

Portishead Branch Line (MetroWest Phase 1) Lodway Farm Construction Compound FAQs

Why does a compound have to be located at Lodway Farm and how big will it be?

The compound location at Lodway Farm has been determined by a number of important factors. Multiple compounds are required across the length of the railway, and the site at Lodway in particular provides good access to the disused section of the railway and the existing freight line. It is close to the bridge over the footpath between Avon Road and Lodway Close which needs to be completely rebuilt and for which a large compound area is needed. It is also close to the M5 and accessible via Royal Portbury Dock Road, Marsh Lane and along the railway. This location is the only place where a large enough compound can be located that has access to the existing railway on the Pill side of the Avon Gorge.

The compound will be temporary and only needed for the construction period. It will use most of the farm's fields as shown in Figure 1 "Location Plan and Access Routes" enclosed.

What will the Lodway Farm construction compound be used for?

It will support works happening through Pill including track works, station, earthworks and other structural works. It will be used for both the removal of old material such as railway ballast and track, and for bringing in new material to build the railway. This compound will also be used to store materials such as railway ballast or track before onward disposal or use by the scheme.

For the removal of the former railway track and ballast, it is anticipated that the old ballast will be taken from the disused line to the Lodway Farm compound ready to be transferred to a Network Rail recycling facility elsewhere in the country. It will be transferred via HGV to Avonmouth or Portbury Docks (subject to agreement with the Port) ready to be loaded onto freight trains for removal out of the area. Should storage at the Docks not be possible, material would be removed by rail directly from the Lodway Farm compound by reinstating a short section of track on the dis-used line with a connection onto the freight line (by reinstating Portbury Dock Junction).

For the construction of the new railway it is currently anticipated that the new track and ballast will be brought into the rail sidings at Avonmouth or Portbury Docks (subject to agreement with the Port). It will then be transferred by HGV via a new access route off Marsh Lane as shown on Figure 1. Should the dock sidings or alternative storage location not be available, the material would be brought in by rail directly to the Lodway Farm compound, by reinstating Portbury Dock Junction as described above.

What mitigation measures will be provided to limit construction impacts on surrounding properties?

The Master Construction Environmental Master Plan (CEMP) (DCO Application reference 8.14) provides a framework for environmental management during construction and specifies the over-arching approach taken to manage adverse impacts. A more detailed CEMP is required from the contractor which will need to be approved before construction starts.

What impacts and mitigation measures are being provided for ecology?

Ecological impacts have been a key consideration during the scheme's development, with detailed surveys and studies assessing the amount and type of ecology in the area, and how the construction and operation of the railway may cause impacts. The pond at Lodway farm will not be directly impacted by construction.

Chapter 9, Ecology and Biodiversity of the Environmental Statement (DCO Application reference 6.12) has specifically assessed impacts at Lodway compound. In summary:

- No Great Crested Newts were found to be in the pond at Lodway compound (see the Great Crested Newt Survey Report appendix 9.4 (DCO Application reference 6.25);
- There will be a temporary slight adverse impact on barn owls (section 9.6.34);
- There be a slight adverse impact on important hedgerow (section 9.7.20);
- Reptiles will be affected and Appendix 9.13 Reptile Mitigation Strategy of the Environmental Statement (DCO Application reference 6.25) discusses how reptiles will be displaced into compensatory habitat, and shows the displacement area where the site compound will be located and the compensation area (referred to as the Lodway receptor site). Displacement involves phased cutting of the vegetation, stripping the topsoil and undertaking a destructive search for individual animals supervised by an ecologist. This activity will also ensure that any amphibians within the site compound area are removed or displaced from the construction site into retained or compensatory reptile habitat, which is also suitable terrestrial habitat for amphibians.

The Master CEMP also obliges the contractor to consult with the local Toad Patrol group at Pill and develop procedures to reduce the impact of construction activities on toad migrations across construction sites and haul roads.

More information on mitigations can be found in the Schedule of Mitigation (DCO Application reference 6.31), Chapter 9 Ecology and Biodiversity (DCO Application reference 6.12), Master CEMP (DCO Application reference 8.14) and Ecology appendices (DCO Application reference 6.25).

How long will the compound be needed for and who will use it?

The compound will be required from the start of the construction period for the duration of the project (approximately 24 months).

Daytime working will be undertaken where possible from 6am to 6pm, but periods of 24-hour working may be necessary. Facilities provided at this compound will include parking for staff, and temporary cabins for the on-site workers.

What are the access routes to the compound?

The main access route is likely to be via the existing cycle and pedestrian route (NCN26) which runs along the southern edge of the Port from Marsh Lane (See Figure 1). This section of the NCN26 will be closed with local diversions in place for pedestrians and cyclists during the construction phase.

There will also be a secondary access route through Pill. The access route will be confirmed ahead of construction (see Figure 1) and will mainly be used for personal vehicles, small vans and minibuses. There may be a requirement for HGV access at times. When this is necessary peak hours will be avoided where possible to reduce traffic impact on local roads. Traffic management may also be necessary from time to time; this may include temporary road closures and parking restrictions subject to agreement from North Somerset Council's role as highway authority. These will be communicated to residents in advance.

What will happen to the Lodway Farm area following construction?

Our use of Lodway Farm as a construction compound will not change the status of this land from agricultural land in the greenbelt. At the end of construction the compound will be reinstated to its previous condition and use as committed to in the Master CEMP (DCO Document Reference 8.14). Ownership will remain with the freehold owner and it will not become land owned by the Council or Network Rail.

How will noise impacts be managed at the site?

Management and monitoring processes will be introduced to ensure that the effects of construction noise and vibration are controlled and that best practicable means are planned and employed during the construction period. The contractor will be required to produce a noise and control plan as part of their detailed CEMP. Some examples of management and monitoring processes the plan will include are:

- noise control measures will be included in all method statements for the works;
- details and locations of site hoardings, screens or bunds that will provide noise screening during construction; and
- the procedures for installation of any noise insulation.

Further information and examples of noise and vibration management can be found in section 10 of the Master CEMP (DCO Application reference 8.14).

How will air quality impacts be managed at the site?

Air quality impacts which may result from the compound have been carefully considered and include activities such as the management of plant vehicles and equipment; transportation, storage and handling of materials; management of excavations and earthworks; and conveying, processing, crushing, cutting and grinding activities.

The contractor will be required to incorporate effective measures into an Air Quality and Dust Management Plan. Some examples the plan may include are:

- The site layout will be planned so that machinery (construction plant) and dust-causing activities are located away from residential properties, where reasonably practicable;
- Damping down of dust generating vehicles and equipment and roads, with access routes to be kept clean by methods such as brushing and provision of dust suppression;
- Any material stored on site will be in such a way as to reduce dust entrainment, for example by erecting temporary hoarding or sheeting as appropriate depending on the height and area of the stockpiles.

Further information and examples of air quality management can be found in section 4 of the Master CEMP (DCO Application reference 8.14).

How will lighting impacts be managed at the site?

The compound will need to have temporary lighting in place. It will be designed, positioned and directed so as not to intrude unnecessarily on adjacent buildings, sensitive ecological receptors, structures used by protected species and other land uses. This will prevent unnecessary disturbance to local residents, light-sensitive species such as bats, railway operations, and passing motorists. This has been detailed in Section 3 of the Master CEMP (DCO Application reference 8.14). There will be a requirement for the Local Planning Authority to approve proposed lighting plans once a contractor has been appointed.

How will visual impacts to the local landscape be managed at the site?

The temporary compound will have a visual impact to the local landscape during its use, however these impacts will be kept to a minimum where possible and mitigations put in place. Section 8 of the Master CEMP (DCO Application reference 8.14) details the mitigations proposed, specifying that the height of the offices, workshops, plant, stockpiles, and storage elements within the vicinity of residential areas will need to be designed to ensure minimal visual disruption on the adjacent residential properties.

How will construction traffic impacts be managed?

Impacts from construction traffic have been considered to ensure construction traffic from use of the compound will be kept to a minimum. The contractor will be required to produce a Final Construction Traffic Management Plan (CTMP) before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO Application reference 8.13). Examples of details the contractor will need to include in their Final CTMP are:

- What measures will need to be implemented to reduce construction traffic impacts;
- on-site parking measures for staff and visitors to avoid additional parking on residential streets; and
- The procedures that will need to be followed for the any related highway works including details of required notice periods.

Where can I find further information?

Scheme information can be found on our website at travelwest.info/metrowest, which includes a link to the DCO Application documents referenced throughout this FAQ. Alternatively, a hard copy can be found at Pill Resource Centre, Portishead Library, or Bristol Central Library.

Information on the DCO process including what happens next as we approach the examination in public can be found on the Planning Inspectorate's website at <https://infrastructure.planninginspectorate.gov.uk/projects/south-west/portishead-branch-line-metrowest-phase-1/>

Figure 1 Location Plan and Access Routes

