
52.2		Has consideration been given to use of bollards/street furniture to prevent vehicle access onto large forecourt and pedestrian areas?	Public realm	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
52.3		Vehicle access should be restricted at both ends of the cycle/footpath 'boulevard'	Public realm	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
52.4		CCTV is mentioned but no details included. Will car parks, cycle parking and ticket machines be covered by cameras?	Stations	2. Stage 2 Response	CCTV coverage will include car parks, cycle parking and ticket machines.
52.5		[Portishead] Station building with ticket office, waiting area, toilets and retail concession. The visualisations appear to show an open access platform with canopy above. Will the station building be locked out of hours to prevent potential misuse of this building and the facilities out of hours? Is the intention for the station building/ticket office to be manned? If all passengers had to enter via the station building then access could be restricted to the whole of the platform when it is locked at night.	Stations	2. Stage 2 Response	The station building will be staffed on a part time basis, during weekday mornings only. The building will be locked out of hours, however there will be public access to the station platform 24/7.
52.6		Seating is proposed, none shown on visualisations. The design and locations should be carefully considered. Positioned not to create a climbing aid. Location should not encourage inappropriate loitering or gathering that could intimidate other users of the site.	Public realm	1. Ongoing Consideration	This will be considered during the scheme's further development stages.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

52.7	Cycle parking – there are lots of new innovative police approved designs and products tested to sold secure standards, cycle lockers, cycle pods & safes Commuters with high value bicycles may be reluctant to leave them just locked to Sheffield stands. More secure provision should be offered with. Cyclists may feel more inclined to leave bicycles in a location that is covered with CCTV to deter and detect criminal activity. Any cycle provision should be located to allow good levels of natural surveillance.	Car parks	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
52.8	New DfT Guidance to local authorities: Mitigating security vulnerabilities outside railway, bus and coach stations October 2017 – offers further guidance on cycle security.	Cycles	4. Noted	
52.9	Over bridge to School - this should be lit	Trinity School footbridge	2. Stage 2 Response	Lighting will be incorporated into the footbridge hand rails, in accordance with Network Rail technical standards. The footpath linking to the footbridge will include street lighting.
52.10	[Pill Station] cycle parking – re-oriented would allow greater natural surveillance over cycles in this shelter – consider more secure cycle security solutions as above.	Car parks	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
52.11	The [Pill station] ramp is shown with barriers half way down. Will this affect the flow of pedestrians, how will wheelchairs and buggys navigate this? What are these barriers for? Would some measure at the top of the slope (and bottom) be more effective?	Stations	2. Stage 2 Response	We are proposing a chicane approx. half way down the ramp as a safety measure to reduce the speed of cyclists, given the length of the ramp. The chicane will not impede pedestrians, wheelchair users or parents with buggies.
52.12	[Pill station] ticket machine at top of stairs with barrier next to it could cause congestion.	Stations	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
52.13	[Pill station] platform – under stairs should be completely blocked off – railings are shown but this will allow access all along to the end of the platform where it stops.	Stations	2. Stage 2 Response	Railings will prevent public access under the steps, however public access will be given to the entire length of the platform, to enable the operation of 5 carriage trains.
52.14	[Pill station car park] appears to show a gated entrance. Will this be locked at night to prevent nuisance vehicles using this facility at night? How will this facility operate? No height restriction barrier is shown to prevent unauthorised large vehicles accessing it.	Stations	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
52.15	A gate is shown onto track at [Pill station car park]. Is this intended as a crossing for vehicle users – potential desire line?	Car parks	2. Stage 2 Response	This is a secure access gate for Network Rail maintenance only

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

52.16		[Underbridges] - Users of the foot/cycle way should have enough room to pass without infringing personal space (cyclists, mobility scooters, buggies). There should be clear lines of sight along its length to the exit and not have any hiding places. Landscaping/ planting either side should be well maintained to allow good lines of sight. The motor way underbridge is longer, is it lit to enable users to see who is along its length?	NCN	2. Stage 2 Response	The foot/cycle paths through all the under-bridges will be 2.5 metres wide, this is the maximum width available taking account of railway design and safety standards. We are not proposing to light the M5 railway under-bridge, as the high bridge soffit height lets in natural light and the rest of the path is unlit.
53.1	Trinity School Portishead - meeting notes	Support for the nearby footbridge to replace the existing foot crossing over the railway [and] the project to consider: <ul style="list-style-type: none"> additional screening of the school from the bridge through planting or similar, particularly at the north eastern corner where users would exit the bridge close to the school's gate (which is not their main entrance and only used occasionally); adequate lighting on the footpaths to the north and south of the bridge as it can get very dark in the area; anti-skateboarding measures on the bridge.	Trinity footbridge	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
53.2		[Concerns over] how resident's cars would be identified given that residents would also be affected by the limited parking times. [The school] have observed that a number of houses have multiple vehicle ownership but room for only one on their drives so are forced to park on the road. [The school] would ask that the project consider these concerns from local residents and look into solutions, including a resident parking permit scheme.	Parking - Portishead	2. Stage 2 Response	Traffic, parking and related issues will be considered in detail in the Transport Assessment as part of the Environmental Statement for the DCO application. This will determine the requirements needed.
53.3		An ongoing dialogue between the project and the school regarding the construction would [need to] happen.	Construction	4. Noted	
53.4		Involve the children in the project's [development and construction] where possible	Community involvement	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

54.1	Gloucestershire County Council (as non-neighbouring authority but with a potential interest in the scheme)	The proposals set out in MetroWest Phases 1 & 2 are supported for the benefits they will bring across the wider Bristol area and beyond including Gloucestershire. These include reducing the dependence on cars, improving air quality and increasing public transport options. As you are probably aware GCC is working with South Gloucestershire Council to extend services beyond Yate to Gloucester as part of the MW phase 2 scheme.	Level of support	4. Noted	
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Other consultees – S47, written to / require meetings

55.1	British Horse Society	We understand that the permissive bridleway opposite Sheepway Gate Farm will be temporarily diverted during the works. We would ask you to make sure that 'hatching' will be marked in front of the gate to stop motorists from blocking horse access.	Bridleway - Sheepway	2. Stage 2 Response	The design is confirmed as asphalt for the access path next to the layby enabling hatching to be marked once complete.
55.2		We ask that a proper light controlled crossing be installed at the Royal Portbury Dock Road as horses will no longer be able to pass beneath the railway tunnels, meaning they (and other vulnerable users) will be obliged to cross this very busy road. We are aware that you did some research on this, but this was carried out mid-week in one of the wettest Februaries on record, so a representative sample of use was not achieved.	Bridleway – Royal Portbury Dock Road	2. Stage 2 Response	A signal controlled Pegasus Crossing has been considered but is not proposed by the scheme, having considered the current and future use of the crossing, its cost, the Port's opposition and other factors. A road safety audit was completed and the design approved. User count surveys were carried out in line with good practice.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

55.3	We ask that on the sections where the bridleway passes right alongside the railway tracks (principally on the sections alongside the docks car parks and various industrial buildings), there will be high, non-see-through fencing so as to minimise the risk of horses panicking along this very narrow section.	Bridleway - bridges	2. Stage 2 Response	The bridleway west of the M5 is being extended under the Avonmouth Bridge to the eastern side to avoid use of the railway under bridge. Marsh Lane and Royal Portbury Dock under bridges are not a dedicated bridleway so fencing will be provided under Network Rail's standard for safety. This also satisfies concerns raised by AS Police. At other locations where the bridleway passes close to the railway such as alongside the Dock car parks, the bridleway is separated by vegetation which provides screening, most of which will be retained.
55.4	We understand that there will be temporary closure and diversion of the bridleway between Marsh Lane and Pill while works are carried out, although the final route will be wider than before.	Bridleway – Marsh Lane	4. Noted	
55.5	We are very pleased to see that the bridleway into Pill is to be extended around the base of the M5 motorway bridge. This means that this, the only route into Pill for horse riders from this direction, is now preserved.	Bridleway - Pill	4. Noted	
55.6	We would like also to see high sides on the Marsh Lane bridge from a safety point of view.	Highways – Marsh Lane	2. Stage 2 Response	The existing Marsh Lane bridge parapet is to be raised (as part of vehicle incursion works).
55.7	We understand that it is not possible to make the Avon Road underbridge higher, so would be pleased if mounting blocks for riders could be placed at either end. At present, the route is usable on a smaller horse, but riders of larger horses need to dismount. Mounting blocks at either end will make this easier and safer.	Bridleway – Avon Road	2. Stage 2 Response	This section of the route is not dedicated as bridleway, and therefore mounting blocks are not appropriate.
55.8	North Somerset Council Rights of Way teams also asked that the bridleway surface to the east of Marsh Lane be improved when it is reopened as it is currently in a very poor condition.	Bridleway – Marsh Lane	2. Stage 2 Response	This forms part of the haul route during construction and will undergo surface treatment for heavy goods vehicles which will remain once reopened
56.1	Bristol Cycle Forum	Improve NCN334 when it is used as a diversion during construction	Public right of way	3. Out of MetroWest Phase 1 scope
56.2		Concerns about children and families using the diversion route [for the closures of NCN41 (Tow Path)]	Public right of way	2. Stage 2 Response
				There are limited alternative routes when NCN41 is closed; accordingly, closure will be appropriately publicized in advance.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

56.3	[Concerns about] how many closures there would be of the tow path	Public right of way	2. Stage 2 Response	This will be kept to a minimum but will be detailed in the Construction Environmental Management Plan
56.4	[States that] some of the cycle surface needed maintaining on NCN26	Public right of way	2. Stage 2 Response	The section of the NCN 26 between Marsh Lane and the M5 forms part of the haul route during construction and will undergo surface treatment for heavy goods vehicles which will remain once reopened.
56.5	[Request that] Pill and Portishead Station would have step free access	Station design	2. Stage 2 Response	Both stations are designed to provide step free access
56.6	[Requests] bicycle provision on trains	Operation	2. Stage 2 Response	The trains operating the MetroWest Phase 1 service will form part of the train operators' wider fleet covering a large geographic area. Decisions about the on-board facilities are made by the train operator, in the context of passenger needs of the wider train service network.
56.7	[Requests that we take] into account users conflicts when directing the PROW up the AVTM maintenance path	Public right of way	2. Stage 2 Response	The path will not be altered, it will remain a shared use path and the only change is it will become a dedicated public right of way
57.1	North Somerset Cycle Forum (meeting notes)	Proposals raised for extending or improving existing provision for cyclists between Portishead and Bristol outside of the existing scope	Cycle routes	3. Out of MetroWest Phase 1 scope
58.1	British Transport Police (crime reduction)	Nothing to add to the consultation progress and will link in with Network Rail as the scheme progresses on station design and line side protection such as fencing	Safety	4. Noted
59.1	British Transport Police (Bristol Temple Meads inspector)	No representations	Safety	4. Noted
60.1	Sustrans	You will of course also need to deal separately with the legal interest Sustrans has from Network Rail over part of the track.	Legal	4. Noted
60.2		In general Sustrans strongly supports Metrowest as an alternative to the private car	Level of support	4. Noted

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

60.3	Regrets that funding issues are reducing the ambition of the scheme. We are concerned that the less frequent service now proposed will not be sufficient to attract as many commuters as it potentially could if half-hourly or better.	Service frequency	4. Noted	
60.4	Temporary diversion adjacent to compound, Sheepway - ensure access for cycles maintained by laying sealed surface on diversion	Cycling / ped route – Sheepway	2. Stage 2 Response	Cycle diversion routes will have suitable surfaces for users
60.5	Diversion of bridleway and permissive path NCN26 -consider optimum route to minimise conflict with site and other motor traffic. Possible route via pedestrian / cycle bridge over M5 at Portbury and following Avon Cycle Way.	Cycling / ped route – NCN26	2. Stage 2 Response	The proposed diversion routes will be well signed for users. Any on-road routes will need approval by the Local Highway Authority. The pedestrian/cycle bridge over the M5 at Portbury may a potential additional diversion route for some users.
60.6	We welcome the confirmation that the route will continue to pass under the M5, Marsh Lane and Royal Portbury Dock Road alongside the railway and ask you to ensure that space for the path is maximised subject to ORR requirements.	Cycling / ped route – NCN26	4. Noted	
60.7	Avon towpath - exploit any opportunity to improve the drainage and surface of the towpath, for instance by retaining any imported stone brought in for access by Network Rail vehicles.	Cycling / ped route – towpath	2. Stage 2 Response	While we understand the point being made, the Tow Path passes through a very environmentally sensitive area and has a number of formal protective designations. The rare fauna includes grasses, habitats and trees which in places abuts the Tow Path. Any works to improve the drainage and the surface of the Tow Path would require the approval of Natural England. Consent has not been sought for the additional works suggested.
60.8	Avon towpath - ensure advance warning of temporary closures signed well in advance of closure point.	Cycling / ped route – towpath	4. Noted	
60.9	Railway between Sheepway and Portishead - consider the possibility of creating a route for walking and cycling alongside the railway between Sheepway and Portishead for a more direct and traffic free link into the town.	Cycling / ped route – Portishead	2. Stage 2 Response	There is already a segregated pedestrian/ cycle route between Sheepway and Portishead which passes alongside the Portbury Wharf Nature Reserve.
61.1	First Bus	We are in support of MetroWest works and have no further comments to make.	Level of support	4. Noted
62.1	Ashton Park School	The scheme is well thought out and the traffic network takes into account the ways our students will get to school safely.	Level of support	4. Noted

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

62.2	<p>The school therefore wholeheartedly supports the scheme and its environmental, social and economic benefits to the area.</p> <p>Pedestrian and cycle access to the school will be enhanced through the pedestrian and cycle ramp making it safer for the students</p> <p>Fully support the environmental aspect of the project in getting more cars off the road</p> <p>Information to the school, pupils and parents will be much valued once the scheme is underway</p>	Level of support	4. Noted	
62.3		Ramp	4. Noted	
62.4		Level of support	4. Noted	
62.5		Liaison	4. Noted	
63.1	Marina Health Centre (Harbourside Family Practice) – meeting notes	Although the Practice has a car park, staff mainly park on Haven View or Quays Avenue and leave as much of their car park free as possible for visitors. However visitor parking often spills out onto the adjacent roads as well	Parking - Portishead	2. Stage 2 Response In light of the particular circumstances at play where the practice currently relies on on-street parking, we propose a number of measures as follows. We will provide a short stay car parking tariff, as well as an all-day tariff. The short stay tariff is likely to be up to two hours and set at an attractive rate for anyone wishing to use the car park. In addition, there will be 6 disabled parking spaces in the car park immediately opposite the practice, linked with a pedestrian crossing. We think these measures will be sufficient however another measure that could be explored is the allocation of a batch of car parking season permits for use by the practice staff.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

63.2	<p>welcomed having [possible] use of the station car park [through permits], but also had some concerns about the details, specifically:</p> <ul style="list-style-type: none"> • Cost, particularly given their current financial pressures; • Number of permits made available, with a preference for at least 20 plus 10 for North Somerset Council Community Partnership staff that operate from the same building; • Length of time permits would be made available and their annual cost, with concerns that the cost could rise annually or be withdrawn altogether and asked for a commitment of 3 years minimum, preferably 5; and • Parking for duty staff – there is usually at least 1 duty nurse that needs to have access to a vehicle at short notice. Ideally HFP would have 1-3 spaces allocated for duty nurses or doctors as close to the building as possible and the station car parks may be too far (particularly as they are over the road). HFP would have a preference for permanent or allocated parking in the station car park rather than permits but would welcome discussion pending further details 	Parking - Portishead	2. Stage 2 Response	See above comment.
63.3	<p>concerns about how the operation and construction periods may affect [hours of operation]:</p> <ul style="list-style-type: none"> • the peak time for patients arriving is normally around 8am on weekdays; • there is a high turnover of staff during the day, with staff going on visits at all times and shift changeovers. Therefore HFP would be concerned with a set number of permits only given the number of staff; and • the Practice is open at weekends as well as weekdays so require the same operations 7 days a week. <p>HFP suggested short stay parking be an option.</p>	Operational impacts	2. Stage 2 Response	<p>As set out above, we propose to introduce a short stay car parking tariff, as well as an all-day tariff. The short stay tariff is likely to be up to two hours and set at an attractive rate for anyone wishing to use the car park.</p> <p>Traffic, parking and related issues will be considered in detail in the Transport Assessment for the DCO application. This will determine the requirements needed. Construction processes will be covered in the Construction Management Plan and Code of Construction Practice.</p>
63.4	<p>concerns about the construction period, specifically:</p> <ul style="list-style-type: none"> • emergency vehicles regularly attend the Practice and Haven View Lodge (adjacent) and would need access at all times; • the on-call doctor needs access at all times; • some patients have mobility issues and require vehicles to collect them and drop them off; and • other vehicles require regular access including supplies and maintenance vehicles. 	Construction impacts	2. Stage 2 Response	<p>Traffic, parking and related issues will be considered in detail in the Transport Assessment for the DCO application. This will determine the requirements needed. Construction processes will be covered in the Construction Management Plan and Code of Construction Practice.</p>

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

63.5		requested that the contractors work with the Practice at the time of construction to ensure their operations are affected as little as possible. Use of emergency vehicles was highlighted as a particular concern and that the emergency services would also need to be kept informed of any access changes	Construction	2. Stage 2 Response	Construction constraints will be covered in the Construction Management Plan and Code of Construction Practice.
63.6		concerns regarding an adjacent business who impose their own parking restrictions around the practice to accommodate abnormal loads. They stated that they place their own barriers and cones on the roads early in the morning to stop people parking, on average once a week. This can occur during the AM and PM peaks, and they manually stop traffic in both directions to manoeuvre the vehicles in and out which causes congestion issues	Parking - Portishead	2. Stage 2 Response	The project is aware of the occasional need for abnormal loads to use Haven View. The project design reflects this occasional use but otherwise the issue is out of scope for this project.
64.1	Pill Health Clinic	See North Somerset Community Partnership notes			
65.1	Local business owner / occupier – meeting notes	Concerns the effect on residents during both the construction and operational phases particularly from light and noise, and mainly to those residents who reside on the south side of [our premises]	Impacts	2. Stage 2 Response	The modelling of the scheme's light and noise, their impacts and proposed mitigations will be covered in detail in the Environmental Statement and submitted as part of the DCO application.
65.2		Concern over access requirements for emergency vehicles	Construction / operation	2. Stage 2 Response	Traffic, parking and related issues will be considered in detail in the Transport Assessment as part of the Environmental Statement for the DCO application. This will determine the requirements needed.
65.3		Concerns over changes to on-street parking.	Parking - Portishead	2. Stage 2 Response	Traffic, parking and related issues will be considered in detail in the Transport Assessment for the DCO application. This will determine the requirements needed.
65.4		Construction would likely impact [our premises] more than operation because: <ul style="list-style-type: none"> • A number of emergency vehicles attend [our premises] and would need access at all times • Many residents have mobility issues and require vehicles to collect them and drop them off • Other vehicles require regular access including food and medical supplies Maintenance vehicles also need access.	Construction	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
65.5		Contractors work with [our business] at the time of construction to ensure their operations are affected as little as possible. Use of emergency vehicles was highlighted as a particular concern and that the emergency services would also need to be kept informed of any access changes.	Construction	1. Ongoing Consideration	This will be considered during the scheme's further development stages.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

65.6		Although [our premises] has a car park, parking often spills out onto the adjacent roads. Parking permits could be an option for staff to use the new station car park thereby freeing up more space in their own	Parking - Portishead	2. Stage 2 Response	Season tickets for the station car parks will be available for anyone to purchase.
65.7		Note [our] support for the proposals, assuming the issues discussed in the meeting are addressed	Level of support	4. Noted	
66.1	Local business owner / occupier	Whilst the Metrowest Phase 1 Project will not involve the acquisition of our land or access, the following two Proposed DCO Scheme elements will nevertheless have an impact on our [business]:- <ol style="list-style-type: none"> 1. AS - the construction of a permanent new vehicular maintenance road rail access point from the highway of Clange Road, Bower Ashton to the Portishead Branch Line Railway 2. AT - the construction of a temporary compound at Clange Road, Bower Ashton. We have a number of concerns relating to both the construction of the above two schemes as well as the impact the final development will have on our [business].	Clange Road compound	4. Noted	
66.2		It is imperative that throughout the development process our [business] has continued and uninterrupted use of our building and access.	Access	2. Stage 2 Response	The compound will be accessed via the existing gate on the north eastern edge of the field rather than the entrance used by the business and other businesses further south.
66.3		In addition the safety and security of [all persons on our site] must not be compromised	Safety	2. Stage 2 Response	The compound will be using a different access point from the business, and will be securely fenced off.
66.4		During Construction Phase: <ol style="list-style-type: none"> 1. Increased level of dust and rubble. 2. Increased level of noise from heavy construction vehicles and equipment. 3. Compromised security of our site as there will be large numbers of unknown personnel in close proximity. 4. Possible risk of impact on services. 	Construction	2. Stage 2 Response	The project currently proposes that detailed construction dust assessment will be carried out to recommend Best Practice mitigation for dust emissions. Air quality modelling will consider changes in pollutant concentrations as per Defra guidance. Proximity to neighbouring land and properties has been considered and will be managed through the Code of Construction Practice, and mitigation included where necessary.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

66.5	On completion: 1. Pattern of use of completed schemes will impact on the operation of our [business] by increased volume of traffic and noise.	Operation impacts	2. Stage 2 Response	The modelling of the scheme's noise, its impacts and proposed mitigations is covered in detail in the noise chapter of the Preliminary Environmental Information Report (PEIR) and submitted as part of the DCO application in the Environmental Statement.
66.6	2. Loss of open space and associated calm, green and beauty on site adjacent to our [business] which will be replaced with a large elevated ramp set within a gravel and tarmac surfaced industrial yard surrounded by security fencing. As a result of this our view towards Clifton Suspension Bridge will be partially blocked.	Loss of open space	1. Ongoing Consideration	The visual impacts of the Project's proposals will be fully assessed in the Landscape and Visual Impact Assessment. Mitigations of impacts will be considered, as will the visual effects from a number of viewpoints.
66.7	In addition to the effect on our [business], the Portishead Branch Line Proposals have huge consequences on the local landscape, flora and fauna impacting severely on green belt land and the Bower Ashton Conservation Area, a location which undoubtedly attracts many of [visitors].	Landscape impacts	2. Stage 2 Response	The Project will consider appropriate mitigation measures, which it will implement as necessary having assessed them for effectiveness. The final decision on the mitigation proposed being adequate will rest with the Secretary of State.
66.8	This area is subject to the most rigorous development restrictions because of its backdrop of Ashton Park Estate, the Suspension Bridge and the views of Hotwells and Clifton.		2. Stage 2 Response	The Project's proposals are for a nationally significant infrastructure project under the Planning Act 2008. There are imperative reasons for locating the compounds at the Property, to best serve this nationally significant infrastructure project.
66.9	We consider that there are other more suitable sites within the locality which are currently derelict and unused and which would be better suited to these proposals. Such sites would have less of an impact on existing occupiers and the unique and beautiful, local landscape. We would strongly urge you to therefore consider alternative sites if the principle of development is accepted.	Clanage Road compound	2. Stage 2 Response	The Property is the preferred location for the proposed temporary and permanent compounds because of its proximity to Avon Gorge, its location on a straight part of Clanage Road being close in level to the railway.
67.1	DfT's Equalities forum	Spontaneous travel is a key aim. All users should be able to travel when and wherever they wish.	Stations	4. Noted

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

67.2	Integration between modes – weakest link can prevent all travel.	Public realm	2. Stage 2 Response	The station design has been developed to consider the access by all modes and users with mobility or sensory impairments. The new infrastructure will comply with Equalities Act and will be designed to enable attractive access by non-car modes. Portishead station will include a multi-modal interchange forecourt to enable physical integration across all main stream modes of transport. Through ticketing will be available from Portishead (and Pill station) to anywhere on the UK passenger rail network. The integration of public transport and other modes will be considered in more detail in the Transport Assessment.
67.3	Audio and visual announcements are needed on the platforms and trains to cater for different types of users.	Stations	2. Stage 2 Response	Audio and visual information for passengers has been incorporated into the scheme design.
67.4	Utilise apps and mobile technologies linked to on site equipment e.g. the tannoy systems, to help users.	Stations	2. Stage 2 Response	This will be a train operator decision
67.5	Cameras are required to make all users feel able to use public transport and the related infrastructure safely.	Stations	2. Stage 2 Response	Cameras are proposed at both Portishead and Pill stations
67.6	Rolling stock needs to accommodate multiple wheelchairs at any one time.	Operator	2. Stage 2 Response	This will be a train operator decision
67.7	Accessible toilets are required on all trains.	Operator	2. Stage 2 Response	This will be a train operator decision
67.8	Guards are required on trains to help users board and alight.	Operator	2. Stage 2 Response	This will be a train operator decision
67.9	Staff training to ensure they are aware of initiatives such as dementia cards.	Operator	2. Stage 2 Response	This will be a train operator decision
67.10	Rail replacement buses should be fully accessible.	Operator	2. Stage 2 Response	This will be a train operator decision

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

67.11	Roadside shelters are required for users to wait in if a train is cancelled for a bus/taxi replacement.	Public realm	1. Ongoing Consideration	The design of Portishead station includes a covered entrance canopy and platform and bus shelters are to be provided at the adjacent bus stops on Quays Avenue. The nearest bus stops to Pill Station outside the Memorial Club will be upgraded to provide adequate facilities including shelters, widened pavements, and dropped crossing points.	
67.12	Signage – clearly mark 'wheelchair route' to and from the stations	Public realm	2. Stage 2 Response	The design will meet latest standards	
67.13	Colours of signs/other information needs careful consideration as certain colours cause some users problems.	Public realm	2. Stage 2 Response	The design will meet latest standards	
67.14	Bollards need to be large enough to be detected by all users.	Public realm	2. Stage 2 Response	The design will meet latest standards	
67.15	Shared space is difficult for some users and needs to be carefully designed – guide dogs need pavements. Possible move towards 'accessible space'.	Public realm	2. Stage 2 Response	The design will meet latest standards	
67.16	Dual cycle/pedestrian lanes can be problematic.	Public realm	2. Stage 2 Response	The design will meet latest standards	
68.1	Ashton Gate Stadium	We understand that "passive provision" was made for a railway station near to Ashton Gate as part of some, unspecified, future enhancement of the Bristol to Portishead line. We raised many objections to this at the time as we could not understand why a station would not be built immediately so that it opened as the new railway line itself opened	Ashton Gate station	3. Out of MetroWest Phase 1 scope	Current timetabling and land constraints do not allow for provision of a station at this time. The position can be reviewed if funding, most likely by way of developer contributions, become available.
68.2		The new elevated section of the AVTM MetroBus is the only place where the MetroBus intersects the railway line. It therefore presents a unique opportunity to create a proper transport interchange west of the city which, used in conjunction with the Long Ashton Park & Ride, will relieve car traffic volume from entering Bristol	MetroBus integration	3. Out of MetroWest Phase 1 scope	This location would not allow for a station large enough to be open on match days.
68.3		We will shortly be embarking on the second stage of our redevelopment of Ashton Gate. The resulting exhibition, conference and stadium assets will create very substantial new revenues into the Bristol's commercial visitor economy. However, without public transport support it will not reach its full potential and deliver the anticipated economic benefits to south Bristol.	Ashton Gate – public transport	3. Out of MetroWest Phase 1 scope	This is a matter for Ashton Gate Stadium and the local planning authority.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

68.4	We do not understand why the business plan for a new railway station deliberately excludes passenger traffic generated by commercial infrastructure.	Ashton Gate station	3. Out of MetroWest Phase 1 scope	Demand forecasting methodology for new stations makes use of rail industry data and derived techniques broadly based on relationships at existing stations elsewhere. Daily forecasts represent an 'average day', and as stadia are highly peak-orientated in terms of demand, catering for event day traffic requires significant infrastructure. This could mean longer platforms for charter trains or additional services which may not be practical or possible. None of these options would make a significant difference to average or annual patronage figures in the forecasts.
68.5	The Joint Strategic Review anticipates substantial new housing being constructed in the catchment area of a railway station at Ashton Gate. This is not an arguable issue —the case for building a railway station at Ashton Gate stadium is cast iron.	Ashton Gate station	3. Out of MetroWest Phase 1 scope	The need for a new station to allow new development will be a matter for the relevant landowners and the local planning authority.

Ashton Vale Road Industrial Estate – Summary of Issues Raised by Landowners

69.1	An owner at Ashton Vale Industrial Estate	The mapping document 'The DCO Scheme Sheet 19 of 20 Ashton Vale Option A' shows [our Client's] land as a construction compound. ... The land has always been intended as a development site ... [A tenant is] still interested in taking further space in a developed unit on the site ... Our Client's concern is that in the absence of further space being developed on the land [the tenant] may look to locate elsewhere at this break date ...	Construction compound	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
69.2		There is a large area of land to the north of the Property at Clange Road construction compound which may be able to accommodate all of the construction compound needs of the scheme. We ask that this is seriously and urgently considered in order to minimise the potential disruption and consequential losses that will be incurred if [our Client's] land is temporarily possessed as part of the Scheme.	Construction compound	2. Stage 2 Response	A compound in the Ashton Vale area is required for the highway modifications and ramp in the area. Other sites have been looked at but are unsuitable
69.3		We would also suggest that the land beneath the MetroBus flyover bridge structure is also used as an alternative compound area	Construction compound	1. Ongoing Consideration	This will be considered during the scheme's further development stages.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

69.4	<p>Our Client remains concerned (despite the proposed traffic mitigation works) that the vastly increased number of level crossing closures will have a significant detrimental impact on the business operations of the tenants of the Property by way of disruption and delay for staff, deliveries and customers. The inevitable consequences of such disruption will be serious impact on business operations, viability and ultimately on property values. The information provided to date does not give our Client any comfort that the vehicle movements and access to the site will be not be so affected. In fact our Client would like you to reconsider the alternative access into the site given the potential disruption to tenants and the likely effect on Investment Value.</p>	Level crossing – business impacts	2. Stage 2 Response	<p>Our proposals will not have a significant impact overall on the existing highway level of service at Ashton Vale Road which is accessed via an existing level crossing. Traffic, parking and related issues will be considered in detail in the Transport Assessment for the DCO application. This will determine the requirements needed.</p>
69.5	<p>In addition there is a concern about how emergency vehicles will gain access or egress to and from the Property and the wider estate in the event of a current or imminent level crossing closure or worse still an incident at the level crossing. Our Client would appreciate more detailed information on how this risk will be managed to inform their insurers.</p>	Level crossing - safety	2. Stage 2 Response	<p>Barrier down time at the level crossing and its impacts on both traffic flows and access have been carefully considered and modelled in the Transport Assessment. Although the barriers will be down more often once a passenger rail service is in place, the upgrade works to the junction of Ashton Vale Road and the A0329 means its capacity to respond to traffic conditions should result in less congestion in the area, which would assist emergency service access.</p> <p>In addition to these upgrade works to the junction, the DCO Scheme has consulted with the emergency services, British Transport Police and the Office of Rail and Road, and no specific concerns have been raised. The level crossing's continued operation has also been approved by Network Rail. Should a major accident occur on the industrial estate, emergency services and Network Rail would likely close the branch line to ensure the level crossing remains open - British Transport Police work closely with Network Rail's operational teams.</p>

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

69.6		We also note from the correspondence provided that you state an aspiration to deliver a half hourly train service for the Portishead line (Stage C) and that any future proposals would be taken forward as a separate project with separate planning consents and other major processes. ... [A]ny further associated closure of the level crossing as a result of these future proposals will have a significant impact on the Investment Value of the Property and that in fact the blight brought about by the above statements means that the Investment Value of the estate is already suffering. Our Client would appreciate any further information on the proposed timescales for any such a scheme so that if they choose to sell the Property at a future date this uncertainty is lessened for any potential bidder.	Future service levels	2. Stage 2 Response	There is no timeframe for the two train per hour scheme.
69.7		We would like to point out that our Client has been blighted by the Scheme since the first Consultation documents were published in June 2015. The scheme has been 'stop-start' in nature and has caused some distress to tenants and consequential concern and management cost to our Client as a result.	Legal	2. Stage 2 Response	It is for a landowner to show that statutory blight has arisen, if it wishes to make a claim for statutory blight. The usual principles apply to DCO schemes.
70.1	An owner-occupier at Ashton Vale	[Hourly service plus is] an attempt at obfuscation..is simply just another rather quaint way of saying that the proposed service will be considerably more frequent than hourly but possibly slightly less frequent than half hourly. Indeed, your letter mentions a frequency of every 45 minutes at certain times, and with at least 20 trains daily in each direction we must assume a minimum of some 40 barrier closures that no doubt would principally occur during the working day	Ashton Vale Road level crossing	2. Stage 2 Response	The hourly service would entail up to 18 passenger trains per day in each direction, while the hourly plus service would entail up to 20 passenger trains in each direction per day. Thereby the difference between the two options is 2 additional passenger trains in each direction per day. Our former proposal to operate a half hourly service entailed up to 36 passenger trains in each direction per day.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

70.2	<p>During the recent serious disruption to access to the level crossing attributable to the temporary works for the AVTM Metrobus scheme, we have experienced at first hand the problem of traffic lights operating at the level crossing. There have been considerable delays for and unfortunately there has also been a number of serious incidents, including road rage and in one instance, one of our employees being run over by one impatient driver who had been delayed for several minutes by a crossing closure.... given the amount of traffic building up on Ashton Vale Road when the crossing barriers are down, it makes it often very difficult for vehicles from our own site and the Cala Industrial Estate to get on to Ashton Vale Road and into the queue for the level crossing.... We are therefore both surprised and concerned that the conclusion of your highway traffic modelling results is such that it is suggested that the Ashton Vale Road level crossing can remain open as the sole access to the entire estate</p>	Ashton Vale Road level crossing	2. Stage 2 Response	<p>Our proposals will not have a significant impact on the existing highway network at Ashton Vale Road which is accessed via an existing operational level crossing. Traffic, parking and related issues will be considered in detail in the Transport Assessment for the DCO application. This will indicate the requirements needed.</p>
70.3	<p>[No alternative access]...is particularly pertinent for emergency service vehicles namely police, fire and ambulance; in the event of there being some serious incident on the estate, be that criminal, fire or explosion, or a sudden traumatic illness or injury to a person.</p>	Ashton Vale Road level crossing	2. Stage 2 Response	<p>Our proposals will not have a significant impact on the existing highway network at Ashton Vale Road which is accessed via an existing operational level crossing.</p>
70.4	<p>We note that it seems to be accepted, that were half hourly trains ever to be introduced under a later Phase, that only then would this have serious implications, and that significant infrastructure investment would be required to mitigate the impact. Can we reliably assume this would then include a new access to serve the Ashton Vale Industrial Estate? The justification for going ahead now with either an "Hourly Service" or "Hourly Plus" Service (as partially mitigated by proposals such as somewhat limited accommodation works and a new MOVA technological system) appears to us therefore to be solely that "if it had been half hourly, it could have been a lot worse". We would anticipate that at some point another future traffic survey will announce that a further escalation of train movements will not be damaging in comparison with the "new norm" by then of Hourly Plus. As such we believe that what were the original proposals, are now covertly being introduced by stealth and effectively in phases, with no additional rights to compensation for local businesses.</p>	Ashton Vale Road level crossing	2. Stage 2 Response	<p>Our proposals will not have a significant impact overall on the existing highway level of service at Ashton Vale Road which is accessed via an existing level crossing. Future significant development of the rail infrastructure at this location is likely to be subject to a separate consultation and consenting process.</p>
70.5	<p>We are particularly concerned about the amount of time the crossing barriers will be down, and note that in the case of both hourly and 45 minute frequency trains, the barriers will be down more or less 25% of the time... There appears to be no confirmation of exactly how many minutes per hour vehicular traffic accessing or egressing the estate will actually be moving; rather there seems to be a focus purely on the number of trains passing.</p>	Ashton Vale Road level crossing	2. Stage 2 Response	<p>Detailed information will be set out in the Transport Assessment as part of the DCO application.</p>

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

70.6	We certainly do not consider that the mitigation measures proposed to extend the left turn flair lane from Winterstoke Road and the traffic light optimisation / upgrade to MOVA, will be sufficient to alleviate major congestion	Ashton Vale Road level crossing	2. Stage 2 Response	Detailed information will be set out in the Transport Assessment as part of the DCO application.
70.7	We are further concerned about the implications of the increased freight train traffic which will compound the problems arising from the introduction of passenger trains	Ashton Vale Road level crossing	2. Stage 2 Response	The freight train operators and Bristol Port have commercial rights to operate a higher volume of freight trains on the existing operational railway, than currently operated. Any increase of freight traffic is a matter for Network Rail and the Bristol Port Company.
70.8	We feel we must therefore once again reiterate the major impact that the proposed Metro West scheme would have on our business, and we fear the potential loss of employment should our vendors and buyers reduce their business levels at site as a result of access difficulties.	Ashton Vale Road level crossing	2. Stage 2 Response	It will be for an owner to prove its case for compensation.
70.9	Should the Phase 1 development proceed without provision of an alternative access to Ashton Vale Industrial Estate, we believe the disruption to our business will be such that we will have a right to compensation under the Section 10 of the Compulsory Purchase Act 1965, which provides for compensation for injurious affection.	Legal	2. Stage 2 Response	The statutory compensation code will apply.
70.10	Why [is] a public transport scheme of such magnitude is being introduced at all without full unrestricted rights of compensation being made available to affected businesses	Legal	2. Stage 2 Response	Our proposals will not have a significant impact overall on the existing highway level of service at Ashton Vale Road which is accessed via an existing level crossing.
70.11	We urge that the MetroWest Development Scheme for the Portishead Line should be deferred until there is sufficient funding available to provide all aspects of mitigation and infrastructure required to support the goal of introducing a fast and frequent passenger train services	Defer scheme	2. Stage 2 Response	Our proposals will not have a significant impact overall on the existing highway level of service at Ashton Vale Road which is accessed via an existing level crossing.
71.1	An owner / occupier at Ashton Vale Road	[We do] not object to the principle of MetroWest in the benefits it is seeking to deliver from Bristol to Portishead and region beyond, however it is concerned with impact of MetroWest detrimentally affecting [our] on-going operations at the Site.	Land – red line	4. Noted
71.2		To maintain security, the integrity of the perimeter fencing surrounding the Site is vital. Security of the Site must not be jeopardised by any compulsory acquisition or by the subsequent construction or operations of MetroWest	Land - security	4. Noted
				If acquisition of interests in the owner's land is required then the owner's reasonable security requirements will be observed.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

71.3	<p>It is also unclear how three fire escape routes will be accommodated post acquisition (or how this would be managed for emergency egress into a working area) or for maintenance of the building itself. The impact of any work in this area on the structural integrity of the building, underground drainage and utilities within this land is also unclear.</p>	Land – red line	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
71.4	<p>This acquisition does not seem to take into account the operations which take place within that area, including heavy vehicle movements. MetroWest would therefore appear to be seeking to acquire the access to the Site without accommodating [our] operations. Given the importance of maintaining site security, this would be an unworkable proposal as it currently stands.</p>	Land – red line	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
71.5	<p>[It] is unclear from the material received to date of the duration for which the land will be held temporarily. To make the temporary acquisition area usable as a construction compound it is highly likely that it would need to be cleared of trees and levelled, removing a considerable amount of soil and vegetation together with installing retaining walls or a platform over it. This raises security concerns of persons without security clearance entering the Site and working unauthorised within a secure facility. Given that it is understood MetroWest's intention with this land is only for a compound for tools and materials, it is unclear why this acquisition is absolutely necessary whilst there are already clear and easily accessible areas could be used instead</p>	Land – construction compound	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
71.6	<p>The transport planning impact of the MetroWest has not been assessed for the use of the Site which takes into account the permanent acquisition of land within the main entrance and any future uses or operations which may take place there. This will require further consideration and if required further assessments or works to be included within the DCO application. This would include any assessment concerning level crossing increases above existing freight train movements during the operation of MetroWest. It is noted that if level crossing closures increase (from the existing freight train movements [sentence incomplete on response]</p>	Vehicle movement impacts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
72.1	<p>Businesses on the Ashton Vale industrial estate</p> <p>We are instructed by several occupiers of the Ashton Vale Industrial Estate in relation to the above consultation process. As you will be aware, the occupiers of the Industrial Estate are particularly concerned by the current approach in relation to the project and the significant adverse impacts that will arise for their businesses.</p>	Ashton Vale Road level crossing	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

72.2	We are currently in the process of assessing the data you rely upon and we have already submitted queries from our Highways Consultant in relation to the failures of the data and reporting to adequately assess the situation. It is currently our view in the absence of any opportunity to consult with those responsible for the report, that it is insufficient for purpose, substantially understates and relies upon incorrect assessments of impact. Please refer to our queries (attached as Appendix 1). At present, therefore, we must object strenuously to the continued proposals given the lack of certainty and our own advice that the approach proposed will not sufficiently alleviate the known impacts arising from your scheme.	Ashton Vale Road level crossing	2. Stage 2 Response	It is believed the proposed works to the Winterstoke Road / Ashton Vale Road junction will lead to little overall adverse impact on traffic at the junction.
72.3	Bristol is currently preparing a new Local Plan and is also involved in the Joint Local Plan process with North Somerset Council. Within this process there is the identification of land immediately adjacent to the Industrial Estate and the neighbouring residential estate which is proposed to be allocated for large-scale residential development. At present, in the absence of any other connecting highway, such a development would be using the highways network upon which we currently rely and which you have assessed as appropriate. It has been suggested that the Local Plan Process could deliver access to the rear of the Industrial Estate alongside this proposed residential development which would eventually alleviate impact. However, as we do not have a reliable timescale for either the implementation of any subsequent residential development nor for your proposal, this is not a matter that we can currently consider as part of the strategic highways network serving our site.	Ashton Vale Road level crossing	3. Out of MetroWest Phase 1 scope	Development of land west of the industrial estate is a matter for landowners and the local planning authority. The DCO scheme promoters and Network Rail have made representations to the process to suggest any future development should be designed not to prohibit a new road into the industrial estate.
72.4	Our clients operate a range of industrial processes and have considerable vehicle movements each day in order to effectively operate. Other occupiers are significantly concerned about the impact on their ability to continue to operate their businesses.	Ashton Vale Road level crossing	4. Noted	
72.5	We consider it premature to be attempting to gather information about the potential road works and their proposed delivery. Each of our clients is able to operate 24 hours a day, 7 days a week under current planning restrictions and therefore questions in relation to works on Ashton Vale Road would need to properly consider specific dates in order to be considered acceptable. For example, should a car auction be taking place over the period of your proposed closure this would make it impossible for our client to be able to continue to operate. Similarly, if any closure at any time were to take place other occupiers would be unable to reach their place of employment nor carry out the usual operations at the site. This is completely unacceptable and prevents our clients from carrying out their normal day to day business. We will of course enter further comments on this matter in due course should the DCO progress further.	Ashton Vale Road level crossing	4. Noted	

Section 44 – consultees with an interest in land					
73.1	An option holder	Have a legal interest over the parcel of land which runs adjacent to the east side of the line in Bower Ashton	Land	4. Noted	
73.2		Construction work for a new residential development is due to start early 2018. We are concerned the increase in train travel along this route will have a negative impact on the future residential use and its occupants. Please could you confirm if any additional Noise mitigation would need to be specified on the residential units and if the current Noise Survey has taken account of the future residential use on this parcel of Land?	Land	2. Stage 2 Response	At the time of undertaking the noise assessment for the DCO Scheme, this land was not identified as having received planning permission and is therefore not included as a potential sensitive receptor. Possible impacts in the area of the land could be inferred from the assessment in Section 13.6 of the PEIR. No noise surveys have been undertaken on this site for the MetroWest Phase 1 scheme assessment.
74.1	Landowner	Own and control significant parcels of land affected by the proposed Order	Land	4. Noted	
74.2		The formation of emergency access ... will affect my client's land adversely. It is presently the main agricultural access to their [land]. We have various possible suggestions to make to solve this because a shared access would be inappropriate and almost certainly unworkable. We would therefore ask you to register this email as an objection to the scheme in this respect.	Land	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
74.3		in general terms our clients are supportive of the scheme and believe that it could be promoted using an alternative route for the emergency access that will not have the adverse impact on my client's land and will serve the needs of the scheme equally as well or better. This may for example involve providing access from the south over land owned or controlled by our client and possibly including land which we understand to be owned by North Somerset Council.	Land	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
75.1	Site Promoter	[Our] proposals comprise a sustainable new community of up to 1,000 dwellings.	Land	4. Noted	
75.2		Strongly supports the proposals.	Level of support	4. Noted	
75.3		Through the delivery of development at [our proposed site], there is the opportunity for contributions to be secured to enhance the accessibility of Pill station by walking and cycling modes through a range of specific improvements to key approach routes to the station. Furthermore, an appropriate, proportionate contribution towards the upgrading of the hourly service frequency could be made.	CIL/S106	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

76.1	Landowner	Strongly opposed to plans in present form	Level of support	4. Noted	
76.2		Privacy and views	Privacy / views	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
76.3		Runs too close to the house and garden and needs adequate screening to protect loss of privacy and disturbance	Privacy / views	4. Noted	The railway alignment has been in situ since 1867.
76.4		Registered disabled and uses a mobility scooter so needs the existing crossing	Sheepway crossing	4. Noted	The accommodation crossing with need to be closed for rail safety reasons.
76.5		Severs the farm with the closure of the crossing.	Sheepway crossing	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
76.6		A bridge has been ruled out on cost grounds	Sheepway crossing	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
76.7		Horse business will be affected as riders cannot access the fields to the south	Sheepway crossing	4. Noted	The statutory compensation code will apply.
76.8		Physical and psychological effect of not being able to cross the line using both existing crossings – occupiers have done so for 150 years.	Sheepway crossing	4. Noted	