**BUTTISFER BRIDGE**

A meeting was held on 3rd November to discuss the proposed infill works for the rail bridge at Buttisfer Farm. Those attending were Mr & Mrs Doornbos (the principal land owners), Steve Graham (Colebrooke Parish Council), the Network Rail Agent, 3 engineering project managers, one from Network Rail (NR) and 2 from Dyer & Butler (the prospective contractors), and 2 mapping experts with GPS equipment.

The key points are:

* Contractual agreements have yet to be reached with affected the landowners
* The rail blockade is due to start 10 April. The bridge infill will need to be complete by then and will require a minimum of 8 weeks work.
* The infill will be contained behind a concrete wall structure to link to the existing bridge abutments. It will be 4 metres high at the northern edge and about 1.5 metres at the southern, stepped accordingly. The required line has been marked out. There will be a soakaway to deal with water build-up on the eastern side of the embankment.
* Mature trees and the flood plain will be respected.
* All materials will be held in the compound in Penstone.
* Approximately 4000 tonnes of materials will be transported first to Penstone and then from Penstone to a temporary working site on the Water Meadow land close to the existing bridge using 8 ton dumper trucks and telehandlers. The methodology of the material transfer has not yet been considered.
* The meeting was informed that the route is a significant local artery, being the access for a number of communities to Crediton and the east; that the road carries a lot of industrial and agricultural vehicles; and that the road is a routine and school bus route.
* Network Rail agreed that a Community presentation would be essential given the scale of disruption

The meeting agreed that:

* The Parish Council should not be involved with any discussions relating to the design work and aesthetics of the infill. The design will be dictated by engineering and cost constraints and will be discussed with the landowners. Time is too short for the Parish Council to be able to have any meaningful input and we have nothing to add to the discussions.
* The Parish Council should act as an intermediary between NR, the Contractors and the Community for the impact on the community of storing and transporting the material.

NR accepted that the Community would need to be engaged through the Parish Council in the same way as for the Penstone Bridge replacement. Network Rail were told that they would need to address at least the following issues:

* Why this engineering approach and not a replacement bridge or access from the other side.
* How the materials transfer will be managed.
* What precautions are to be taken to monitor any possible vibration or impact damage to the houses along the route from Penstone to Coleford.