

**Portishead Branch Line – MetroWest Phase 1**

**PINS Reference: TR040011**

**Council Local Impact Report**

**October 2020**

**Submitted by North Somerset Council**



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## **1. Introduction**

- 1.1 This submission comprises the Local Impact Report for North Somerset Council (as Local Planning Authority) regarding North Somerset Council's (as applicant on behalf of the West of England Local Authorities) application for a Development Consent Order (DCO) in relation to the re-opening of the Portishead to Bristol rail line.
- 1.2 North Somerset Council (NSC) is an "interested party" under the Planning Act 2008 in relation to the project and is the Local Planning Authority. Additionally, North Somerset Council (as a Unitary Authority) has a number of other statutory responsibilities in relation to highways and transport, public rights of way, flooding and drainage, environmental health, public health and wellbeing, social care, housing, education and waste management. We also have an important role in community safety, crime prevention and emergency management.
- 1.3 The Council's approach to this project is to seek delivery of the standards of assessment and mitigation of impact that are consistent with policy, following good practice and that are consistent with their approach to any development project that is proposed within the district. The Council is also mindful that post any consent, they will be responsible for Discharging Requirements and will also become the Enforcement authority for any works within the district. Part of the DCO is within Bristol City Council and it is understood that they will be preparing a separate Local Impact Report.
- 1.4 North Somerset Council (as Local Planning Authority) is fully supportive of the proposals and has engaged with the applicant throughout the project development and have responded to previous consultations with comments and concerns. A Planning Performance Agreement is being drawn up to assist with the process and a Statement of Common Ground has been prepared. The applicant has made positive efforts to address the LPA's comments in most areas, and only a few issues remain.

## **2. Executive Summary**

- 2.1 This Executive Summary sets out the key issues of concern to North Somerset Council.

As North Somerset Council (NSC) is a unitary authority, it is also the Local Highway Authority. It therefore has a particular interest in the impact of construction and the operational phase upon the highway network, specifically stations and work compounds. North Somerset Council is also the Lead Local Flood Authority and therefore flood risk and drainage are key issues. Ecology is another key area, given the location of the scheme in close proximity to key ecological sites.

The Council, which has declared a Climate Emergency, fully supports the proposal to re-open the rail line between Portishead and Bristol and believes it will reduce traffic movements with attendant carbon reduction and air quality benefits and reduction of congestion on the network including the M5 and A369 and increase the resilience of the sub-regional transport network. It considers there are potentially significant economic benefits to the region, improving accessibility to the Temple Quarter growth hub in Bristol and providing access to job opportunities in this location.

The Planning statement gives a thorough overview of the issues that arise from the proposal. We are the Unitary authority for the area through which most of the line passes through. North Somerset Council has responsibility for Local Planning policies and making decisions on planning applications. We are currently preparing a new Local Plan for the period up to 2036. We also have a responsibility for Highways and Transport including roads, travel and parking.

Our role extends to being Lead Flood and Public Health Authority, provider of social care, children, young people and families' services and education authority. We also have an important role in community safety, crime prevention and emergency management. The Council is a Waste Management Authority. We have partnerships with other bodies in the area including the Avon Fire and Rescue Service, the NHS and Ambulance service, the Police, WECA and work closely with neighbouring authorities, Town and Parish Councils and other organisations such as the Environment Agency, and North Somerset Levels Internal Drainage Board to deliver services to our communities.

Consequently, we have interests in matters including traffic generation, highways, parking, accessibility for all groups, equal opportunities, living conditions of our residents, quality of design and landscape, the historic environment, air quality, biodiversity and ecology (there are several national and international designations), flood risk and drainage, contamination, materials and waste, noise and vibration. These include construction and operational phases.

Importantly much of the area through which the line passes is Green Belt. Key locations include proposed stations, road re-alignment, and the Avon Gorge. Our Local Impact Report details the most significant of these matters. We will continue to work with the applicant over these and a Statement of Common Ground.

In addition, we have a vision for our four main towns and are committed to delivering economic regeneration in Portishead.

Together with our close neighbour Bristol City Council we are aware of interests immediately outside our administrative boundaries such as the Conservation Areas and designations of national significance such as the Avon Gorge that straddle the boundary.

## **2.2 Land use including Green Belt, Open space and Green Infrastructure (p23)**

Much of the route lies within Green Belt but the NPS states “Linear Infrastructure linking an area near a Green Belt with other locations will often have to pass through Green Belt land.” Para 5.171. NPPF para 146 states that certain forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. As an engineering project and a significant local transport infrastructure project it has demonstrated a need for its Green Belt location in accordance with the NPPF.

Policy DM22 of the North Somerset Sites and Policies Plan Part 1 safeguards the route. The proposed stations lie within the settlement boundaries of Portishead and Pill and thus are acceptable in principle.

## **2.3 Socio-economic Effects on Surrounding Communities (p26)**

The economic value and positive benefits that the proposed scheme will provide through increased capacity, improved connectivity and journey resilience for Bristol, North Somerset and the wider South West is recognised and supported by the Local Authority. The Council fully supports the proposal to re-open the rail line between Portishead and Bristol and believes it will reduce traffic movements with attendant carbon reduction and air quality benefits and reduction of congestion on the network including the M5 and A369 and increase the resilience of the sub-regional transport network. It considers there are potentially significant economic benefits to the region, particularly through improving accessibility to the Temple Quarter growth hub in Bristol and providing access to job opportunities in this location.

The impacts on existing businesses during the construction period are recognised and this will be an important consideration, especially when we consider Construction Traffic Management Plans and temporary changes to the road network.

## **2.4 Impacts on living conditions, character of area (p35)**

The proposed Portishead station is well located and is planned to be accessible by varied means of travel. It is considered to be a functional design that is unlikely to be out of character with its largely modern surroundings. The Council considers that this is an important location and looks forward to further discussion over the detailed design and that of the track end wall, to give it presence as an important community asset and how it can be futureproofed to adapt to changing needs.

It is considered that during the construction period there will be adverse impacts on nearby residential uses. Some acoustic protection will be required before operational use commences. There are likely to be adverse impacts on outlook for some dwellings from the footbridge at Portishead, though these will be mitigated as far as possible given the restricted space available. It is considered that mitigation measures will assist to some degree on minimising overlooking and potential overbearing effects, though it is clear that the bridge in particular is a substantial structure.

In respect of Pill station there is likely to be considerable disruption for some residents during the construction period and a need to ensure discussion over detailed design, pedestrian access to the station and matter such as bat roost protection and lighting and landscaping. In the restricted roads there will be a need to look closely at the drainage design, and traffic management during the construction period.

## **2.5 Traffic and transport (p51)**

There will be some permanent changes as a result of the proposals. The DCO involves realignment of Quays Avenue which will be a significant change to the road network close to the heart of Portishead. Due to the scale of the undertakings there will be considerable temporary changes to the network that must be carefully managed to avoid impacts on travel, the environment, local residents and businesses. This will, in some locations, such as Pill, require substantial change or modernisation to local infrastructure such as drainage.

## **2.6 Public Rights of Way (p65)**

The mitigation proposals are generally satisfactory here there are impacts on the network though there are some specific locations where there are remaining concerns.

## **2.7 Water resources, drainage and flood risk Chapter 19 ES (p67)**

Under the Flood and Water Management Act 2010, North Somerset Council is the Lead Local Flood Authority (LLFA) for the North Somerset area and responsible for the management of local flooding (from surface water, groundwater and ordinary watercourses). As the LLFA the council, in conjunction with the Somerset Drainage Boards Consortium, has engaged with the Metrowest project team and its consultants on the local flood risk and drainage aspects of this scheme.

Discussions have particularly centred on the need to ensure the scheme does not increase flood risk elsewhere and on the use of sustainable drainage systems (SuDS) to manage surface water in accordance with the National

Policy Statement, Non-Statutory Technical Standards for SuDS and locally produced guidance (West of England SuDS Developer Guide).

We have been able to reach agreement on the key sustainable drainage principles through the “Surface Water Drainage Strategy for Portishead and Pill Stations, Haul Roads and Compounds, July 2018 and through discussions between the local flood risk management authorities and Metrowest team, although further details will need to be agreed as the designs develop. Specifically, detailed design information will be required to ensure that performance criteria for the surface water drainage systems and maintenance arrangements for the station car parks, compounds and haul roads are met. For these items we have included a comment below to ensure there is an appropriate mechanism within the DCO for the design team or contractors to provide the required information for comment and/or approval.

## **2.8 Flood Risk and Drainage**

There will be a need for the applicant to provide more detailed drainage design information as the proposals progress, including drainage system model data, plans, cross sections, levels and structures, in particular for the stations, car parks haul roads and compounds as outlined in the Surface Water Drainage Strategy for Portishead and Pill Stations, haul roads and compounds report produced in July 2018. A Requirement will need to be set out to address detailed technical engineering by possible sub-contractors. These details should include any temporary or phased arrangements necessary for the construction of the scheme; including how and when these will be brought forward and their future operational maintenance.

## **2.9 Geology, hydrogeology, ground conditions and contaminated land Chapter 10 ES (p75)**

NSC is satisfied with the approach, assessment methodology, identified likely effects and proposed mitigation measures presented by the applicant in the documents reviewed.

## **2.10 Cultural Heritage Chapter 8 ES (p82)**

Overall, despite the scale of the project and the number of registered and unregistered heritage assets within 500m of then works, there is relatively little impact on these, either directly or on their settings. There is archaeological interest in various locations across the project area, particularly in respect of the construction compounds. NSC is satisfied that site-specific programmes of monitoring and recording (watching briefs) will be appropriate and proportionate mitigation to the significance of any archaeology present.

With regard to historic buildings and structures, those that will be lost as part of the scheme will be (or have already been) subject to building recording and preserved by record, and historic railway features will be recorded where removed. The reinstatement of this historic railway line is regarded as a positive benefit to the area’s heritage.

### **2.11 Materials and Waste (p90)**

The Council is satisfied that the proposed DCO does not affect any minerals safeguarding areas, will recycle and reuse the large quantities of ballast that will need to be replaced, will follow the waste hierarchy. It should not have a significant impact on the use of materials.

### **2.12 Landscape and Visual Impacts Chapter 11 ES (p94)**

The proposed rail branch line works have the potential to result in adverse effects on landscape character and visual amenity. In general, North Somerset Council agree with the assessment undertaken by the applicant and the proposed mitigation works which have been carefully considered to counter local effects.

There will be some permanent adverse effect on the outlook of some properties in Portishead as a result of the close proximity of the proposed footbridge.

### **2.13 Ecology and Biodiversity Chapter 9 ES (p113)**

The applicant has considered the likely significant effects of the proposal on important ecological resources including designated sites, habitats and species has sought to design the proposed scheme to avoid and minimise habitat loss in the long term.

The Council does consider there will be potential impacts arising from the scheme both over the construction period and during the operation. To include: initial habitat loss of 7.66ha and permanent loss of 5.84ha; causing some adverse impacts on a noted wildlife corridor linking nature reserves and wildlife sites; introduction of contaminants associated with operation and maintenance of a railway, and associated potential and likely impacts on key species noted for the location, an indicated net loss of biodiversity resource and likely increased species mortality. The applicant has put forward mitigatory measures to address these.

### **2.14 Soils, Agriculture, Land use and Assets ES Chapter 15 (p131)**

The Council considers there to be no significant permanent local impacts under these headings. Mechanisms exist to minimise any impacts during the construction phase.

### **2.15 Air Quality and greenhouse gases Chapter 7 ES (p135)**

The scheme has the potential to affect local air quality but the assessment process indicates that the air quality objectives are not expected to be exceeded in North Somerset. During the Construction phase there may be temporary air quality issues due to the emission of particulate matter (PM)

PM10 and PM2.5. In the operational phase the diesel trains are likely to emit nitrogen oxides (“NOx”) and PM10 and the combustion of diesel also generates carbon dioxide (“CO2”), which is a significant Green House Gas. However due to its scale, rail travel is expected to give rise to less pollution per passenger kilometre travelled than road transport. But there is potentially a localised increase in the level of emissions due to an increase in road traffic around the station areas of Pill & Portishead, the level of which is not anticipated to be significant.

#### **2.16 Noise and Vibration Chapter 13 ES (p141)**

Potential significant adverse temporary effects have been identified during construction, for both noise and vibration. These are most likely to be evident around the station areas in Portishead and Pill. Both locations are likely to experience issues from construction noise and vibration due respectively to the scale of construction activity, proximity of plant, hours of working. It is likely that some properties in Portishead close to the station may experience some greater noise issues due to the proximity of the trains themselves and these locations plus the Old Portbury Station House will require acoustic protection measures.

#### **2.17 Major Accidents and Disasters 8.5 DCO (p147)**

The DCO report on major accidents and disasters concludes that no likely significant effects of the development on the environment re predicted during construction and operation of the DCO Scheme, from the vulnerability of the development to risks of potential major accidents and/or potential disasters which are relevant to the project concerned. This conclusion is accepted.

The approach to Major Accidents and Disasters is considered comprehensive and identifies all realistic factors that could impact on the construction and the operation of the railway and related works and ways in which the construction and operation could impact on people, the environment and heritage assets.

### 3. Scheme Description

#### 3.1 Overview

In overview, the purpose of the draft Order is to grant the Applicant development consent for a Nationally Significant Infrastructure Project (NSIP) and its associated development, being a new railway between Portishead and Pill in North Somerset, that will become part of the national rail network following its construction. The NSIP will reconnect Portishead to the passenger railway network by reopening the Disused Railway and by reopening the Existing Freight Line to passenger rail traffic.

An application has been made to the Secretary of State under section 37 of the Planning Act 2008(a) (“the 2008 Act”) in accordance with the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009(b) for an Order granting development consent.

#### 3.2 Scheme proposals

The part of the DCO Scheme comprising the NSIP for which development consent is sought is the construction of a new railway from Quays Avenue in Portishead to a new junction with the existing operational railway at Pill Junction located between Pill Viaduct and Pill Tunnel. The new section of railway through Pill will run alongside the operational freight line to Royal Portbury Dock.

Associated development is located throughout the 5km route of the NSIP. The associated development comprises:

- a new railway station at Portishead;
- car parks, pedestrian / cycle / highway infrastructure at Portishead including re-alignment of Quays Avenue and a new foot and cycle bridge near Trinity Primary School;
- re-opening the former Pill station (southern platform) including demolition of No. 7 Station Road for a new station forecourt, a separate main car park, pedestrian / cycle and highway infrastructure, and modifications to the bus stop on Heywood Road by the Pill Memorial Club;
- new permanent maintenance compounds at Sheepway, Pill, Ham Green and off Clanage Road;
- temporary construction compounds between Portishead and Ashton Junction;
- associated works to pedestrian, bridleway and cycle paths, including modifications to the National Cycle Network route 26 (NCN26);
- works to upgrade the existing Portbury Freight Line from Royal Portbury Dock to Ashton Junction to enable operation of both passenger train and freight train services including track works, geotechnical works on some cliffs in the Avon Gorge, minor repairs to bridges, retaining walls, and the tunnels, and partial rebuilding of Quarry Bridge No. 2;

- works to the Ashton Vale Road level crossing to reduce the highway traffic impact from the increased use of the level crossing including: – extension of the left turn lane on Winterstoke Road, – optimisation of the Ashton Vale Road signals (now that South Bristol Link is open), and – provision of the pedestrian and cycle ramp from Ashton Vale Road to Ashton Road;
- permanent closure of the Barons Close (Container Crossing) pedestrian level crossing; and
- other works such as earthworks on embankments and cuttings, drainage, communications, signalling and cabling, fencing and access.

## **4. Site Constraints and Policy Framework**

- 4.1 The Council understands that the Planning Act 2008 requires applications for the development of Nationally Significant Infrastructure Projects (NSIPs) on the national road and rail networks in England to be decided in accordance with the National Networks National Policy Statement, referred to as 'NPS'. It provides the planning guidance for promoters of such projects and is the basis for the examination by the Examining Authority and decisions by the Secretary of State.
- 4.2 The framework for the Council's position is provided in reference to the relevant development plan policies and supplementary planning guidance or documents. This document does not present a comprehensive analysis of full policy compliance but signposts these documents where appropriate to support the analysis of local impacts. Reference is made to National Policy Statements (NPS) and legislative compliance where appropriate to support the Council's position. Should further plans or policies become relevant during the course of determination of the DCO application this will be set out in relevant written submissions.

### **4.3 Planning Constraints**

There are numerous planning constraints and designations along the route. The redline of the site is affected by the following constraints/designations:

- Bristol and Bath Green Belt
- Settlement Boundary - Portishead
- Settlement Boundary - Easton-in-Gordano
- Article 4 direction Leigh Court (restrictions on the use/works on agricultural land)
- Special area of Conservation (Avon Gorge Woodlands)
- Site of Special Scientific Interest (Ham Green)
- Site of Special Scientific Interest (Avon Gorge)
- Site of Special Scientific Interest (Severn Estuary)
- RAMSAR site (Severn Estuary)
- National Nature Reserve (Leigh Woods, Long Ashton)
- National Nature Reserve (Leigh Woods, Abbots Leigh)
- Wildlife site (Fields between railway land and A369, Portbury)
- Wildlife site (Fields on Caswell Moor)
- Wildlife site (Avon Gorge and Leigh Woods)
- Wildlife site (Portbury Wharf Nature Reserve)
- Wildlife site (Drove Rhyne and adjacent fields)
- Wildlife site (Field east of M5 Motorway, Lodway)
- Wildlife site (Field east of Court House, Easton-in-Gordano)
- Wildlife site (River Avon)
- Tree Preservation Orders 19 (Abbots Leigh Road), 50 (Leigh Woods), 448 (Stable Block Ham Green Hospital), 479 (Ham Green Hospital), 600 (Pill Memorial Club)

- Ancient and Semi-Natural Woodland (Rownham Wood, Leigh Woods/Oak Wood)
- SFRA Tidal Flood zone 3a
- SFRA Fluvial Flood zone 3a
- SFRA Fluvial Flood zone 3b
- Environment Agency Flood zone 2
- Environment Agency Flood zone 3
- Conservation Area (Leigh Woods)
- Setting of Grade 1 listed Clifton Suspension Bridge
- Grade 2 listed The gateway and West Gateway, Central Archway, Flanking Walls and Piers
- Registered Park and Garden (Leigh Court)
- Unregistered Park and Garden (Ham Green Hospital and Burwalls, Leigh Woods)
- Setting of Schedule Monument (Stokeleigh Camp: a promontory fort in Leigh Woods)
- Public Rights of Way:
  - LA1/1/20 Abbots Leigh Footpath
  - LA1/8/10 Abbots Leigh Footpath
  - LA12/35/10 Long Ashton Footpath
  - LA8/49/10 Easton-in-Gordano Footpath
  - LA8/52/10 Easton-in-Gordano Footpath
  - LA8/53/10 Easton-in-Gordano Footpath
  - LA8/57/10 Easton-in-Gordano Footpath
  - LA8/58/10 Easton-in-Gordano Footpath
  - LA8/61/20 Easton-in-Gordano Footpath
  - LA8/65/10 Easton-in-Gordano Bridleway
  - LA8/67/10 Easton-in-Gordano Bridleway
  - LA8/68/10 Easton-in-Gordano Footpath
  - LA8/5/20 Easton-in-Gordano Footpath
  - LA8/5/40 Easton-in-Gordano Footpath
  - LA8/5/10 Easton-in-Gordano Footpath
  - LA15/13/20 Portbury Bridleway
  - LA15/21/20 Portbury Bridleway
  - LA15/21/30 Portbury Bridleway
  - LA15/2/40 Portbury Footpath
  - LA8/4/10 Easton-in-Gordano Footpath
  - LA8/5/20 Easton-in-Gordano Footpath
  - LA8/5/40 Easton-in-Gordano Footpath
  - LA8/61/20 Easton-in-Gordano Footpath
  - LA8/65/10 Easton-in-Gordano Bridleway
  - LA8/66/10 Easton-in-Gordano Bridleway
  - LA8/68/10 Easton-in-Gordano Footpath
  - LA8/67/10 Easton-in-Gordano Bridleway
  - LA12/36/40 Long Ashton Footpath
- Coal Authority Development Low Risk Area
- EA Best and most versatile land
- Village Green – Victoria Park and Waterloo Wharf, Pill
- Common land – The Point, Chapel Pill

- Oil Pipeline (through Royal Portbury Dock)
- High Pressure Gas Pipeline (adjacent to M5)
- Potential setting of Grade II\* St Georges Church Easton in Gordano and Grade I St Mary's Church, Portbury (setting of many designated heritage assets)
- There are also number of non-designated heritage assets which fall within the DCO application boundary which are all listed in the Environmental Statement, Volume 4 Technical Appendices, DCO Document Reference 6.25 Appendix 8.1: Cultural Heritage Gazetteer.

#### Local Plan designations

- Proposed Portishead Railway Station and Car Park (Policy DM22: Proposed railway lines)
- Employment site (Royal Portbury Dock- Policy DM49 and Gordano Gate SA4)
- Town Centre (Portishead – Policy DM60)
- Strategic Cycle Route (Royal Portbury Dock Road – Policy DM25)
- Junction 19 (M5) Buffer (Policy DM21: Motorway Junctions)
- Local Green Space (Watchouse (Pill), Crockern (Pill) The Vale (Portishead), Green North of McCrae Road, Ham Green, Land North East of Long Ashton (Policy SA5)
- Protection of Nightingale Valley (Policy ENV 5)
- Residential development/Mixed use development – Harbour Road/Gordano Gate and Old Mill Road in Portishead (Policy SA1 and SA3)

#### 4.4 Relevant Planning Policy

The following Local Development Plan Policies and Supplementary Planning Documents are considered to be relevant:

##### North Somerset Core Strategy (NSCS) (adopted January 2017)

The following policies are particularly relevant to this proposal:

<b>Policy Ref</b>	<b>Policy heading</b>
CS1	Addressing climate change and carbon reduction
CS2	Delivering sustainable design and construction
CS3	Environmental impacts and flood risk management
CS4	Nature Conservation
CS5	Landscape and the historic environment
CS6	North Somerset's Green Belt
CS7	Planning for waste
CS9	Green infrastructure
CS10	Transport and movement
CS11	Parking
CS12	Achieving high quality design and place making
CS20	Supporting a successful economy

CS22	Tourism Strategy
CS24	Royal Portbury Dock
CS26	Supporting healthy living and provision of healthcare facilities
CS31	Clevedon, Nailsea and Portishead
CS32	Service Villages
CS33	Smaller settlements and countryside
CS34	Infrastructure delivery and Development Contributions

West of England Joint Waste Core Strategy (adopted 25 March 2011)

The following policies are particularly relevant to this proposal:

<b>Policy</b>	<b>Policy heading</b>
Policy 1	Waste Prevention

The Sites and Policies Plan Part 1: Development Management Policies (adopted July 2016)

The following policies are particularly relevant to this proposal:

<b>Policy</b>	<b>Policy heading</b>
DM1	Flooding and drainage
DM3	Conservation Areas
DM4	Listed Buildings
DM5	Historic Parks and Gardens
DM6	Archaeology
DM7	Non-designated heritage assets
DM8	Nature Conservation
DM9	Trees
DM10	Landscape
DM12	Development within the Green Belt
DM19	Green infrastructure
DM21	Motorway junctions
DM22	Existing and proposed railway lines
DM24	Safety, traffic and provision of infrastructure etc associated with development
DM25	Public rights of way, pedestrian and cycle access
DM26	Travel plans
DM27	Bus accessibility criteria
DM28	Parking standards
DM29	Car parks
DM32	High quality design and place making
DM33	Inclusive access into non-residential buildings and spaces
DM47	Proposals for economic development within towns and defined settlements
DM49	Royal Portbury Dock
DM60	Town centres
DM68	Protection of sporting, recreation cultural and community facilities
DM70	Development infrastructure

DM71 Development contributions, Community Infrastructure Levy and viability

Sites and Policies Plan Part 2: Site Allocations Plan (adopted 10 April 2018)

The following policies are particularly relevant to this proposal:

<b>Policy</b>	<b>Policy heading</b>
SA1	Allocated residential sites (10 or more units)
SA2	Settlement boundaries
SA3	Sites allocated for a mix of uses
SA4	Business employment development – allocations/safeguarding
SA6	Undesignated Green Space
SA7	Strategic Gaps

The Long Ashton Neighbourhood Plan

The Long Ashton Neighbourhood Plan was formally ‘made’ by the council on 10 November 2015, at which point it became part of the statutory development plan.

The following policies are particularly relevant to this proposal:

<b>Policy Ref</b>	<b>Policy heading</b>
ENV2	Protecting trees and woodland
ENV3	Maintaining and enhancing public rights of way
ENV5	Conserving and enhancing wildlife, biodiversity and historic assets, including designated areas of local ecological and landscape value
ENV6	Protection against flooding
T1	Encouraging sustainable modes of transport
T3	Mitigation for highways/transport infrastructure affecting LA

Supplementary Planning Documents (SPD) and Development Plan Documents (DPD)

- North Somerset Parking Standards SPD (adopted November 2013)
- North Somerset Landscape Character Assessment SPD (adopted September 2018)
- Biodiversity and Trees SPD (adopted December 2005)
- Creating sustainable buildings and places SPD (adopted March 2015)
- Travel Plans SPD (adopted November 2010)
- North Somerset and Mendip Bats Special Area of Conservation (SAC) Guidance on Development: SPD (Adopted January 2018)
- Development contributions SPD (adopted January 2016)

Other planning guidance:

- North Somerset Highways development design guide
- Forest of Avon- A Guide for Developers (October 2005)

Other plans and strategies:

- Joint Local Transport Plan 4 2020-2036 March 2020
- West of England Strategic Economic Plan 2015-2030

#### 4.5 Relevant Planning History

##### Rail link to Port

Reference	Proposal	Decision
11/P/1893/F	Rail link (Bristol – Royal Portbury Dock) field north of Pill/south of M5 bridge - Variation of condition 16 of planning permission 99/0737 (Construction of rail link – land to the south of M5 Bridge, Pill) to allow the number of freight trains using the rail link not to exceed an average of 20 trains daily per calendar year, in and out of the port, and not during any time when the Bristol to Portishead branch line is in use for scheduled passenger service and shall not exceed one train per hour in each direction	Approve with conditions 4/1/2012

##### Hinkley Development Consent Order

Also relevant is the Hinkley Point C Connection Project Development Consent Order 2016 as corrected by the Hinkley Point C Connection Project (Correction) Order 2017

##### Adjacent/nearby sites at Royal Portbury Dock:

Reference	Proposal	Decision
20/P/2122/FUL	Royal Portbury Dock, Etex building performance ltd – Major application for erection of extension to existing factory and warehouse premises	Application in progress
19/P/2947/FUL	Royal Portbury Dock - Former BCA site Marsh Lane – erection of extension to existing building and erection of new building to be used for the preparation of cars prior to sale	Application in progress
16/P/1987/F	Land at to the west of Court House Farm, Marsh Lane, Easton-in-Gordano - Development of the site for port related uses. Provision of hardstanding for storage of cargo in transit(e.g. motor vehicles)	Approve 21/2/2016  Condition 16 requires not use of

	through Royal Portbury Docks, with associated infrastructure including a crossing over the disused railway by a crossing at grade and or vehicle bridge between the current Royal Portbury Dock estate and proposed site	the site for the storage of cargo in transit until a programme of works for the removal of the at grade crossing and construction of a vehicular bridge across the railway line has been submitted and approved
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#### Adjacent/nearby sites in Portishead:

Reference	Proposal	Decision
19/P/2316/FUL	Marina Gardens, 49 Martingale Way, Portishead – Change of use of 126 assisted living units to 127 units for non-age restricted housing (class C3)	Withdrawn 12/2/2020
18/P/3591/OUT	Land at Old Mill Road Business Park, Old Mill Road, Portishead – Outline application for the redevelopment of site for a mix of uses, including new town centre retail (up to 6420sqm of Use class A1 retail) and 1466sqm of Use Class A3 (restaurants and cafes)	Withdrawn 29/10/2020
18/P/3512/F	Martingale Way, Portishead – Residential development comprising 26 apartments (C3 use) with associated access, parking and refuse arrangements	Approve 8/11/2019
18/P/3127/FUL	Land at Harbour Crescent, Serbert Road, Portishead - Variation of condition 3 of permission 16/P/2066/F Construction of 93 residential apartments and office floor space to amend wording from a pre-commencement of works condition to a pre-occupation condition	Approve with legal agreement 7/2/2020
18/P/2553/FUL	Land at Serbert Way, Portishead – Erection of an extra-care development, comprising 96 no 1 and 2 bedroom units and 1 no guest suite, associated access, parking and landscaping	Refuse 7/12/2018 Appeal dismissed 29/11/2019
16/P/2855/F	Marina Gardens, 49 Martingale Way, Portishead - Construction of an assisted living development comprising 126 apartments and integrated care support and	Approve 9/3/2017

	wellbeing activities for the over 60s age group	
17/P/1229/F	Land off Wyndham Way, Portishead - Erection of 33 dwellings	Approve with legal agreement 28/9/2018
16/P/2066/F	Land at Harbour Crescent, Serbert Road, Portishead - Construction of 93 residential apartments and office floor space	Approve with legal agreement 7/2/2018
16/P/1987/F	Land at to the west of Court House Farm, Marsh Lane, Easton-in-Gordano - Development of the site for port related uses. Provision of hardstanding for storage of cargo in transit (e.g. Motor vehicles) through Royal Portbury Docks, with associated infrastructure including a crossing over the disused railway by a crossing at grade and or vehicle bridge between the current Royal Portbury Dock estate and proposed site	Approve 21/2/2016  Condition 16 requires not use of the site for the storage of cargo in transit until a programme of works for the removal of the at grade crossing and construction of a vehicular bridge across the railway line has been submitted and approved

## 5. Format of Local Impact Report (LIR)

5.1 The content of the LIR has been informed by the PINS Advice Note 1. The Advice Note states that; “The sole definition of an LIR is given in s60(3) of the Act as ‘a report in writing giving details of the likely impact of the proposed development on the authority’s area (or any part of that area)’. The content of the LIR is a matter for the local authority concerned as long as it falls within this statutory definition.” The Council, in considering the Advice Note have incorporated the following considerations into the summary tables:

- Relevant planning history and any issues arising;
- Relevant development plan policies, supplementary planning guidance or documents,
- Relevant development proposals under consideration or granted permission but not commenced or completed;
- Local area characteristics such as urban and landscape qualities and nature conservation sites;
- Local transport patterns and issues;
- Site and area constraints;
- Designated sites;
- Socio-economic and community matters;
- Consideration of the impact of the proposed articles and requirements within the draft
- Order (such as the scheme) in respect of all of the above; and
- DCO obligations and their impact on the local authority’s area.

### 5.2 Local Impact Assessment Scoring Criteria

In accordance with the PINS Advice Note 1 the Council have characterised issues according to their local impact, setting out whether impacts are positive, negative or neutral. A five-point scale has been used to describe impacts as set out below. The advice note does not set out guidance on the determination of impacts but does state that the LIR should not replicate the EIA. The scoring is therefore based on a combination of the professional judgement and extensive experience of the planning authorities and their advisors, and through reference to the supporting information.

Five point local impact scale Impact	Strongly negative	Negative	Neutral	Positive	Strongly positive
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Where negative impacts are identified the Council has set out mitigation options that they consider are required in order for the adverse effects of the Proposed Development to be reduced.

**Strategic Objectives**

The LPA shall perform their duty under Section 38 (6) of the Planning and Compulsory Act 2004 to determine an application “in accordance with the plan unless material considerations indicate otherwise”. Under Section 38 (3), by the term development plan, we refer to “*the development plan documents (taken as a whole) which have been adopted or approved in relation to that area*”. In addition, under the Section 70(2) of the Town and Country Planning Act 1990 the LPA ought to “have regard to ... the provisions of the development plan, so far as material to the application” as well as “other material considerations”.

Furthermore, Policy CS10 of the Core Strategy encourages efforts to deliver an improved transport network and promotes the provision of a wide choice of modes of transport. The re-opening of the Portishead to Bristol line is listed as one of the key transport schemes to be delivered which has already formed part of the transport enhancement measures as set out in the West of England’s adopted Joint Local Transport Plan 4 (JLTP4). JLTP4 aims to achieve high connectivity levels within a region, while supporting efforts to take action against climate change and poor air quality as well as to improve equality and accessibility within the region.

Whilst not adopted, Policy W1 supports railway development and improvement works under Policy W1 Provide more public transport options and improve service quality.

In addition, Policy DM22 of the Sites and Policies Plan Part 1 (2016) aims to safeguard land associated with the existing Portishead-Pill railway line for future development. The proposed development will assist the locational strategy as set out in the Core Strategy which aims to place new jobs, services and facilities where they can be easily accessible by non-car modes. The re-opening of the line will add to the sustainability of Pill and Portishead, by providing a realistic alternative

to car use. The reduction of car trips arising from existing commuting will serve the commitments made by the Core Strategy to address climate change.

Policy CS1 of the Core Strategy is the local strategic policy demonstrating commitment to reduction of carbon emissions and tackling climate change. It is considered the operation of the line will significantly contribute towards the reduction of carbon emissions, as trips by personal cars will be replaced by trips by train.

Overall, the proposal addresses most local strategic priorities and goals as set out in the current development plan.

6. Assessment of Impacts

<b>Land use including Green Belt, Open space and Green Infrastructure</b>					
<p>In summary, much of the route lies within Green Belt but Policy DM22 of the North Somerset Sites and Policies Plan Part 1 safeguards the route. The proposed stations lie within the settlement boundaries of Portishead and Pill and thus are acceptable in principle.</p>					
<b>Ref</b>	<b>Specific Issue</b>	<b>Rating</b>	<b>Summary of Council's proposed mitigation (including link to other representation)</b>	<b>Relevant planning consideration Reference (NPS, Local Policy, Guidance, Local Evidence etc)</b>	<b>Add/Amend DCO Requirement/ Obligation (Y/N)</b>
LU1	Green Belt impact of new railway line, temporary construction compounds, permanent maintenance compounds and other new permanent structures		<p>The railway track bed is in existence. The route is determined by the previous route of the railway through the Green Belt .</p> <p>The proposal is considered to constitute appropriate development within the Green</p>	<p>NPS states "Linear Infrastructure linking an area near a Green Belt with other locations will often have to pass through Green Belt land." Para 5.171.</p> <p>Para 5.170 states "Applicants should determine... whether their proposal may be considered inappropriate development within the meaning of Green Belt Policy."</p> <p>NPPF para 146 states: "Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:...b) engineering operations; c) local transport infrastructure which can demonstrate a requirement for a Green Belt location"</p>	<b>N</b>

			<p>Belt in accordance with the NPPF.</p> <p>It is recognised that some of the compounds and new permanent structures required as part of the railway will have some visual impacts but these impacts will be mitigated as far as possible. See Landscape and Visual Impacts section below.</p>	<p>Policy CS6 (Green Belt) of the North Somerset Core Strategy and Policy CS10 (Transportation and movement) which commits to reopening of the Portishead Branch Line are relevant.</p> <p>Policy DM12 Green Belts of the North Somerset Sites and Policies Plan Part 1 focuses on the management of built environment in the Green Belt, providing mainly for the erection of new buildings and the redevelopment of previously development. Whilst other forms of development constituting exceptions to the definition of inappropriate development as set out in Paragraph 90 of the NPPF (2012) (current Paragraph 146 of the NPPF (2019)), such as mineral extraction, engineering operations, etc) are acknowledged in the justification body of Policy DM12, these are not covered under this policy.</p> <p>However, Policy DM22 which safeguards the route of the Portishead to Pill (for the Portishead to Bristol railway including railway stations and associated car parking and highway works are relevant.</p>	
LU2	Impact of Trinity footbridge upon Local Green Spaces at Land at The Vale, Portishead		<p>The proposed footbridge and associated works will not adversely affect the designated green space by resulting in the loss of a valued open space or</p>	<p>Paragraph 5.162 in the NPS</p> <p>Sites and Policies Plan Part 2 Policy SA5 states “Planning permission will not be granted except in very special circumstances for development which adversely affects a designated Local Green Space...”</p> <p>The Vale is designated in schedule 3 and states “landscaped grassed open space with trees and pond. Attractive used for informal recreation”</p>	

			other characteristics.	Policy CS9 of the Core Strategy states that the existing network of green infrastructure will be safeguarded and enhanced whilst Policy DM68 of the Sites and Policies Plan Part 1 reiterates the same theme.	
LU3	There was the potential to impact on Royal Portbury Dock – land allocated for port uses at Court House Farm		Court House Farm is safeguarded for port-related development. A part of the land, also a designated wildlife site, was proposed to be used for ecological mitigation, but it is understood that this will not now conflict with the allocation. This is supported by the Council as it is the sole remaining area identified for Port expansion in the current Plan period.	Core Strategy Policy CS24; Sites and Policies Plan Part 1 Development Management Policies Policy DM49: Royal Portbury Dock state that the role of the Royal Portbury Dock will be maintained and enhanced. Land at Court House Farm, Easton-in-Gordano/Portbury is safeguarded for port-related development, subject to (among others) demonstrating that development would not prejudice proposals for a station and associated parking facilities off Royal Portbury Dock Road.	

## Economy and Community Impacts

The economic value and positive benefits that the proposal will provide improved connectivity and access to jobs across the region through increased capacity, improved connectivity and journey resilience for North Somerset and West of England. The key positive impacts of the project in summary are:

- Value for Money: the project will provide over £3 of economic benefits for every £1 invested to deliver the project. This place the project in the ‘high value for money’ category used by the Department for Transport in its evaluation of transport investment proposals.
- Modal Shift: Reduction of 580 car trips per day in the opening year, increasing to 890 fewer car trips per day by 2036.
- Job Creation: 514 net new direct permanent jobs + temporary jobs during construction.
- Gross Value Added (GVA) to the economy: £31.87M PA in the opening year, totalling £271M discounted GVA during the first 10 years. Plus, a further £59.27M during construction.
- Forecast Rail Passenger demand: 2021: 958,980 passenger trips, 2036: 1,295,103 passenger trips.
- Population Benefiting: Will upgrade the existing train service at 16 existing stations across three rail corridors, directly benefiting 180,000 people within a 1 kilometre catchment and bring an additional 50,000 people within the catchment of the 2 new stations. The total population benefiting from the project is 230,000

The Council has a vision for our four main towns and are committed to delivering economic regeneration in Portishead. This is recognised this in the Local Plan Review where we look to maximising the economic benefits from the scheme to achieve that vision as it relates to Portishead. As reflected in the ES Table 14.22 Both the construction and operational phases will bring a net positive benefit to local communities and wider regeneration, through job creation and supply chain expenditure, see below

Ref	Specific Issue	Rating	Summary of Council's proposed mitigation (including link to other representation)	Relevant planning consideration Reference (NPS, Local Policy, Guidance, Local Evidence etc)	Add/Amend DCO Requirement/ Obligation (Y/N)

EC11	Construction Phase		<p>Although temporary, proposal will lead to moderate to significant beneficial effect of direct and indirect job creation with commensurate GVA uplift.</p>	<p>National Policy Statement for National Networks "NPSNN" the sets out the Government's vision and strategic objectives for the national networks to meet the country's long-term needs, supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system.</p> <p>Para. 2.6. requires "a need for development on national networks to support national and local</p>	N
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			<p>economic growth and regeneration, particularly in the most disadvantaged areas. Improved and new transport links can facilitate economic growth by bringing businesses closer to their workers, their markets and each other. This can help rebalance the economy”.</p> <p>There are several policies which directly relate to socio-economics and regeneration – within the context of MetroWest</p>	
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				Phase 1 and the DCO Scheme.  An overview of local policy is presented in Chapter 6 Planning Framework (DCO Document Reference 6.9)	
<b>EC2</b>	<b>Operational Phase</b>  The wider regional and sub-regional context of the scheme is examined thoroughly and provide strong justification for the re-opening of the line. The key NS strategic objectives set out in 14.2.9 -Strategic Objective 1: To create the conditions for higher value local employment; • Strategic Objective 2: To grow and enhance the competitiveness of our business base; • Strategic Objective 3: To foster a culture of enterprise, innovation and aspiration; and • Theme 1: Facilities and infrastructure. The theme includes improving transport, accessibility and connectivity, and specifically mentions Portishead Rail; and • Theme 3: Competitive businesses and enterprise, are all supported by NSC in its role as LPA and in its economic development role. These themes aim to develop niche clusters and supply chains; encourage		Beneficial effect of direct job creation, relating to potential creation of commercial premises. However, significant effect of improved journey time (23 mins to Temple Meads). In turn having major beneficial effects on regeneration, investment, access to employment by Portishead and Pill residents,	As above, national and local policy framework have been considered.	<b>N</b>

<p>innovation and collaboration; support business start-ups, self-employment, small and medium sized enterprises; and attract high profile, high value businesses to the area.</p> <p>The synergy between the project and demographic profile is noted and agreed and show that generally the project will have beneficial effects and not harmful effects.</p> <p>The area of Portishead and Pill is a relatively prosperous, open economy with high levels of out-commuting within the sub-region and little evidence of self-containment within individual towns. Policy documents at the national and local level also support the drive towards sustainable economic growth and highlight the role that investment in transport infrastructure can play in achieving economic development.</p> <p>It is accepted that the two themes of transport and economy are related in the sense that improving transport provision can act as a driver for economic growth by increasing connectivity and accessibility to employment markets for businesses and employment opportunities for workers. Transport infrastructure can also make locations more attractive for inward investment and business start-up.</p> <p>The positive impact from the project on jobs in the construction sector is welcomed. In 14.6.12 it</p>		<p>leading to an improvement of socioeconomic resilience of North Somerset business and residents, particularly important to assist with pandemic recovery and shift to low carbon economy.</p>		
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	<p>is noted that, direct employment creation of 720 jobs could generate indirect employment creation of 720 jobs, and direct GVA uplift of £32.9 million could translate to £29.6 million of indirect GVA. The supply chain and consumer services business receptors that will benefit from the boost could be local, considering the need to establish a local supply chain to reduce transportation costs. Similarly, expenditure impacts are also likely to be local, given that construction stage employees are likely to be local and consume goods and services from nearby businesses.</p> <p>NSC welcomes recognition in 14.6.7 that MetroWest Phase 1 has the potential to generate operational phase employment related to the functioning of the reopened rail line. Employment creation could be realised through the pathway of new and redeveloped stations at Portishead and Pill respectively. These facilities will necessitate ticket office, passenger welfare support and other staff in cleaning, maintenance and other roles on a day-to-day or regular basis. Although no explicit space has been made available for concessions at this point, there is future potential for some retail employment associated with the provision of concessions at Portishead. Within this context, the direct (operational) employment impact at Portishead and Pill Stations is expected to be positive.</p>				
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<p>It is stated in 14.6.40 that the DCO Scheme could lead to wider regeneration throughout Portishead, Pill and the West of England as a whole, via a range of potential routes. Whilst perceiving welcome benefits for various sectors of the population in and around Portishead by providing connections to educational and other opportunities in Bristol conversely, the DCO Scheme could make Portishead more attractive to high-value industries meaning transport and communications and banking, finance and insurance businesses increasingly locate in the town, thereby reducing the need for out commuting from Portishead. This is a potential that will require further investigation and development through the local plan process.</p> <p>The ES chapter concludes that the DCO could transform the study area's socioeconomic profile, by on the one hand providing a viable alternative mode of transport to private car use for commuters, but on the other hand, providing incentives for investment and business relocation to Portishead and Pill to support self-containment of the economy. This could assist residents in the study area to secure local employment that is commensurate to their relatively high levels of skills, qualifications and social grading, as well as providing an opportunity to rebalance the residential and workforce sectoral profile of employment. These would be welcome benefits.</p>				
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	<p>The potential benefits of realising planning policy objectives and the potential for the scheme to enhance land values and development viability for land owners and developers due to enhanced transport linkages would be a positive outcome of the scheme. Numerous station and rail investment programmes have resulted in regeneration, as measured by land value uplift and unlocked development land,</p> <p>It is noted that the business impacts on the Docks which is important as an employer and a national asset is covered.</p> <p>The improved public access to Bristol afforded by the DCO Scheme will improve journey times to Bristol, a major employment and service centre in the region. The train journey time of about 23 minutes compares favourably with the travel time by car of between about 30 minutes off peak and an hour during peak travel times. This will increase the attractiveness of the new residential developments in the vicinity of Portishead marina and close to the proposed station. Overall, the impact of the DCO Scheme on the viability and amenity of development land in Portishead is beneficial.</p>				
<b>EC3</b>	The socio-economic analysis and consultation with NSDC have identified a number of				

	<p>vulnerable or disadvantaged groups in the context area. These include disabled, ethnic minorities, young people and elderly, low income groups. However, the analysis suggests that these groups tend to form a smaller than average proportion of the local population in the study areas. The exception is Pill, which is home to an above average proportion of elderly and disabled residents.</p>				
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**Impacts on living conditions, character of area**

The proposed station is well located and is planned to be accessible by varied means of travel. It is considered to be a functional design that is unlikely to be out of character with its largely modern surroundings. The Council considers that this is an important location and looks forward to further discussion over the detailed design to give it presence as an important community asset and how it can be futureproofed to adapt to changing needs.

It is considered that during the construction period there will be adverse impacts on nearby residential uses. Some acoustic protection will be required before operational use commences. There are likely to be adverse impacts on outlook for some dwellings from the footbridge though these will be mitigated as far as possible given the restricted space available. It is considered that mitigation measures will assist to some degree on minimising overlooking and potential overbearing effects, though it is clear that the bridge in particular is a substantial structure.

In respect of Pill station there is likely to be considerable disruption for some residents during the construction period and a need to ensure discussion over detailed design, pedestrian access to the station and matter such as bat roost protection and lighting and landscaping. In the restricted roads there will be a need to look closely at the drainage design and traffic management during the construction period.

Ref	Specific Issue	Rating	Summary of Council's proposed mitigation (including link to other representation)	Relevant planning consideration Reference (NPS, Local Policy, Guidance, Local Evidence etc)	Add/Amend DCO Requirement/ Obligation (Y/N)
	<p><b>Impacts on living conditions, character of area</b></p> <p>Portishead</p>		Requirement 4		<b>N</b>

	<p>The works entail significant change to the urban environment close to the centre of Portishead. This includes construction of car parks to the south of Harbour Road and re-alignment of Quays Avenue station building and platform and construction of a foot and cycle bridge and various foot and cycle links. It is considered that a number of balances have had to be struck in respect of the station. Unlike many new stations, this is located close to the heart of the town and is therefore a more complex balance of design.</p> <p>The amount and location of car and cycle parking has been dictated by a number of physical factors. There has also been a need to strike a balance between adequate provision to meet the needs of those living in outlying locations or on the elevated residential areas at Portishead but not overproviding that would encourage traffic through roads such as Harbour Road that are busy at various times of the day. The Council wishes to facilitate more sustainable means of travel and it is considered that there is adequate provision for cyclists on site to leave cycles that could be expanded if found necessary. It is considered that to inform future planning in the area a review of the</p>			<p>Sites and Policies Plan Part 1 Development Management Policies Policy DM29, 32</p> <p>Parking SPD Travel Plan SPD</p>	
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	<p>accessibility in conjunction with the Travel Plan work might be a valuable exercise.</p> <p>The Council is pleased to note the provision of EV charging bays in the station car parks. Electric vehicle provision should be at the most prominent locations in the car park with quick easy access to the station. We welcome the agreement of the applicant to show the locations on detailed plans in due course.</p> <p>There is also appropriate provision for public transport to access the site conveniently which will enable easy interchange between modes of travel. This is crucial to the Travel Plan objectives.</p> <p>Parking has been accommodated in two principal locations, with the station curtilage a short distance to the east of the main town centre, though still close to a number of commercial and community sites and Portishead Quays marina which has become a popular attraction for visitors. The current link between these sites and the station will remain and an additional cycle and foot link to the station will be provided. This will provide satisfactory linkages to the station site and balance between needing to provide</p>				
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	<p>parking and retention of valuable green space close to the centre. This is already a busy location, serving as a bus route and link to the town centre from the residential areas to the east and south. There will be a need for further discussion on the vehicle access to the main car park and how this will function in conjunction with that of Papermill Gardens but the detail of this can be picked up as part of the detailed design process.</p>				
	<p>There is considerable modern development of mixed character in this area and the proposed station and its ancillary facilities are unlikely to appear out of character in general with this.</p> <p>The station curtilage is laid out to facilitate easy access to the station entrance and a sense of arrival, though it might have been possible to make more of this, particularly for non-motorised users and those arriving from the west and southern directions, and we would welcome continued discussion about enhancing the public realm in the vicinity of the station including the end of the line and the space outside the station in ways that might assist this, as part of the detailed design process, whilst being mindful of the specific</p>		Requirement 4	As above	<b>N</b>

<p>technical constraints from the rail operators perspective.</p> <p>The Council considers that the station layout and station design is satisfactory. From a design perspective it would have been preferable to create a stronger architectural presence as in some other examples of small urban locations though it is understood that all projects have to work within budgets and an assessment of the costs relative to the passenger numbers and the technical constraints that apply in individual locations. It is modern, functional, robust and more appealing than many other modern park and ride type stations. We have received some reassurance about how the design characteristics are future proofed to change to meet any future needs in the town and would welcome continued dialogue over this.</p> <p>The LPA considers that the station itself might have possibly been able to capitalise on its location and incorporated commercial or other uses to create a building of greater stature and more generous passenger facilities, but it is understood that this has been considered and if found to be required can be expanded on the site.</p>				
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	<p>We are satisfied that finer details can be worked through via the Requirements which will enable further discussion over the station design, materials etc.</p> <p>This will be an important community building in the town, with the main entrance facing the car park rather than the town centre and its approach route from that direction, though this is not uncommon and is understood to be influenced by safety and operational requirements.</p> <p>The proposal is to create a feature of what has to be a significantly strong engineering structure at the end of the line. Agreement is not yet reached on this, but discussions can continue on this to make an attractive feature and focal point when arriving from the west and south particularly. It is unclear whether the building will comply with our normal policies on energy efficiency and microgeneration.</p>				
	<p>There will be change to traffic movements and the ability of non-motorised users to move around the area. In general, accessibility to the station is well catered</p>				

<p>for from various directions, and existing desire lines have been amended in ways that provide safe routes. There will be a need to examine details of cycle route crossings such as the angle of crossing major roads and differentiation of surfaces but there are appropriate mechanisms in place to ensure this is properly considered.</p> <p>The westerly of the two parking areas is likely to be busy throughout the day and will be lit; this area is already part of the urban fabric of the town and is unlikely to have any significant environmental impacts. There are currently no residential uses close to this on the northern side of Harbour Road though buildings to the south will be changed in part to residential use in Harbour Crescent. These were originally approved as commercial blocks but will now be mainly residential. The outlook to the north will change markedly, to that of a car park whereas currently it is over a well vegetated area. Given the location is close to the centre of Portishead and is closely related to a business park it is not considered this would be out of character. It will be a more urban outlook, but it is considered that privacy is unlikely to be significantly affected though it is likely that the general</p>				
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	<p>noise levels received by residents will be increased over what they would be now. It is not considered that noise levels would be continuous, with main peaks coinciding with travel to work in Bristol and returns, with lesser peaks coinciding with train arrivals and departures.</p> <p>There is a residential nursing home close to the main entrance to the station forecourt, where there are likely to be significant levels of activity. However, there is considered to be neutral effect arising from the scheme as it already faces and was designed to face a key roundabout on this route, where there are already numerous turning movements. The outlook from this block will change though again this will be from a roundabout to a landscaped car park. Lighting will also be controlled within the car park to minimise any impacts although it is considered that any changes are unlikely to diminish the living conditions within the block as the roundabout is already lit as a major junction.</p>				
	<p>Physically the most prominent feature in the environs of Portishead station will be the proposed foot and cycle bridge that carries a long-used route across the line of the proposed track and which is a route</p>				

<p>used to access Trinity Primary School. A continuation of surface crossing would not be a safe option here. The footbridge has been proposed to the east of the station. A number of properties in Tansy Lane and Peartree Field particularly, will face this structure. The structure itself, due to the need to cater for all groups using it is provided with appropriate ramps and gradients. Inevitably this means that there are significant lengths of ramp. The route is as direct as possible as a replacement for the current surface route given the need for suitable gradients and the track clearance.</p> <p>It is considered that the bridge will inevitably affect the outlook from a number of properties that currently look over vegetation alongside the redundant track bed. However, if a bridge is to be provided here this is unfortunately an inevitable effect, which has to be balanced against the benefits in safety and convenience.</p> <p>The proposal does incorporate planting alongside the bridge in the locations where properties face the bridge direct, which will, given time, provide some screening to the bridge. However further</p>				
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	<p>discussion on the nature of the planting is considered essential to avoid future conflict with the bridge structure, overshadowing and to ensure maximum opportunity for trees to establish. Some properties in the vicinity have side elevations where it is less likely to have relationships to main windows and habitable rooms. It is considered that the necessary height may enable some overlooking of residences. There is considered to be a satisfactory distance between the sides of the structure and residential properties, and this cannot physically be increased in any material way. It may be possible to consider some of the details of the bridge to minimise the risk of overlooking though this may entail side screens or higher parapets that will result in a bulkier appearance. Lighting proposed is considered to be sensitively designed to minimise intrusion.</p> <p>Ideally the footbridge would be wider (3 metres) than shown in plans to accommodate cyclists included those with adapted bikes however the Council accepts that there isn't sufficient space to accommodate a wider structure.</p> <p>The location of the bridge is to the west of the current path that school children use and they will either have to walk along</p>				
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	<p>given the proposed short path from the bridge to Tansy Lane or the likely desire line across the grass, where previously they didn't. Tansy Lane is a shared road with no designated path. Discussion is continuing to see if it is possible to form a further short section of path to the school entrance.</p>				
	<p>The Council is also aware that the proposed temporary construction compound is also situated in front of Tansy Lane properties and that this will affect living conditions here over the period of construction. It is likely that noise and lighting will have an adverse effect. It is understood that it is necessary to have a compound in this location. The proposed CEMP, CoCP and Requirements are considered to provide the best means of mitigating these impacts as more will be known at that stage about constructional principles, techniques and equipment.</p>		<p>CEMP, CoCP and Requirements</p>		
	<p>The temporary construction compounds 10A, 12A and construction haul roads 10B and 11 A and B will have some transient visual and landscape impact and will need access and suitable drainage, but it is considered that the means for securing this is in place. These also have some biodiversity impacts but where this is the</p>		<p>CEMP, CoCP and Requirements</p>		

	<p>case it is addressed elsewhere. In certain locations, notably ...Sheepway these may be close to small numbers of residential properties.</p> <p>There is a risk of impacts on living conditions, but measures are proposed that will enable impacts to be mitigated as much as possible. Locations are dictated by a number of factors but land suitable to serve the necessary functions is limited, not least by the need for convenient access to suitable highways and the rail route itself.</p>				
	<p>Pill</p> <p>The temporary works There are major construction works that have to take place close to the rear of properties in Lodway Close, to create compounds, one of which will be the principal supply point building, bridge works that will necessitate access for heavy equipment at the rear of these properties. It is accepted that there does not appear to be a suitable alternative that would give road access to carry out the necessary works necessary to construct the necessary features to support re-opening of the line. There are four compounds proposed close to the edge of</p>		<p>CoCP CTMP CEMP Requirements</p>		<p><b>N</b></p>

	<p>Pill or within residential areas in confined locations.</p> <p>These works will inevitably cause significant disruption to the environment for residents in this area and will result in loss of trackside vegetation.</p> <p>There will be a significant permanent change to the environment in Pill, in particular the areas around Monmouth Place, Lodway Close, Hardwick Road and Avon Road and Station Road.</p>				
	<p>The proposed station forecourt is at road level and changes to Station Road and the limited pedestrian space on the bridge for drivers accessing the station entrance from the station car park is still under consideration, which is welcomed by the Council for safety reasons, as are some details of protection of the bridge parapets from potential vehicle impact, The bridge is also believed to provide a roosting space for some bats, but this issue is covered elsewhere.</p>				<b>N</b>
	<p>Works are also proposed to Station Road and Monmouth Place in order to create appropriate access to the proposed station at Pill that is to be re-opened. The platform will be on the south west side of the line only and parking will be to the</p>				<b>N</b>

	<p>north, the only available location where it can be conveniently provided.</p> <p>This will result in significantly more traffic accessing via this route, which, again is the only vehicular access route that is feasible. Pedestrians will need to cross the line via Monmouth Place bridge to the station entrance and ramp down to platform level as the line is in a cutting at this point. A proposed drop off point for vehicles on the south side of the line is proposed, where a building has been acquired and will be demolished to create a small station forecourt.</p>				
	<p>The station itself will not have a station building but instead a shelter. Stabilisation works to the cutting above the ramp that gives access to platform level will be necessary and this will require some care to secure a suitable and attractive finish.</p>				<b>N</b>
	<p>The main car park is to be located in an area currently largely used as an operating rail compound, whilst retaining some operational functions. It is considered that this may result in a more ordered outlook over the site for residents but it is also the case that traffic movements to and from the site are likely to be greater, causing some greater noise levels coinciding with peak hours of travel</p>				<b>N</b>

	<p>and to a lesser degree other scheduled service times. Safety measures are to be incorporated in the approach to this and these are considered necessary given increased usage by vehicles and the current road characteristics.</p> <p>It is important that lighting is sensitively designed in this area due to the relationship with residential properties, particularly in Avon Road where they face the car park and at the rear of Hardwick Road where the rear of properties are likely to be more exposed as vegetation has to be removed whilst construction works take place.</p>				
	<p>The proposed car park will incorporate suitable landscaping proportionate to its size and shape.</p> <p>The works in this area are likely to be complex as there are known highway drainage issues in the vicinity, particularly with the tide lock and the roads are narrow. The actual construction phase will be challenging logistically and are likely to have implications for ease of access and the environment during this phase. Design work on the drainage solutions for this area also require further work, but this is considered to be a matter for further discussion as part of the Requirements.</p>		<p>The Pill Station Drainage Report (February 2020) sets out the proposed route, capacity, outfalls and flow rates.</p> <p>The proposed solution will be developed further at the detailed design stage.</p>		

			Requirements 4, 11		
	<p>To the east of Pill there is a proposed compound, where the relationship to a possible local affordable housing scheme is under discussion.</p> <p>The main impacts of the DCO to the east of Pill is through the Avon Gorge, which is covered in the comment on the impacts on biodiversity.</p> <p>However, it should be noted that the Council's comments on this are limited as it is considered that the significant effects in this location are covered by Natural England who have been in discussion for a considerable period of time with the applicant over an Avon Gorge Management Plan and discussions around mitigation, rock removal and vegetation control</p>				

Traffic and Transport

Summary: - In respect of new local road provision, NSC has accepted the principle of the preliminary scheme design layout, design speeds and cross sections and the powers that will be granted by the proposed DCO. There is a significant range of works to the highway network on a temporary and permanent basis. This is supported and will enable the DCO to be implemented which will in due course have positive effects on the North Somerset road network. There is a considerable amount of detailed design work to be done in order to implement the works and this is provided for in the DCO. There is a significant amount of change to the network, particularly during the construction phase but there are suitable provisions in place to allow the Council to assess and agree these.

Ref	Specific Issue	Rating	Summary of Council's proposed mitigation (including link to other Representation)	Relevant Planning Consideration Reference (NPS, Local Policy, Guidance, Local Evidence etc.)	Add/Amend DCO Requirement/Obligation (Y/N)
T1	<p><u>Preliminary scheme design</u></p> <p>Design:</p> <p>In respect of new local road provision, NSC has accepted the</p>		Requirements 4 and 9 provide for the detail of designs	NPSNN Para 4.20 provides "Should the Secretary of State decide to grant development consent for an application where details are still to be finalised, this will need to be reflected in appropriate development consent	<b>N</b>

	<p>principle of the preliminary scheme design layout, design speeds and cross sections. There are points of detail that will need to be addressed e.g. the traffic speed and visibility at the Sheepway Bridge Compound, but these can be suitably addressed once the scheme progresses to the detailed design stage.</p> <p>NSC has a proactive approach, ensuring that safety is considered in the planning and building of all</p>		<p>affecting existing or proposed highways to be subject to further dialogue with the Council as Local Planning Authority.</p> <p>The DCO includes a provision that the highway related packages that will be submitted for approval that enables supervision fees and other costs to be covered and under 19(1) to cover 12 months maintenance of new or altered streets.</p>	<p>requirements in the development consent order”</p> <p>Policy DM24 of Sites and Policies Plan Part 1 Development Management Policies</p> <p>North Somerset Highways Development Design Guide</p>	
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	new developments, prioritising the needs of the most vulnerable road users.				
T2	<p><u>Signage and Road Markings</u></p> <p>The principle of the signage strategy is to be approved and further issues may require clarification, once the scheme has progressed to the detailed design stage.</p>		18(2) of the draft DCO allows A street authority and the undertaker may enter into agreements specifying a reasonable time for the completion of the works; and (c) contain terms as to payment and otherwise as the parties consider appropriate.	<p>NPSNN/DfT guidance</p> <p>Policy DM24 of Sites and Policies Plan Part 1 Development Management Policies</p> <p>North Somerset Highways Development Design Guide</p>	<b>N</b>
T3	<p><u>Structures</u></p> <p>Design Phase:</p> <p>The DCO works will require strengthening of</p>		The DCO includes provision for NSC as the Local Highway Authority to approve the	<p>NPSNN/Structures guidelines</p> <p>Policy DM24 of Sites and Policies Plan Part 1 Development Management Policies</p> <p>North Somerset Highways Development Design Guide</p>	<b>N</b>

	<p>some structures, and will result in increased maintenance costs(e.g. the new footbridge) and further inspection frequencies but these are matters that will be addressed within the Council.</p> <p>In particular, it should be noted that two structures are of particular concern, where the Council will expect to engage in discussion with the applicant:</p> <p>* the gas works bridge to the west of Portishead</p>		<p>relevant detailed design matters where structures are proposed within the extent of the local road network, together with a maintenance period</p> <p>18(1) and 19(2) of DCO</p>		
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	<p>Station western car park requires significant repairs or replacement to enable it to be used as a cycle/footway.</p> <p>* Sheepway bridge compound. The parapets of the overbridge are substandard and there may be a risk to the track below.</p>				
T4	<p><u>Construction Proposals</u> There are no objections to the current construction proposals in principle. NSC requests that</p>		<p>The DCO includes provision for NCC as the Local Highway Authority to approve relevant detailed matters</p>	<p>NPSNN/Dft guidance</p> <p>Policy DM24 of Sites and Policies Plan Part 1 Development Management Policies</p> <p>North Somerset Highways Development Design Guide</p> <p>Construction Traffic Management Plan</p>	

	<p>phased construction management plans include details of temporary road closures/traffic regulation orders/temporary traffic regulation orders required, any other TM or impacts on the highway network due to the construction phase on the local road network can be determined.</p>		<p>associated with Construction Traffic Management plans.</p> <p>NSC have to agree the final Traffic Management Plan. There are provisions for Construction Management Plans, CEMP, CoCP and Construction workers's Travel Plan that will be the subject of discussion with leading up to commencement on site.</p> <p>Schedule 2, Requirement 4</p>	<p>CEMP, CoCP and Construction workers' Travel Plan</p>	
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T5	<p>There is potential for in combination impacts on the highway network due to Hinkley C connections work and this may require further discussion about phasing to avoid adverse impacts on the NS highway network. However it is welcomed that the Construction Traffic Management Plan which has encompassed inter alia specific components of the Works, use of rail haulage, delivery and haul routes, abnormal loads, closures and diversions will be part of the</p>			Construction Traffic Management Plan	
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	<p>CEMP that will need to be approved by the LPA for each stage.</p> <p>Consideration must be given to the potential impact of major events e.g. the Balloon Fiesta and the Tour of Britain as key routes are closed and restrictions in place. Also stated that the Clanage Road compound would affect the Balloon Fiesta specifically, so engagement with event organiser is required.</p>				
T6	<b>Regulatory Measures on Local Roads</b>		Monitoring of impact of parking on	NPSNN/Dft guidance Policy DM24 of Sites and Policies Plan Part 1 Development Management Policies	<b>N</b>

	<p>No detailed design submission has been issued to NSC but it is considered that there are suitable provisions within the DCO and in particular, the Requirements that will allow us to properly scrutinise these aspects.</p>		<p>areas around the stations to be carried out once the stations are operational. Applicants to work with NSC(Highways and Transport) to design and implement any necessary parking restrictions.</p>	<p>North Somerset Highways Development Design Guide</p> <p>Construction Traffic Management Plan</p> <p>CEMP, CoCP and Construction workers' Travel Plan</p>	
T7	<p><b>Traffic Impacts on Local Communities</b></p> <p>There will be traffic impacts on local communities in the vicinity of construction works and compounds but these will be mitigated</p>		<p>Construction Traffic Management Plan</p> <p>CEMP, CoCP and Construction workers' Travel Plan</p>	<p>NPSNN/Dft guidance</p> <p>Policy DM24 of Sites and Policies Plan Part 1 Development Management Policies</p> <p>North Somerset Highways Development Design Guide</p> <p>Construction Traffic Management Plan</p> <p>CEMP, CoCP and Construction workers' Travel Plan</p>	<p>DCO to enable the detailed design review and approval by NSC.</p>

	<p>through the CTMP.</p> <p>Additional discussions are likely to be required in the vicinity of the access to the Portishead car park identified above, and in connection with the Pill station parking arrangements and safe connections to the station entrance(see below).</p>				
T10	<p>Temporary Diversions</p> <p>There are a number of temporary diversions that will require appropriate</p>		<p>It is understood that some of these works, including crossing points will take place early in the construction phases, in</p>	<p>NPSNN/Dft guidance</p> <p>Policy DM24, DM Policy DM25 of Sites and Policies Plan Part 1 Development Management Policies</p> <p>North Somerset Highways Development Design Guide</p> <p>Construction Traffic Management Plan</p>	

	<p>signage, advance warning at suitable points and periods ahead of the work and there are several points at which crossing major roads will need to be carefully considered to minimise risk to users(Key Plan 05 Royal Portbury Dock Road-NCN 26. Key points include Key Plan 11(temp closure of tow path), Key plans 12, 15 and 16 (signage), Key plans 13-16 diversion through Ashton Court whilst Pill Path closed, requiring crossing of A369, and potential options</p>		<p>particular Royal Portbury Dock Road and this will incorporate suitable warning signs. It is accepted that temporary traffic signals for an extended period may have impacts on access and egress to Royal Portbury Dock and other businesses within the Dock Area, potentially at peak hours which is considered preferable to avoid.</p> <p>The Council considers there are suitable mechanisms in place within the DCO and the proposed</p>	<p>CEMP, CoCP and Construction workers' Travel Plan</p>	
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	for users to avoid this.		mitigations to enable potential conflicts and issues such as warning and advisory signage to be agreed.		
T11 Pill train station	There is a need to consider a safe route people walking from the car park to Pill Station will take as there are some concerns over visibility and the lack of space to create a segregated footway..			NPSNN/Dft guidance  Policy DM24 of Sites and Policies Plan Part 1 Development Management Policies  North Somerset Highways Development Design Guide  Construction Traffic Management Plan  CEMP, CoCP and Construction workers' Travel Plan	
<b>T12 Travel Plans</b>	The Council is also pleased to see an outline Travel Plan for Portishead and			Joint Local Transport Plan 3; • West of England LEP Strategic Economic Plan; •North Somerset Parking Standards (November 2013) • North Somerset Guidance on Transport Assessments  NPSNN/Dft guidance	

	<p>Pill stations as a means of encouraging and reinforcing sustainable journeys and managing journeys with Portishead station as their destination. This is to be developed when the station is open. The Council would however, encourage the applicant to begin a dialogue on this, well before the opening of the station as it is always important to try to establish sustainable travel patterns at the outset. This has set itself some challenging</p>			<p>Policy DM24 of Sites and Policies Plan Part 1 Development Management Policies</p> <p>North Somerset Highways Development Design Guide</p> <p>NS Travel Plans SPD</p> <p>Construction Traffic Management Plan</p> <p>CEMP, CoCP and Construction workers' Travel Plan</p>	
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	targets to achieve sustainable modal splits between pedestrians, cyclists, public transport passengers and those arriving by car.				
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Public Rights of Way					
Summary: - There are a number of PROW that are directly affected by proposals particularly during the construction period and these have necessitated proposed diversions and alterations to e.g. crossing arrangements. The most notable of these are at Royal Portbury Dock Road where a permissive cycle path and bridleway will undergo changes, and a bridleway extension from under the M5 Avonmouth Bridge. Overall, it is accepted that the mitigation proposed by the applicant for the impact on the rights of way network is, in broad terms, generally appropriate though there are some matters of detail to be resolved through the submission and approval of detailed drawings under Requirements.					
Ref	Specific Issue	Rating	Summary of Council's proposed mitigation (including link to other representation)	Relevant planning consideration Reference (NPS, Local Policy, Guidance, Local Evidence etc)	Add/Amend DCO Requirement/ Obligation (Y/N)
P1	Royal Portbury Dock Road Is a busy road to the Dock and a significant proportion of traffic consists of hgv's. The current crossing point for horses using the bridleway is proposed to be changed. The change is likely to make crossing the road slightly more difficult, particularly at peak times and for cyclists on NCN 26 since the current route for them crosses underneath the road. Improved warning signs are proposed though we would welcome a continued dialogue to see if a better solution can be found.		Requirements  CEMP, CoCP, CTMP	NPSNN/Dft guidance  Policy DM24 , DM25 of Sites and Policies Plan Part 1 Development Management Policies  North Somerset Highways Development Design Guide	N

<b>P2</b>	<p>The Sheepway Bridge Maintenance compound &amp; Landscaping plan drawing No. 467470.BQ.04.20-400 The plan indicates a permanent realignment of the existing public access.</p> <p>The proposed maintenance track will reduce the width of the existing combined cycle/bridleway multiuser path by nearly three metres from the current 7.9m and the plans indicate a width of approx. 5m. A minimum width of five metres must be preserved for public access split between 2.5 metres of tarmac and adjacent 2.5m grassed gravel surface. There will also be a need to agree other details e.g. means of enclosure.</p>		<p>Requirements</p> <p>CEMP, CoCP, CTMP</p>	<p>NPSNN/Dft guidance</p> <p>Policy DM24 , DM25 of Sites and Policies Plan Part 1 Development Management Policies</p> <p>North Somerset Highways Development Design Guide</p>	<b>N</b>



**Water resources, drainage and flood risk Chapter 19 ES**

Summary: - Under the Flood and Water Management Act 2010, North Somerset Council is the Lead Local Flood Authority (LLFA) for the North Somerset area and responsible for the management of local flooding (from surface water, groundwater and ordinary watercourses).

As the LLFA the council, in conjunction with the Somerset Drainage Boards Consortium, has engaged with the Metrowest project team and its consultants on the local flood risk and drainage aspects of this scheme.

Discussions have particularly centred on the need to ensure the scheme does not increase flood risk elsewhere and on the use of sustainable drainage systems (SuDS) to manage surface water in accordance with the National Policy Statement, Non-Statutory Technical Standards for SuDS and locally produced guidance (West of England SuDS Developer Guide).

While we have been able to reach agreement on the key sustainable drainage principles through the “Surface Water Drainage Strategy for Portishead and Pill Stations, Haul Roads and Compounds, July 2018 and through discussions between the local flood risk management authorities and Metrowest team, further details will need to be agreed as the designs develop.

Specifically, detailed design information will be required to ensure that performance criteria for the surface water drainage systems and maintenance arrangements for the station car parks, compounds and haul roads are met.

For these items we have included a comment below to ensure there is an appropriate mechanism within the DCO for the design team or contractors to provide the required information for comment and/or approval.

We have also provided comment below on the key issues listed within the rule 6 letter which are relevant to the LLFA.

Ref	Specific Issue	Rating	Summary of Council’s proposed mitigation (including link to other representation)	Relevant planning consideration Reference (NPS, Local Policy, Guidance, Local Evidence etc)	Add/Amend DCO Requirement/ Obligation (Y/N)

<p>Rule 6 letter Key issue 10d</p> <p>/</p> <p>LLF1</p>	<p><b>Sustainable Drainage Strategy</b></p> <p>Potential of increased flood risk to others.</p> <p>The proposed scheme leads to an increase in impermeable area which, if left un-mitigated, could increase surface water flood risk to the scheme itself as well as and elsewhere.</p> <p>The proposed sustainable drainage strategy for the stations, car parks, haul roads and compounds outline how this impact will be mitigated and seeks to replicate, as far as reasonably practicable, the green field situation, reducing post development peak runoff rates to the equivalent greenfield response rates up to and including the 0.33% AEP event (+ 40% allowance for climate change).</p> <p>Run-off up to</p>		<p>Requirement 11 should be amended to include reference to the principles outlined in the Flood Risk Assessment and the Surface Water Drainage Strategy reports.</p> <p>Further work and detailed design must be carried out in accordance with the principles set out in these documents.</p>	<p>Necessary to ensure that the drainage system complies with the requirements of Paragraph 5.100 of the NPSNN, the National Standards published by Ministers under Paragraph 5(1) of Schedule 3 to the Flood and Water Management Act 2010 and the West of England Sustainable Drainage Developer Guide.</p> <p>Policy CS3 of the Core Strategy and Policy DM1 of the Site and Policies Plan Part 1 deal with flood risk issues. It is stated that developments must be designed to optimise drainage and re and reduce run-off,</p>	<p><b>Y</b></p> <p>Amend requirement 11</p>
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	<p>the 1% annual probability event (+ 40% allowance for climate change) will be managed within the site extents in line with the NPS.</p> <p>Based on the various site constraints, the drainage strategy proposes a combination of traditional drainage and SuDS including bioretention areas, permeable pavement, detention basins, filter drains and swales to ensure pollutants in surface water flows are minimised and exceedance flow paths are managed.</p> <p>The drainage strategy report highlights further work to be undertaken to inform the detailed design, including existing drainage network surveys, topographical surveys, capacity checks, tide lock considerations, groundwater monitoring and further consultation with risk management authorities.</p> <p>The principles of the sustainable drainage strategy are in line with National policy, technical standards and local guidance at an outline level, however significant further</p>			<p>while protecting groundwater and surface water resources and quality.</p>	
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	detail will need to be agreed as the design progresses.				
LLF2	<p><b>Detailed Sustainable Drainage Design</b></p> <p>There will be a need to carry out the further work recommended in the drainage strategy report and to provide design and maintenance details of the various drainage features as the proposals progress. Design details to be submitted will need to demonstrate that the specified design criteria are met, and that the sustainable drainage systems will be appropriately managed and maintained for the lifetime of the development.</p> <p>The details will need to include any temporary or phased arrangements necessary for the construction of the scheme; including how and when these will be brought forward and become operational</p>		<p>Requirement 11 should be amended to include the need to provide for approval, details of the arrangements to maintain the drainage systems for the lifetime of the development;</p> <p>Requirement 11 should also be amended to include details of the phasing of construction and stages at which the drainage systems will become operational.</p>	<p>Necessary to ensure that the drainage system complies with the requirements of Paragraph 5.100 of the NPSNN, the National Standards published by Ministers under Paragraph 5(1) of Schedule 3 to the Flood and Water Management Act 2010 and the West of England Sustainable Drainage Developer Guide; and continues to perform as originally designed, for the lifetime of the scheme.</p> <p>Policy CS3 of the Core Strategy and Policy DM1 of the</p>	<p>Y-Amendment to Requirement 11</p>

				Site and Policies Plan Part 1 deal with flood risk issues. It is stated that developments must be designed to optimise drainage and re and reduce run-off, while protecting groundwater and surface water resources and quality.	
Key issue 10c	<p>Proposed drainage systems and the risk of damage to existing watercourses including culverts.</p> <p>The Flood Risk Assessment addresses the potential impacts on existing watercourses and culverts in section 8.4.</p> <p>It is proposed that the structural performance of all culverts will be assessed, and culverts be replaced where necessary on a like for like basis. This will ensure that conveyance capacity and maintenance access is maintained. The replacement of aged structures with now will provide a betterment to</p>		<p>Requirement 23 addresses this risk.</p> <p>The amendments to requirement 11 to include reference to the Flood Risk Assessment and state the need for works to follow the principles set out in the Flood Risk Assessment will also mitigate this impact and will provide a reduction in flood risk in some locations.</p>	<p>Necessary to ensure that works comply with the requirements of the Flood and Water Management Act 2010. And the requirements of Paragraph 5.100 of the NPSNN, the National Standards published by Ministers under Paragraph 5(1) of Schedule 3 to the Flood and Water Management Act</p>	

	<p>the existing flood risk posed by structure failure. The design and construction details of culverts and any other works within the banks of a watercourse will be subject to Land Drainage Consent from the LLFA / IDB or Environmental permit from the EA.</p> <p>Compensatory floodplain storage is proposed for locations where floodwater would be displaced by the railway embankment.</p> <p>Please refer to Environment Agency comments on the adequacy of proposals for structure replacement and floodplain conveyance and storage on Main Rivers and tidal floodplain.</p>			<p>2010 and the West of England Sustainable Drainage Developer Guide</p> <p>Policy CS3 of the Core Strategy and Policy DM1 of the Site and Policies Plan Part 1 deal with flood risk issues. It is stated that developments must be designed to optimise drainage and re and reduce run-off, while protecting groundwater and surface water resources and quality.</p>	
Key issue 10e	<p>Access requirements of the Environment Agency, [and Internal Drainage Board and Lead Local Flood Authority] in respect of their statutory duties and assets.</p> <p>This issue is discussed in the Flood Risk Assessment section 8.5.</p>		Amend requirement 11 to include the need for works to follow the principles set out in the Flood Risk Assessment and Surface Water Drainage Strategy documents.	Necessary to ensure that works comply with the requirements of the Flood and Water Management Act 2010.	Y Amendment to requirement 11 as stated above.

	<p>Access arrangements for watercourse and structure maintenance have been discussed between the EA, LLFA, IDB and Metrowest team.</p> <p>Considerations for each watercourse are discussed within section 8.5 of the FRA.</p> <p>The design of works has been developed in consultation with the relevant risk management authorities</p>				
Key issue 10f	<p>The proposed disapplication of byelaws 3, 7, 10, 14, 15, 17 and 24 of the North Somerset Levels Internal Drainage Board and the justification for such disapplication.</p> <p>The IDB byelaws are in place to protect the environment and manage flood risk.</p> <p>The disapplication of these byelaws is mitigated in principle through DCO Part 4 Clause 22, DCO Schedule 2 Part 1 Requirement 11,</p>		<p>Land Drainage Consent requirements under the Flood and Water Management Act 2010 will ensure that the relevant authority is consulted and agrees proposals for works / activities / storage of materials within 9m of top of Bank on IDB Rhynes.</p>	<p>Necessary to ensure that works comply with the requirements of the Flood and Water Management Act 2010.</p>	

	<p>and DCO Schedule 2 Part 1 Requirement 23.</p> <p>The need for Land Drainage Consent from the LLFA / IDB for works on or near watercourses will also ensure that appropriate discussions take place prior to consents being obtained.</p>				
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**Geology, hydrogeology, ground conditions and contaminated land Chapter 10 ES**

Summary: - The majority of impacts related to ground conditions are predicted to occur during the construction phase. The majority of these are mitigated as part of the DCO Scheme design. The highest risk area for the railway is through the Avon Gorge, which is of SSSI status. With the mitigation and management proposed it is unlikely that the status of the Gorge will be affected.

Ref	Specific Issue	Rating	Summary of Council's proposed mitigation (including link to other representation)	Relevant planning consideration Reference (NPS, Local Policy, Guidance, Local Evidence etc)	Add/Amend DCO Requirement/Obligation (Y/N)
G1	<p>Assessment of Construction Impacts</p> <p>The majority of impacts related to ground conditions are predicted to occur during the construction phase. The majority of these are mitigated as part of the DCO Scheme design.</p> <p>Assessment of Operational Impacts The operational impacts of the DCO Scheme on Geology, Hydrogeology, Ground Conditions and Contaminated Land have been scoped out. The Council</p>				N

	therefore has not commented on these aspects.				
	<p>Assessment of Decommissioning Impacts Chapter 4 Description of the Proposed Works (DCO Document Reference 6.7) explains that consideration has been given to likely significant effects arising during the decommissioning phase but, owing to the nature and life span of the proposed development, the regulated process of any future closure, which would be overseen by the Office of Rail and Road, or its successor and there being no reasonably foreseeable decommissioning proposals, it did not consider these effects further in this chapter. We have not commented in detail but it is considered conceivable that many of the technical issues under consideration now might arise again, but with potential opportunities for use of the corridor for more sustainable means of travel e.g. use for non-motorised users, or driverless vehicles, or rewilding for nature conservation benefit.</p>				
	<p>Assessment of Cumulative Effects during construction.</p> <p>No other schemes have been identified that could, with the DCO Scheme give rise to likely significant effects on geology, hydrogeology, ground conditions and contaminated land.</p>				

	<p><b>Geology</b></p> <p>10.4.5 The Portbury Freight Line passes through a railway cutting at Ham Green (Figure 10.1) which has been designated as a SSSI due to the geological sequence exposed in the cutting. Its research potential is regarded as being of considerable importance as it hosts a complete local succession of the Carboniferous Limestone and is considered to be one of Britain's historic geological sites. However, no damaging works are proposed.</p> <p>The Portbury Freight Line also passes through the Avon Gorge (10.4.8 and shown on Figure 10.1) which is designated as a SSSI primarily for reasons of ecology: "The Gorge has natural cliffs and quarry exposures of Carboniferous limestone, ....of great geological interest..." The Avon Gorge affords one of the best opportunities for the study of Carboniferous rocks in Britain. According to Natural England, operations likely to damage the Avon Gorge SSSI include:</p> <ul style="list-style-type: none"> <li>• Construction, removal or destruction of roads, tracks, walls, fences, hard-stands, banks, ditches or other earthworks, or the laying, maintenance or removal of pipelines and cables, above or below ground</li> <li>• Clearance of boulders, large stones, loose rock or scree and battering, buttressing or</li> </ul>			<p>Policies CS4 of the Core Strategy and DM8,10 Sites and Policies Plan Part 1 Development Management Policies.</p> <p>Landscape Character Assessment SPG.</p>	
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	<p>grading rock-faces and cuttings, infilling of pits and quarries. Wind blow as a result of removal of vegetation exposing trees to damaging winds has also been identified as part of the work of assessment.</p> <p>The Council has largely relied on the judgement of Natural England in ensuring the value of this SSSI is maintained through the proposed Avon Gorge Management Plan. We have commented on the potential visual impacts in the section on Landscape and Visual Impacts.</p>				
	<p><b>Hydrogeology</b></p> <p>Potential sources of contamination have been identified from Track ballast and at Portishead Station and Car Park site, Quays Avenue, Avon Road bridge and Pill station site. These are unlikely to present a material risk and Requirement 17 provides the mechanism for investigation, assessment, and remediation. All ballast will be removed and taken to one of Network Rail's recycling plants. We are satisfied that these impacts are suitably regulated elsewhere in legislation and require no further comment or recommendations on mitigation from us.</p>			<p>NS Core Strategy Policy CS3</p>	<p><b>N</b></p>

	<p><b>Coal Mining and Slope Stability</b>  The line passes through an area identified on our planning policy map as a consultation area with the Coal Authority. This is identified as a low risk area for mine workings.</p>			NS Core Strategy Policy CS3, CS8	<b>N</b>
	<p><b>Cliff instability</b>  This is a known problem within the Avon Gorge, with individual stones and boulders moving downslope to occasional rock falls, proving a hazard for rail traffic. Network Rail already inspects the railway corridor through the gorge and investigates incidents of rock falls. They undertake “stone picking” exercises to reduce the risk of rock fall. This involves partial removal of the vegetation on the cliff face, inspection and a rock combing exercise to remove all potentially dangerous material. Additional geotechnical stabilisation measures are considered where needed. Some proposals are made in the DCO to protect rail traffic and to minimise the risk.</p> <p>Appendix 4.4 Summary of Works in the Avon Gorge Woodlands SAC (DCO Document Reference 6.25) details proposed works associated with geotechnical stability. Slope stabilisation works are required on eight rock faces on Network Rail land and seven rock faces on</p>			NS Core Strategy Policy CS3, CS8  Policies DM8,10 Sites and Policies Plan Part 1 Development Management Policies  Landscape Character Assessment SPG.	<b>N</b>

	<p>third party land. This involves partial vegetation clearance, removal of loose stones and rocks, some rock bolting, and three new catch fences 2 m high and between approximately 30 m and 160 m long. All of the sites lie within the Avon Gorge Woodlands SAC and SSSI. (See Landscape and Visual Impact)</p> <p>The following railway embankment and cutting slopes will require earthwork solutions for the DCO Scheme (see Figure 4.2 in Volume 3 of the ES). The Council is satisfied that these works are necessary, and the impacts are being addressed through the Avon Gorge Management Plan and other specific measures. There will be some landscape implications and these are discussed under Landscape and Visual Impacts.</p> <p>This will have some adverse impacts on trees and on the visual appearance of the Gorge in these areas but are small-scale and unlikely to affect the SSSI designation. (See below-Landscape and Visual Impacts)</p>				
	<p>Chapter 4 Description of the Proposed Works (DCO Document Reference 6.7), indicates a number of measures as part of</p>		<p>Code of Construction Practice</p>	<p>Policies DM8,10 Sites and Policies Plan Part 1</p>	<p><b>N</b></p>

	<p>the design of the DCO Scheme to minimise environmental effects. This includes:</p> <ul style="list-style-type: none"> <li>• design to avoid key receptors</li> <li>• adopting best practices techniques, for construction e.g.in the Code of Construction Practice ("CoCP") ; and presented in more detail in the Master CEMP; and</li> <li>• compliance with regulatory and legislative regimes as required by law.</li> </ul> <p>Portbury Freight Line (Operational Railway) The works along the Portbury Freight Line are routine maintenance works undertaken across Network Rail's operational estate with no impact on the geology or hydrogeology including Ham Green SSSI. No excavation of the existing cutting is proposed.</p>		<p>("CoCP") ; Master CEMP</p>	<p>Development Management Policies</p> <p>Landscape Character Assessment SPG.</p>	
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## Cultural Heritage Chapter 8 ES

Summary: - The DCO scheme passes close to numerous heritage assets, both designated and non-designated but are largely considered to have a neutral effect on these assets as they are not close enough to directly affect their fabric or settings. The information contained within the Environmental Statement Chapter 6 Cultural Heritage sets out the details for mitigation in the form of an archaeological watching brief and historic building recording. A Written Scheme of Investigation (WSI) must be agreed and submitted during the DCO process as required by The NPSNN (5.141 & 5.142) that will be critical in protecting any known or as yet unknown below ground archaeology .

Ref	Specific Issue	Rating	Summary of Council's proposed mitigation (including link to other Representation)	Relevant Planning Consideration Reference (NPS, Local Policy, Guidance, Local Evidence etc.)	Add/Amend DCO Requirement/ Obligation (Y/N)
CH1	<p><b>Archaeological mitigation</b> The Council considers that the implementation of a programme of monitoring and recording at identified areas of archaeological interest is sufficient.</p> <p>Further mitigation would be agreed should any archaeological finds</p>		<p>Master CEMP</p> <p>The Written Scheme of Investigation will require approval during the Examination stage.</p>	<p>National Policy Statement for National Networks (NPSNN) Para 5.141 outlines "The Secretary of State may add requirements to the development consent order to ensure that this is undertaken in a timely manner in accordance with a written scheme of investigation that</p>	<b>N</b>

	<p>be made (ES 8.6.55)</p>			<p>meets the requirements of this section and has been agreed in writing with the relevant Local Authority (or, where the development is in English waters, with the Marine Management Organisation and English Heritage) and that the completion of the exercise is properly secured.”</p> <p>Policy DM6 of the North Somerset Sites and Policies Plan states “In cases where the council decides that it is not necessary to preserve remains ... developers will be required to make appropriate and satisfactory provision for the</p>	
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				excavation and recording of the remains before development commences.”	
CH2	Recording of historic buildings and structures		ES Volume 4 Technical Appendix 8.2 includes the Level 1 Historic Building Record for 7 Station Road, Pill. Para 8.6.2 of the ES states “Construction activities may result in the removal of existing historic railway assets (non-engineering structures such as signal posts, signs and disused structures). The following paragraphs describe the impact of the DCO Scheme on the non-designated HER historic railway assets, which are assessed to be low value. The other features identified along the railway line are of negligible value and are not assessed individually. A Level I HBR of all the assets identified along the railway	NPSNN para 5.140 states “Where the loss of the whole or part of a heritage asset’s significance is justified, the Secretary of State should require the applicant to record and advance understanding of the significance of the heritage asset before it is lost (wholly or in part).”	<b>N</b>

			corridor is provided in Appendix 8.1 (DCO Document Reference 6.25)."	Policy DM6 of the North Somerset Sites and Policies Plan states "when considering proposals involving non designated heritage assets the council will take into account their local significance and whether they warrant protection where possible from removal or inappropriate change including harm to their setting."	
CH3	There are no designated assets and few non-designated heritage assets within the railway land and those pre-dating the railway are likely to have been largely destroyed during the construction of the original railway in the 1860s. The non-			Policies DM3-7 Sites and Policies Plan Part 1 Development Management Policies	

	<p>designated assets that remain consist of features associated with the original railway e.g. former stations and Pill Viaduct and Clifton Bridge Tunnel.</p> <p>Between Portishead and Pill there are 12 listed buildings within 500 m of the railway including St Mary's Church and churchyard (Grade I) in Portbury and the Church of St George (Grade II*) in Easton-in-Gordano and there are a number of listed buildings in and around Pill, all Grade II. None are directly affected, and their settings are not affected.</p> <p>There are three Scheduled</p>				
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	<p>Monuments within 0.5 km of the DCO Scheme in the vicinity of the Avon Gorge. Stokeleigh Camp lies in Leigh Woods on the west flank of the River Avon above the Avon Gorge, about 120 m from the railway corridor and approximately 75 m above the DCO Scheme.</p> <p>Two conservation areas lie within 500 m of the DCO Scheme on the west side of the River Avon. Leigh Woods Conservation Area lies on higher ground above the railway while the railway forms the eastern boundary of the Bower Ashton Conservation Area.</p>				
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	<p>There are numerous listed buildings within 500 m of the DCO Scheme, particularly in the conservation areas within Bristol, but only a few lie within 50 m of the DCO Scheme. These include the Clifton Suspension Bridge, a Grade I listed structure, that crosses the Avon Gorge. The railway corridor lies in tunnel at the foot of the bridge on the western bank of the River Avon. There are also a number of listed buildings outside the conservation areas within 500 m of the DCO Scheme. None are considered to be directly affected; nor are their settings.</p>				
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	<p>The operating railway corridor passes through Leigh Court Registered Park and Garden and close to Ashton Court Registered Park and Garden, which are both located on the western side of the River Avon. There is also an unregistered Park and Garden associated with the former Ham Green hospital.</p> <p>The view of the LPA is that neither the construction nor operational phases are likely to result in any likely significant effects on these statutory or non statutory assets or their settings.</p>				
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Materials and Waste

Summary: - As the Minerals & Waste Planning Authority for North Somerset, we have no significant issues with the DCO. We are satisfied with the approach to materials, waste and minerals.

Ref	Specific Issue	Rating	Summary of Council's proposed mitigation (including link to other representation)	Relevant planning consideration Reference (NPS, Local Policy, Guidance, Local Evidence etc)	Add/Amend DCO Requirement/Obligation (Y/N)
MW1	<p>Minerals</p> <p>12.4.17 states that The DCO Scheme is not located within an area designated by NSDC as a 'Minerals Safeguarding Area' or 'Preferred Area for Minerals Working' and is therefore unlikely to result in the sterilisation of existing mineral resources, This statement is verified and we can confirm that the Council does not consider the development to be harmful in this way.</p> <p>There are quarries in North Somerset providing crushed rock (limestone) aggregate, the nearest being Durnford Quarry near Long Ashton (Tarmac), whilst the larger Stancombe and</p>		No action required.	<p><u>West of England Joint Waste Core Strategy</u> (adopted 2011)</p> <p><u>North Somerset Core Strategy</u> (adopted 2017)</p> <p><u>Development Management Policies, Sites and Policies Plan Part 1.</u> (North</p>	N

	<p>Freemans Quarries (Tarmac and Cemex respectively) are not far away (SE of Backwell). There may be opportunities in terms of minimising transport distances, for any primary aggregates to come from one or more of these more local quarries, subject to consideration of other environmental factors such as routes to the DCO sites and means of haulage.</p>			<p><u>Somerset</u> (adopted 2016)</p> <p>National guidance requires Waste Planning Authorities to consider Nationally Significant Infrastructure Projects when preparing waste growth forecasts.</p>	
<b>MW2</b>	<p>The LPA has considered the potential for environmental impacts associated with the use and consumption of materials and the production and management of waste during the construction of the DCO Scheme. The ES predicts that during the operation of the DCO Scheme, the use of material resources and the generation of waste will be negligible. We have not therefore commented on this. Nor do we comment in detail on any decommissioning phase as this is not covered by the ES.</p>		N/A	N/A	N
<b>MW3</b>	<p>Waste management</p>			<p>Core Strategy Policy CS7</p>	

	<p>We have noted the inter-relationship with other aspects of the ES and the legislative and policy framework concerning the use of materials and the production and management of waste at European, national and local level.</p> <p>The production of waste is a major potential environmental impact from the DCO project.</p> <p>We agree that, considering the likely nature of the waste arising from the scheme, and Network Rail's capacity and practice of recycling aggregate that this is unlikely to be an issue that will cause disposal issues in North Somerset. We fully support the recycling of such materials, noting that the treatment of ballast has been scoped out of the ES.</p> <p>The Council notes that neither the predicted use of primary aggregates nor, the environmental impact of waste from the construction of the DCO Scheme has are likely to be significant. The impact on capacity of waste infrastructure is not predicted to be a problem, not least due to the NR recycling and re-use of aggregates.</p> <p>We are satisfied that a range of mitigation measures will help to minimise these inevitable impacts from such a large scheme. Adoption of those best practices techniques detailed in the</p>				
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	<p>Master CEMP (DCO Document Reference 8.14), and compliance with all applicable legislative and policy requirements, will ensure that any residual environmental effects are minimised during the construction of the DCO Scheme. We are also reassured that the CoCP and Master CEMP and practices such as responsible sourcing are proposed.</p> <p>The Council will be able to consider issues concerning emissions, waste production and management of materials through these later submissions that are part of the Requirements (Requirement 5(3) . This will enable us to reinforce the principles of the Waste Hierarchy (prevent; reuse; recycle; recover (for heat); and disposal (to landfill)) that the DCO submission says it will follow. The intention to prepare a Site Waste Management Plan prior to the start of construction is welcomed as a means of managing waste.</p>				
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## Landscape and Visual Impacts Chapter 11 ES

The proposed rail branch line works have the potential to result in adverse effects on landscape character and visual amenity. In general, North Somerset Council agree with the assessment undertaken by the applicant and the proposed mitigation works which have been carefully considered to counter local effects.

The LVIA is comprehensive. In 11.6 Assessment of Landscape Effects, Construction Phase it is noted that the landscape effects during the construction phase are 'considered as temporary in nature.' Over the respective Landscape Character Areas, the vegetation removal is considered the most noticeable change, particularly the loss of the larger trees. Areas of more significant effect include the Avon Gorge LCA, Sheepway, Pill and Bower Ashton.

Ref	Specific Issue	Rating	Summary of Council's proposed mitigation (including link to other representation)	Relevant planning consideration Reference (NPS, Local Policy, Guidance, Local Evidence etc)	Add/Amend DCO Requirement/Obligation (Y/N)
L1	<p><b>11.6 Assessment of Landscape Effects:</b></p> <p>Construction Phase it is noted that the landscape effects during the construction phase are 'considered as temporary in nature'</p>			<p>Core Strategy Policy CS5</p> <p>Policy DM10 Sites and Policies Plan Part 1- Development Management policies</p> <p>Landscape Character</p>	N

				Assessment September 2018	
<b>L2</b>	<p><b>Landscape Character Areas:</b></p> <p>The vegetation removal is considered the most noticeable change, particularly the loss of the larger trees. We would welcome additional detail including comprehensive arboricultural surveys in order to inform these processes.</p> <p>For the majority of Landscape Character Areas,</p>		<p>Tree removal should be looked at in detail to mitigate adverse landscape impacts. Planting sites should be investigated within the limits of development though it is accepted these are likely to be limited given Network Rail's operational considerations and off-site.</p>	<p>Core Strategy Policy CS5</p> <p>Policy DM10 Sites and Policies Plan Part 1- Development Management policies</p> <p>Landscape Character Assessment September 2018</p>	

	the significance of effect is slight adverse.				
	<b>Landscape impact of fencing, structures and geotechnical works</b>				
<b>L3</b>	<p>Impact on D1 Avon Gorge LCA - moderate adverse significance of effect</p> <p>The impact of the paladin fencing is noted in Table 11.14 and there are areas where it cannot be screened and may be prominent. Extensive geotechnical works summarised in Tables 11.15 and 11.16 increase visibility of slopes. The catch fences may be visually intrusive.</p>		<p>These areas should be looked at in detail both regarding the type and colour of fence and if any other mitigation is possible. The mechanisms exist within the Requirements to discuss the best options.</p> <p>It is accepted that in this location it is not possible to mitigate for increased visibility of slopes or catch fences</p>	<p>Core Strategy Policy CS5</p> <p>Policy DM10 Sites and Policies Plan Part 1- Development Management policies</p> <p>Landscape Character Assessment September 2018</p>	

<b>L4</b>	Impact on Sheepway - there is considered to be a moderate adverse significance of effect where a large-scale access, haul road and construction compound are all visible		Full details of ecological and landscape mitigation proposed will be submitted in accordance with Requirements 4 and 7.	Core Strategy Policy CS5  Policy DM10 Sites and Policies Plan Part 1- Development Management policies  Landscape Character Assessment September 2018	
<b>L5</b>	Impact on Pill -  The Lodway Farm construction compound will contain ballast storage that will be noticeable in the local landscape.  Rebuilding the Avon Road Bridge requires demolition of 12 garages, temporary compound and a crane. Temporary access route			Core Strategy Policy CS5  Policy DM10 Sites and Policies Plan Part 1- Development Management policies  Landscape Character Assessment September 2018  Core Strategy Policy CS12	

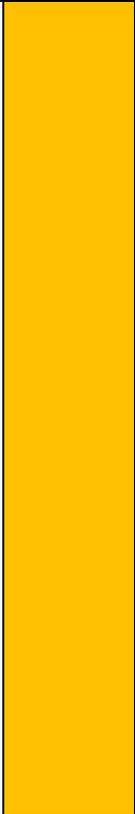
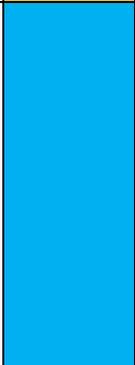
	<p>crosses 6 gardens at Lodway Close is likely to have adverse impacts through the loss of vegetation, particularly in the short term.</p> <p>Demolition of 7 Station Road to construct the station forecourt is locally damaging to the character at street level.</p>		<p>The detailed design and landscaping of Station forecourt to assist in mitigating local adverse character impact will be important and Requirements 4 and 7 are central to this.</p>	<p>Sites and Policies Plan Part 1 Development Management Policies Policy DM32</p>	
<b>L6</b>	<p>The large-scale station construction activities here are considered to have a significant adverse impact on the character area. The whole design needs to be considered to ensure landscaping, lighting, signage, finishes and hard landscaping, together with the design of any small</p>		<p>Details of landscaping around Pill car park and Lighting design for the station platform and car park submitted with DCO Application (DCO Document Reference 2.41 Pill Station Car Park and PSP Layout, Landscaping, Lighting and Access Plan).</p> <p>Requirements</p> <p>CEMP, CTMP</p>	<p>Core Strategy Policy CS12</p> <p>Sites and Policies Plan Part 1 Development Management Policies Policy DM32</p>	

	<p>buildings complement each other. Tree planting where possible is necessary-it is noted that some is possible in the car park. This underlines the value in ensuring hard surfaces such as the entrance area and the retaining walls are finished attractively.</p>				
	<b>Operational Phase</b>				
<b>L7</b>	<p>The sense of remoteness of the character areas through which the line passes could be reduced, but overall the effect is neutral significance.</p>			<p>Core Strategy Policy CS5</p> <p>Policy DM10 Sites and Policies Plan Part 1- Development Management policies</p> <p>Landscape Character</p>	

				Assessment September 2018	
<b>L8</b>	<p>Commercial areas Portishead</p> <p>New landscape elements including the station, car park, trains and masts all increase the sense of urbanisation of the area's character, but amenity landscape would be enhanced resulting in a slight beneficial significance of effect.</p>		<p>Details of landscaping around Portishead station and car parks and proposed planting along the disused line are submitted with DCO Application (DCO Document References 2.38 Portishead Station Car Park Layout, Landscaping and New Boulevard and Access Plan and 2.10 Railway Landscape Plans (disused line) respectively).</p>	<p>Core Strategy Policy CS12</p> <p>Sites and Policies Plan Part 1 Development Management Policies Policy DM32</p>	
<b>L9</b>	<p>Residential Portishead</p> <p>The new pedestrian bridge is a large-scale feature in the landscape in the vicinity of Tansy Lane. Combined with movement along the railway a slight adverse</p>		<p>As above</p> <p>Landscaping, including new trees and hedgerow around the bridge is designed to help break up the structure in views from nearby residences. Discussions around the detail required under Requirement 4</p>	<p>Core Strategy Policy CS12</p> <p>Sites and Policies Plan Part 1 Development Management Policies Policy DM32</p> <p>Residential Design Guide Part 1</p>	

	significance of effect arises.				
<b>L10</b>	<p>Sheepway / Royal Portbury Dock</p> <p>A slight adverse significance of effect arises, due to a reduction in tranquillity and opening up of views due to vegetation loss</p>		As above	<p>Core Strategy Policy CS5</p> <p>Policy DM10 Sites and Policies Plan Part 1- Development Management policies</p> <p>Landscape Character Assessment September 2018</p>	
<b>L11</b>	<p>Pill</p> <p>As the freight line is already a feature, there is no change in overall character.</p> <p>Views are opened to the north and new elements in the landscape include the rebuilt station and introduction of passenger trains.</p>		<p>As above</p> <p>Mitigation measures include new planting (where possible), new streetscape and sensitive design of the station and its access (in cutting) to minimise its impact. Requirements 4 and 7 provide an opportunity to look at the detailed design to achieve an appropriate outcome.</p>	<p>Core Strategy Policy CS5</p> <p>Policy DM10 Sites and Policies Plan Part 1- Development Management policies</p> <p>Landscape Character Assessment September 2018</p>	

	<p>Transport related features are introduced, but there are beneficial elements to streetscape and pedestrians.</p> <p>Overall there is a moderate adverse significance of effect.</p>				
<b>L12</b>	<p>Ham Green Lakes</p> <p>Localised impact at The Pill Tunnel maintenance access point.</p> <p>Loss of part of the Unregistered Historic Park and Garden of Ham Green Hospital occurs, affecting parkland character.</p> <p>Overall there is a neutral significance of effect recorded.</p>		As above	<p>Core Strategy Policy CS5</p> <p>Policy DM10 Sites and Policies Plan Part 1- Development Management policies</p> <p>Landscape Character Assessment September 2018</p>	

<p><b>L13</b></p>	<p>Avon Gorge</p> <p>There will be no overall change in landscape character. However there will be a loss of mature trackside vegetation, increasing visibility of fencing and trains. There will also be more open views of rock formations, giving a less wooded appearance.</p> <p>Slight adverse significance of effect.</p>		<p>As above</p> <p>Some mitigation of these impacts will occur via natural regeneration.</p>	<p>Core Strategy Policy CS5</p> <p>Policy DM10 Sites and Policies Plan Part 1- Development Management policies</p> <p>Landscape Character Assessment September 2018</p>	
<p><b>L14</b></p>	<p>Ashton Vale</p> <p>There will be a new element of passenger train movement in the urban fringe, but overall a neutral significance of effect.</p>			<p>Core Strategy Policy CS5</p> <p>Policy DM10 Sites and Policies Plan Part 1- Development Management policies</p>	

				Landscape Character Assessment September 2018	
<b>L15</b>	<p>Conservation Areas</p> <p>The significance of impact upon local Conservation Areas is predominantly neutral, except for:</p> <p>The Downs where loss of vegetation will make trains more visible and,</p> <p>Bower Ashton where the permanent access point is visible, both resulting in a significance of slight adverse.</p>		Landscaping around the perimeter of the Clanage Road Maintenance Compound (DCO Document Reference 2.52 Clanage Road Compound, Landscaping and Access Plan)	<p>Core Strategy Policy CS5</p> <p>Policy DM10 Sites and Policies Plan Part 1- Development Management policies</p> <p>Landscape Character Assessment September 2018</p>	
<b>L16</b>	<p>Registered Parks and Gardens</p> <p>During construction there is localised significance of effect</p>			<p>Core Strategy Policy CS5</p> <p>Policy DM10 Sites and Policies Plan Part 1-</p>	

	<p>of slight adverse arising from fence construction and vegetation removal at the edge of Leigh Court.</p> <p>At Ashton Court there is a neutral significance of effect from work along the line and views towards Clanage Road compound.</p> <p>During operation this significance becomes neutral. No overall change in the setting of these assets</p>		<p>Landscaping around the perimeter of the Clanage Road Maintenance Compound (DCO Document Reference 2.52 Clanage Road Compound, Landscaping and Access Plan)</p>	<p>Development Management policies</p> <p>Landscape Character Assessment September 2018</p>	
<b>L17</b>	<p>Lighting</p> <p>Dark winter mornings and evenings introduce a new element of lighting passing through the landscape, most</p>			<p>Core Strategy Policy CS5</p> <p>Policy DM10 Sites and Policies Plan Part 1- Development Management policies</p>	

	noticeable through the Avon Gorge and at Sheepway.			Landscape Character Assessment September 2018	
	<p><b>Visual Impact Assessment</b></p> <p>This is broken down into two sections, Portishead to Pill section (the disused line), and from Pill to Ashton Gate (the operational freight line)</p>				
<b>L18</b>	Inevitably where construction is concentrated, such as around the station at Portishead, there are some significant changes to the outlook from nearby receptors, particularly local residences and paths.		Details of landscaping around Portishead station and car parks and proposed planting along the disused line are submitted with DCO Application (DCO Document References 2.38 Portishead Station Car Park Layout, Landscaping and New Boulevard and Access Plan and 2.10 Railway Landscape Plans (disused line) respectively).		

	<p>Even after 15 years and allowing time for mitigation to take effect, visual impacts upon the following residential properties remain  Magnitude: major adverse  Significance: large adverse:</p> <p>Peartree Field - Properties No.1 to 11 are likely to be affected with upper storey views to the station and Trinity bridge, lighting columns, fencing, passenger trains and pedestrians on new path.</p> <p>No.6 Holmlea - faces towards the Trinity bridge and lighting.</p> <p>Tansy Lane – Residences have direct views in close</p>				
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	<p>proximity of Trinity bridge, as well as reconstructed railway, fencing and passenger trains.</p> <p>Old Station House, Sheepway – Open view in close proximity of acoustic and screen fence, with trains passing behind.</p> <p>Lodway Close, Pill (houses on north side) – Views to new embankment and bridge, fencing and trains. Trains run closer to Lodway Close, with no opportunity to screen.</p> <p>Avon Road PRow, Pill – More open view to fencing and passing trains as a consequence of vegetation loss</p>		<p>Details of landscaping around Pill car park and Lighting design for the station platform and car park submitted with DCO Application (DCO Document Reference 2.41 Pill Station Car Park and PSP Layout, Landscaping. Lighting and Access Plan).</p>		
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<b>L19</b>	There are also potential in-combination and cumulative effects that also affect many of these properties, including noise, vibration and air quality, albeit temporary.		<p>Developments with the potential to have likely significant cumulative effects with the DCO Scheme are discussed in the technical topic chapters and shown in the ES Appendix 18.2, Matrix 2 (DCO Document Reference 6.25).</p> <p>The majority of adverse cumulative effects are anticipated to occur during the construction phase of the DCO Scheme, if and when it coincides with the construction phases of other developments. The main receptors likely to be affected are landscape character and views around the proposed Portishead Station and Ashton Junction during construction</p>	<p>Core Strategy Policy CS5</p> <p>Policy DM10 Sites and Policies Plan Part 1- Development Management policies</p> <p>Landscape Character Assessment September 2018</p>	<b>N</b>
<b>L20</b>	<p>Photomontages Technical Report:</p> <p>Provides useful visuals to assist the assessment of the scheme.</p>		<p>These confirm the view (details below) that the final landscape schemes can be enhanced in places to further assist mitigation for some of the most adversely affected sites, such as Tansy Lane.</p>		
<b>L21</b>	<p>Portishead Station Landscaping:</p> <p>The area around the new roundabout shows extensive groundcover planting and trees.</p>		<p>Due to budgetary limitations NSC would be unable to maintain groundcover of this extent and would prefer to see trees, drought tolerant shrubs and grass / wildflower areas. Amendments to the</p>		<b>Y</b>

			nature of landscape proposals can be considered at the more detailed design stage.		
<b>L22</b>	Whilst landscaping is proposed it is considered that there remains scope to enhance the appearance of the station car park and to create a greater sense of enclosure.		Modify detailed landscape proposals to include more tree cover for climate and visual benefit.		<b>Y</b>
<b>L23</b>	The visibility of the line and trains from Quays Avenue and the pedestrian approaches can be a feature of interest		It will be essential that the boundary wall, in particular where it faces the boulevard is an attractive design. The Requirements provide a further opportunity to agree this with the applicant if it is not possible to do so at an earlier stage. There may be an opportunity to provide a piece of public art here and this could be explored prior to the finalisation of design details.		<b>N</b>
<b>L24</b>	The site landscaping indicated is comprehensive		Where opportunities for further planting are indicated, particularly trees, these should be taken.		
<b>L25</b>	Trinity Bridge:  Trinity pedestrian bridge proposals		Moving established trees is difficult, expensive and carries a high risk of		

	show tree moving on the north side of it, but it is unclear what these trees are or where they are being moved from (Quays Avenue ?)		<p>failure. It would be better to see new trees and shrubs planted around the bridge to help screen both the bridge and the timber fencing. There are no shrubs screening the fence on the north side (east of bridge).</p> <p>Trees need to be of upright form where close to the structure to avoid overgrowing it and it is likely that the trees to be moved won't therefore be of an appropriate species.</p> <p>Note that trees won't entirely screen pedestrians on this structure and some consideration may need to be given to side screens on the more elevated parts of the structure, particularly to the south where in places there are no trees at all. Careful colour choice for this structure could also help integrate it.</p>		
<b>L26</b>	Square at north side of Trinity Bridge		<p>There is no need for the three benches around the small paved square north of the bridge. These will be a source of complaint in this location as this arrangement will encourage anti-social behaviour close to residences and we would suggest these be omitted or better locations be agreed for this facility. It would be preferable for people to congregate at the station, not in residential areas. If the purpose is to rest, having used</p>		<b>Y</b>

			<p>the bridge, then one bench should be sufficient</p> <p>Consider containing this square with shrub or hedge planting to make it less prominent and assist screening the lower part of the bridge.</p>		
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## **Ecology and Biodiversity Chapter 9 ES**

Overall it is considered that the approach to the ecological impacts have been considered appropriately. The report demonstrates awareness of the essential requirement to retain sufficient vegetation structure adjacent to the line, to support continued commuting and foraging by horseshoe bats.

An extensive amount of scrub habitat is indicated as being removed that will result in net loss, but it is accepted that some of this is unavoidable due to the nature of the project requirements within the construction footprint and that within these limitations the applicant has significantly attempted to mitigate these impacts. When scrub is present as mosaic habitat it provides habitat for bats, birds, great crested newt, and other wildlife. The discharge of Requirements stage will have an important role in minimising effects.

### **Indicated local impacts:**

European Sites:

Avon Gorge Woodlands SAC: Information to inform HRA concluded that it is not possible exclude possibility of adverse effects on Site integrity due to loss in extent of qualifying habitat (ES, Appendix 9.1), of which 0.4ha comprises irreplaceable ancient woodland.

Severn Estuary SAC/SPA/Ramsar

Works at Pill fall within 80m of the European Site. Qualifying interest species of redshank and curlew occupy the intertidal zone in proximity to potential construction/piling operations. ES concludes non-significant numbers present (< 2% of estuary population) and that predicted noise above baseline levels unlikely to cause significant disturbance to SPA/Ramsar birds. The ES indicates the local environment to the intertidal zone is disturbed, and that the topography would screen the works from view of the birds, avoiding visual disturbance.

North Somerset and Mendip Bats SAC:

The route is identified as a horseshoe bat landscape navigational route of regional importance. The noted extent of habitat loss is therefore of concern and will inevitably have some extent of adverse impact through loss in extent of semi natural habitat which provides insect foraging opportunities within the route habitat mosaics. Linear strips of vegetation will be retained or planted as illustrated within DCO 2.10 'Railway Landscape Plans. Extent of vegetation removal from the DCO comprises a significant biomass with secondary woodland and extensive scrub, which indicates a likely shift in microclimate of the corridor with periodic additional disturbance, resulting in likely more exposed and less sheltered conditions, that bats utilise for energy-efficient commuting and foraging. Planting proposals will take some time to provide any replacement sheltering structure on the boundaries of the DCO.

#### Designated non-statutory sites

##### Section 41 Priority Habitats - Ecological connectivity:

The disused section provides a refuge for wildlife within the setting of Portishead and connects nature reserves (Portbury Wharf and an AWT reserve) and a number of designated but non-statutory Wildlife Sites (Sn. 4.3.19, DCO 6.25 Fig. 3 ES Vol. 3), as well as farmland pasture, functioning to effectively link and connect key areas for bats and other species. There will be significantly less habitat to provide this connective function. The pressure to 'tidy' and remove areas of bramble scrub from urban settings such as Portishead, which have been noted as supporting legally protected GCN and slow worm, the priority species common toad and potentially hedgehog, will remove refuge areas which have been increasingly lost to development. Opportunities should be sought to improve habitat linkages, as exemplified by the Sainsbury proposal which created a link to Portbury Ditch and which has subsequently been evidenced to support significant numbers of GCN within an adjacent attenuation pond (6.25 ES Vol 4 Apdx. 9.4)

##### Water Quality – Drainage-SUDS Strategy:

The designated wildlife sites support habitats of a wetland character and comprise or include indicated areas of such priority habitat or components of priority habitat as ponds, reedbed, rush pasture, and wet ditches which are a component of coastal floodplain grazing marsh. Marshy grassland is a noted feature of adjacent wildlife sites. The extent of wetland habitats and associated species in habitats adjacent and in the wider area, such as water shrew and water vole, as well GCN and Common Toad, and potentially otter, indicates the importance of protecting water quality to maintain the quality of these habitats for associated legally protected and notable wildlife, particularly as many of the adjacent areas comprise designated nature reserves or Wildlife Sites. Further consideration of SUDS measures to protect habitats supporting notable nature conservation priorities

indicated as required within drainage strategies, particularly at the detailed design stages, to include measures to prevent amphibians being trapped in drains.

Baseline extended phase I target notes indicate locations of grassland botanical interest, to include sites with noted plant indicator species, such as orchid species. However, it is not clear if such noted locations have been retained or lost within the proposals.

Legally protected, Section 41, notable species and biodiversity:

The extent of loss of habitat mosaics within the proposed vegetation clearance areas represents a significant loss of area of semi natural habitat resources for the range of legally protected and Section 41 species within the local area. The noted extensive scrub habitat functions as terrestrial cover/wintering habitat for GCN and amphibians. Bramble is often cleared as undervalued but serves to provide undisturbed refuges that likely to be at a premium in more urban settings, in provision of terrestrial refuges for amphibians, reptiles, hedgehog and which supports insect pollinators and provides food for birds.

The project will result in loss of terrestrial and potential hibernating habitat for GNC within the disused rail corridor but no direct loss of breeding ponds. The disused section is noted as providing excellent habitat for reptiles. Such habitats also provide undisturbed habitat for foraging and breeding birds. Hence the loss indicates immediate adverse impacts for local populations of birds, and loss of excellent reptile habitat, with reptiles proposed to be translocated, though mitigation measures are acknowledged.

The applicant's consultants have sought to design the proposed scheme to avoid and minimise habitat loss in the long term. However, the ES notes the extent of loss of semi natural habitat (over 7ha initially) which is likely to have an adverse impact on existing resident populations of legally protected and notable species, both over the construction period and during the operation of the new rail due to extent of habitat loss. Further consultation will be required to inform the detailed design of stations and other associated infrastructure. Consultation in advance of submissions to discharge Requirements would be valuable.

Ref	Specific Issue	Rating	Summary of Council's proposed mitigation (including link to other representation)	Relevant planning consideration Reference (NPS,	Add/Amend DCO Requirement/ Obligation (Y/N)
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				Local Policy, Guidance, Local Evidence etc)	
<b>B1</b>	<p>The proposed scheme will result in unavoidable significant loss of semi natural habitat comprising native woodland and scrub and tall ruderal which is indicated as supporting notable wildlife. It is noted that the applicant states that consideration has been given to retaining as much habitat as possible. The vegetation losses for construction between Portishead and Pill are 76,551 m2 (7.66 ha), and of this the permanent loss is 58,420 m2 (5.84 ha). A total of 45,051 m2 (8.5 ha) will be retained, replanted or enhanced. The Council would welcome continued dialogue to maximise habitat retention and gain.</p> <p>The Council considers there will be impacts on Section 41 priority species and biodiversity considerations (NPSNN biodiversity and ecology policies,</p>		<p>-Avon Gorge Management Plan;  -Report to inform HRA  -Ecological Constraints Plans to inform submissions to discharge Requirements  -Requirements 4,5, 6, 7, 12</p> <p>Request that the applicant consider further measures to increase the extent of biodiversity/ key habitat retention and gain.</p> <p>CEMP (Essential to consider structures that function to support bat flyways to roost entrances. Need to avoid removal of any such supporting vegetation or built structure. Relevant to</p>	<p>NPSNN 5.23: 'opportunities to conserve and enhance biodiversity and geological conservation interests'.  NPSNN 5.25 'avoid significant harm to biodiversity and geological conservation interests, including through mitigation.'  5.25 consider biodiversity offsetting to counteract any impacts on biodiversity which cannot be avoided or mitigated. Para.</p>	<p>Y  DCO Requirements relating to landscaping , design and CEMP need to be informed by ecological constraints plans Required to inform detailed design stages.</p> <p>DCO requirement indicated for consideration of offset (off site mitigation) opportunities.</p> <p>Requirements relating to submission of tree planting schemes must be supported by sufficient screening by ecologist to ensure planting is appropriate and not to detriment of existing habitats of potential nature conservation value.</p>

	<p>pp 5.33 &amp; 5.35) but would welcome continued dialogue including clarification about impacts on such as mature native oaks, grasslands with indicated botanical interest (e.g. calcicolous grassland) or presence of indicator species such as orchid species and about retention of vegetation around compounds and at locations where 'tidying' will result in habitat loss...</p>		<p>stations, site compounds and construction activities.)</p>	<p>5.20 explains Government policy as set out in the Natural Environment White Paper (NEWP)... a vision of moving progressively from net biodiversity loss to net gain.'</p> <p>Para. 5.33: 'many opportunities for building in beneficial biodiversity or geological features as part of good design.'</p> <p>Local policies: North Somerset Core Strategy and Local Plan Policies CS4 and DM8 .</p>	
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				<p>SPD guidance: Sections 8.4-8.9 'Biodiversity and Trees SPD' (2005). 8.4 states 'Site layout and design should retain existing habitat features of value to wildlife.'</p> <p>NS Bat SAC SPD Annex 6, A6.3-A6.6 Key habitats for greater horseshoe bats to be considered for retention (vegetation that supports moths such as tall grass /herb in association with scrub/bramble buddleia. Annex 5)provides a</p>	
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				metric to calculate replacement habitat.	
<b>B2</b>	<p><b>Trees</b></p> <p>The Council notes there is extensive loss of native secondary woodland comprising species of high value to wildlife to include birch, alder, willow and hawthorn, and bramble scrub cover, which will support foraging and nesting birds and a range of wildlife.</p>		<p>Requirements 4,5,6,7,12, 22 and Portbury Hundred Planting, coordination of ecological, landscape, arboricultural and drainage inputs</p>	<p>See above re 'Government policy for the natural environment is set out in the Natural Environment White Paper (NEWP).</p> <p>Trees should be retained and not adversely affected by the development, in the interests of the character and biodiversity value of the area-policies CS4, CS5 and CS9 of the North Somerset Core Strategy, policies DM8, DM9, DM10 and DM32 of the</p>	<p>Y-Landscaping Requirement needs to include clause to specify locally appropriate native tree planting to implement biodiversity offsetting</p>

				North Somerset Sites and Policies Plan (Part 1) and the North Somerset Biodiversity and Trees SPD	
<b>B3</b>	<b>Effects on bats and their foraging habitats</b>		As previously stated in main text.	Policy CS4 of the North Somerset Core Strategy and policy DM8 of the North Somerset Sites and Policies Plan (Part 1), NS Bat SAC SPD	
<b>B4</b>	<b>Loss and fragmentation of habitat connectivity for bats</b>		-Requirements 8, 22 and 25 re fencing and construction compounds -CEMP	Policy CS4 of the North Somerset Core Strategy and policy DM8 of the North Somerset Sites and Policies Plan (Part 1), NS Bat SAC SPD	Y – incorporate into design and landscaping DCO requirements

<b>B5</b>	<p><b>Bat roost provision</b></p> <p>The Council considers there will be some loss of night roosts for lesser horseshoe bats through loss of sheltering vegetation. We would welcome discussion of scope for provision of a simple supporting LHB night roost structure,</p>		Further discussion would be welcomed	<p>Policy CS4 of the North Somerset Core Strategy and policy DM8 of the North Somerset Sites and Policies Plan (Part 1).</p> <p>NS Bat SAC SPD</p>	Yes incorporate into railway corridor landscape plans/ or detailed design submission DCO requirements
<b>B6</b>	<p><b>Disturbance to bat species whilst occupying a place of rest.</b></p>	<b>Unknown</b>	To update and assess & implement working methods to prevent disturbance to	The NPS states in Paragraph 5.34 that 'Many individual	Yes – the CEMP will need to be include provisions/contingencies for any

	<p>A number of structural features have been identified in the Environmental Statement as being of potential to support roosting bats.</p> <p>To avoid/reduce any impact from increased levels of disturbance from light, dust, noise and vibration including from piling operations throughout construction and during operation of the scheme, suitable buffers and retention of flight line vegetation structure is required.</p>		<p>roosting bats during the construction process.</p> <p>Lighting strategies and specifications, CEMP and landscaping</p>	<p>wildlife species receive statutory protection under a range of legislative provisions'. It is illegal, under the Wildlife and Countryside Act 1981 (as amended) to intentionally or recklessly disturb an individual bat in its roost, which would include nearby construction activity.</p>	<p>additional survey work and consequent requirements to obtain the required EPS licence.</p> <p>(Construction Environmental Management Plan) recommended to be informed by ecological constraints plans produced by the ecologist which should inform location and type of protective fencing, lighting constraint areas and other spatial mitigation requirements, such as protective buffer zones and identified flyways</p>
<b>B7</b>	<p>There may be potential noise impacts from piling operations though predicted noise levels above background baseline levels are not anticipated to impact significant populations of SPA/Ramsar redshank and curlew.</p>		CEMP	<p>NPS 5.27</p> <p>CEMP</p> <p>Policy CS3, CS4 of the North Somerset Core Strategy and policy DM8</p>	<p>Requirements for noise assessments/monitoring DCO requirements to be clarified with/by relevant parties</p>

	Potential for piling/construction disturbance at Pill may need clarification with regard to noted bat roost at Pill Station.			of the North Somerset Sites and Policies Plan (Part 1).	
<b>B8</b>	<p><b>Species mortality –</b></p> <p>There is potential for species mortality. It is noted that the EA requested consideration in relation to otter (ES consultation Table 9.3).</p>			<p>NPS states in Paragraph 5.34 that ‘Many individual wildlife species receive statutory protection under a range of legislative provisions’.</p> <p>Paragraph 5.3.5 : ‘... species [which includes otters] and habitats have been identified as being of principal importance for the conservation of biodiversity in England and Wales and</p>	

				<p>therefore requiring conservation action.</p> <p>'</p> <p>The NPS Paragraph 5.34: 'Many individual wildlife species receive statutory protection under a range of legislative provisions'. With regard to otters this includes the Conservation of Habitats and Species Regulations 2017 regarding European protected species (Regulation 43 makes it an offence to deliberately disturb wild animals, listed on Schedule 2),</p>	
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				<p>The NPS also states in paragraph 5.33, 'Development proposals potentially provide many opportunities for building in beneficial biodiversity or geological features'</p> <p>Section 99 c2005/06 on biodiversity and geological conservation states that 'It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before ...</p>	
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				permission is granted in making the decision.'	
<b>B9</b>	<p><b>Breeding Birds - Section 41 species</b></p> <p>The Council considers there may be Section 41 bird species within the DCO and the possible loss of approximately 7ha may result in a significant loss of resource for existing resident populations in the short to medium term.</p> <p>Section 41 common toad: Due to the extent of aquatic features in proximity and the scrub on site as overwintering terrestrial habitat, common toad</p>		<p>Loss in extent of bird foraging and nesting resources is not indicated to be adequately mitigated by retention or planting of narrow linear margins. Opportunities to provide additional resources for notable breeding bird species need to be considered within detailed design and landscape submissions. Opportunities for off site habitat enhancements need to be considered.</p> <p>Drainage strategies and detailed design need to take</p>	<p>Not indicated that 5.22 is sufficiently implemented in relation to Section 41 species. The NPS states in paragraph 5.35, 'Other... species have been identified as being of principal importance for the conservation of biodiversity in England and Wales and therefore, requiring conservation action. The Secretary of State should</p>	<p>Yes – provisions to support local bird populations (food resources, nesting opportunities) to be included in relevant DCO requirements (detailed design &amp; landscape submissions.</p> <p>Requirement for off-site mitigation at the discretion of SoS.</p>

	<p>indicated as likely widespread, notably on disused section and noted population at Pill cycleway. Amphibian seasonal breeding migrations from overwintering scrub habitats to breeding ponds and ditches a noted issue on more recent developments within Portishead, resulting in increased mortality, partly in consequence of trapping of amphibians within gully drains.</p> <p>Routine application of herbicide to effect required routine rail maintenance is also indicated as a likely adverse impact on notable amphibians, as herbicide designed to be soluble and is a noted biocide. Even if breaks down on soil contact, may be a contaminating effect arising from carrier solvents that is unlikely to support species 'fitness' to survive and breed.</p>		<p>into account notable populations of GCN and common toad and ensure that drainage features avoid gully drains/large grid covers that result in trapping and increased mortality of amphibians.</p> <p>Sufficient and appropriate SUDS treatment trains required to protect water quality in adjacent habitats that support protected and notable species.</p> <p>Underpass pipes requested to be considered in relation to feasibility/project cost implications to reduce likely extent of rail mortality risk,</p>	<p>ensure that applicants have taken measures to ensure these... species are protected from the adverse effects of development...'</p> <p>The NPS states in paragraph 5.35, 'Other... species have been identified as being of principal importance for the conservation of biodiversity in England and Wales and therefore requiring conservation action. The</p>	<p>Request for inclusion of clause within Drainage Strategy DCO 13 to assess mitigation requirements to prevent trapping of amphibians and SUDS measures to capture contaminants prior to runoff to adjacent aquatic habitats</p>
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			<p>unless pre-existing ditches/culverts provide spaced opportunities for connectivity under the rail line – to be clarified</p>	<p>Secretary of State should ensure that applicants have taken measures to ensure these... species are protected from the adverse effects of development...'</p> <p>The NPS states in Paragraph 5.34 that 'Many individual wildlife species receive statutory protection under a range of legislative provisions'. Barn Owl is present locally and listed on Schedule 1 of the Wildlife and Countryside Act 1981 (as amended)</p>	<p>DCO requirement to submit assessment of opportunities to secure biodiversity gain/offset</p>
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<b>B11</b>	<p><b>Consideration of Great Crested Newts</b></p> <p>Populations of Great Crested Newts will lose up to approximately 7ha terrestrial habitat in short term. Important to prioritise retention of habitat in proximity to Portishead where habitat cover increasingly lost to development.</p>		<p>Overall mitigation needs to ensure EPS populations retained at Favourable Conservation Status</p> <p>CEMPs</p>		
<b>B12</b>	<p><b>Invertebrate survey and assessment</b></p> <p>Extent of habitat loss indicates significant loss of invertebrate resource associated with habitat comprising woodland and scrub with birch, alder and willow, hawthorn, bramble, with tall ruderal and grassland, which are noted for the diversity and abundance of invertebrates supported.</p>		<p>CEMP.</p> <p>Landscape plans to include the establishment of scrub and grassland areas for invertebrates.</p>	<p>The NPS paragraph 5.35, NS CS Policy CS4 and DM8 . Biodiversity &amp; Trees SPD Section 8..</p>	<p>Yes. Landscape plans need to demonstrate all reasonable measures to support local invertebrate diversity and abundance. A mechanism which requires the applicant to consult the District Council regarding the detailed design of the scheme and its mitigation should also be required and included in the DCO.</p>
<b>B13</b>	<p><b>Environmental Masterplan</b></p> <p>Wherever possible amenity grassland area should be</p>		<p>Soils Handling and Management Plan</p> <p>Landscape and Ecological Management</p>		

	<p>minimised and replaced with native flower rich grasslands such as provided by Emorsgate, ranging from species rich lawn (EL1) to species rich meadows and native tussocky grassland, however we are surprised to see it proposed within a rail corridor?</p> <p>Amenity mixes require topsoil which favour nitrogen loving species and reduce the diversity of flora species and hence invertebrates including pollinators. Similarly, the use of topsoil for other habitat areas is likely to not fully exploit the diversity of species possible.</p>		<p>Plan (LEMP), 'cut and remove' needs to be specified and tall grass refuge areas retained for overwintering invertebrates. It is necessary to reduce nutrient levels and increase diversity prior to finalising planting mixes for landscaping.</p>		
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**Soils, Agriculture, Land use and Assets ES Chapter 15**

Summary: The Council considers there to be no significant permanent local impacts under these headings. Mechanisms exist to minimise any impacts during the construction phase.

Ref	Specific Issue	Rating	Summary of Council's proposed mitigation (including link to other representation)	Relevant planning consideration Reference (NPS, Local Policy, Guidance, Local Evidence etc)	Add/Amend DCO Requirement/ Obligation (Y/N)
	<p>The ES has examined the impacts on a range of aspects reflecting the varied landscape through which the rail line passes and the land which is required in order to carry out the DCO works. This includes farmland, based on the inherent soil qualities and on which businesses operate, urban areas including development land, land used for the community and utilised by Utilities, much of which is Green Belt.</p> <p>It is noted that impacts on agriculture and soil quality in general is limited though individual farm operations may be affected to some degree. The role of the CEMP will be important and inevitable impacts in the short term are proposed to be subject to restoration plans.</p>		CEMP		
	It is noted that dialogue with the particular companies that may be				

	<p>affected by the construction and operational phases and this is welcomed. Bristol Port Company is the largest of the business locations and NSC supports the applicant's continued dialogue with the BPC to minimise adverse impacts on a key business and employer with national significance, which has land holdings and is accessed by road and rail that will be affected by the DCO.</p> <p>Much of the impact is dictated by the alignment of the track that is being re-opened and the accessibility needs in order to construct it but it is designed to minimise impacts.</p>				
	<p>The ES has examined impacts on potential development land, particularly around Portishead, Pill and the Royal Portbury Dock. This is to be welcomed as land not affected by Green belt, flood risk, AONB or protected species and habitats in North Somerset and available for development is a relatively scarce and finite resource and is therefore a challenging aspect of meeting the</p>				

	<p>needs of housing, economic development, biodiversity and community needs. It is considered that the DCO avoids significant negative impacts on land with development potential and will potentially have benefits for Portishead including for the town centre which will be close to the proposed station.</p>				
	<p>The CoCP (DCO Document Reference 8.15) provides the over-arching principles for the management of environmental aspects of the construction of the DCO Scheme. The CoCP is developed in more detail in the Master CEMP (DCO Document Reference 8.14), which describes the approach to be taken by the contractor(s) to manage the adverse effects during the construction phase. That this indicates a reliance on the LPA to supervise for compliance is a clear marker that reinforces the need for a comprehensive PPA to recover resources, as this scale of activity to monitor ongoing works across the numerous stages and</p>				

	geographical area is expected to be very significant.				
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### Air Quality and greenhouse gases Chapter 7 ES

The scheme has the potential to affect local air quality. Under Local Air Quality Management (LAQM), North Somerset Council has reviewed and assessed its local air quality against air quality objectives. This review and assessment process indicates that the air quality objectives are not expected to be exceeded in North Somerset therefore the designation of an Air Quality Management Area (AQMA) is not required. However, in contrast Bristol City Council has declared an AQMA and this DCO scheme passes through it. Generally major development within AQMAs will require mitigation while developments outside AQMAs should not cause new AQMAs to be designated.

#### Construction phase

Likely to generate temporary air quality issues due to the emission of particulate matter (PM) PM10 and PM2.5

#### Operational phase

Diesel powered trains are likely to emit nitrogen oxides (“NOx”) and PM10 and the combustion of diesel also generates carbon dioxide (“CO2”), which is a significant Green House Gas. However due to its scale, rail travel is expected to give rise to less pollution per passenger kilometre travelled than road transport. But there is potentially a localised increase in the level of emissions due to an increase in road traffic around the station areas of Pill & Portishead, the level of which is not anticipated to be significant.

#### Cumulative Effects

Cumulative effects of the DCO Scheme in combination with other projects may affect air quality.

Ref	Specific Issue	Rating	Summary of Council’s proposed mitigation (including link to other representation)	Relevant planning consideration Reference (NPS, Local Policy, Guidance, Local Evidence etc)	Add/Amend DCO Requirement/ Obligation (Y/N)
AQ1	Baseline and Assessment Methodology	n/a	n/a	The baseline and assessment methodology	N

	<p>The baseline information and assessment methods used in respect of air quality modelling is satisfactory.</p>			<p>accords with the National Policy Statement (para 5.84-5.86) the National Planning Policy Framework (NPPF), North Somerset Council Core Strategy CS1, CS3 and CS10</p> <p>DEFRA's Local Air Quality Management Technical Guidance TG16 (2016) along with the Highways Agency's Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 1 HA 207/07. Significance criteria were reported</p>	
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				<p>following Environmental Protection UL (EPUK) and Institute of Air Quality Management (IAQM) Guidance on the Development Control Planning for Air Quality (2017,). Construction dust impacts were considered against Guidance on the assessment of dust from demolition and Construction (IAQM, 2014).</p>	
<b>AQ2</b>	<b>Construction Phase</b>		<p>Construction adopting best practicable means (“BPM”), which are outlined in the CoCP (DCO Document Reference 8.15) and presented in more detail in the Master CEMP</p>	As above	<b>N</b>

			<p>The contractor(s) will be required to produce stage specific CEMPs to comply with the CoCP (DCO Document Reference 8.15) and the Master CEMP (DCO document Reference 8.14). This will include an Air Quality and Dust Management Plans.</p> <p>The contractor(s) will be required to implement BPM at all the construction sites including the Portishead Station site, the railway line between Portishead and Pill, the Pill car park and Station site and the operational railway from Pill to Ashton Junction in Bristol, as well as the construction compounds.</p> <p>Master Construction Environmental Management Plan outlines a number of different measures in which construction impacts on air quality can be mitigated. These are supported but are generic. More project specific measures will need</p>		
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			to be submitted for each phase of the works.		
<b>AQ3</b>			<p>Given that the modelled impacts are considered negligible and are not expected to lead to any significant impacts. There are no mitigating measures are required</p> <p>Master Construction Environmental Management Plan outlines a number of different measures in which construction impacts on air quality can be mitigated. These are supported but are generic. More project specific measures will need to be submitted for each phase of the works.</p>	As above	<b>N</b>
<b>AQ4</b>	<b>Cumulative Effects</b>		The air quality assessment for the construction and operational phase of the development takes account of the cumulative effect of air quality emissions from other schemes that may be constructed or in operation	As above	<b>N</b>

			at the same time and has concluded that the cumulative effects are assessed as neutral.		
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<b>Noise and Vibration Chapter 13 ES</b>					
Potential significant adverse temporary effects have been identified during construction, for both noise and vibration					
<b>Ref</b>	<b>Specific Issue</b>	<b>Rating</b>	<b>Summary of Council's proposed mitigation (including link to other representation)</b>	<b>Relevant planning consideration Reference (NPS, Local Policy, Guidance, Local Evidence etc)</b>	<b>Add/Amend DCO Requirement/ Obligation (Y/N)</b>
<b>NV1</b>	<p><b>Baseline and Assessment Methodology</b></p> <p>The baseline information and assessment methods used in respect of noise and vibration is satisfactory the presentation of the results clearly demonstrates the likely effects the proposed scheme will have during construction and when in operation. Noise modelling has been conducted and where appropriate has included mitigation measures.</p>	n/a	n/a	The Noise Policy Statement for England(NPSE 2010), The National Policy Statement for National Networks (NPSNN), National Planning Policy Framework and the Government's associated planning guidance on noise. Design Manual for	<b>N</b>

				<p>Roads and Bridges (DMRB) Volume 11, Section 3, Part 7 (HD213/11)</p> <p>Noise and Vibration</p> <p>Department of Transport</p> <p>Calculation of Road Traffic Noise (CRTN), 1988</p> <p>Department of Transport</p> <p>Calculation of Rail Noise (CRN), 1995</p> <p>British Standard 5228-1:2009+A1:2014</p> <p>Code of practice for noise and vibration control on construction and open sites – Part 1 (Noise).</p> <p>Policy CS3 in the North</p> <p>Somerset Council</p> <p>Core Strategy</p>	
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<b>NV2</b>	Construction of the stations in Portishead and Pill, new road infrastructure, and the new line between Portishead and Pill. Likely to cause a temporary increase in noise and vibration to nearby sensitive receptors, which would include dwellings and schools.		Adoption of a Noise and Vibration Control Plan for the CEMP. Use of Best Practical Means in the selection and operation of equipment. Use of Section 61 notice to agree maximum noise levels with the Local Authorities.	As above	<b>N</b>
<b>NV3</b>	<p>Operation of the new stations, the rail services, and the changes in road traffic distribution. Likely to cause an increase in the level of noise to nearby sensitive receptors, which would include dwellings and schools.</p> <p>The impact of noise from the scheme has been assessed:</p> <ul style="list-style-type: none"> <li>• Houses that either front or back onto the proposed railway line in Portishead</li> <li>• Shipway Gate Farm</li> </ul>		<p>Matters such as the height, length and density of the acoustic fence will be produced during detailed design.</p> <p>Noted more specific measures will be provided in the Noise and</p>	As above	<b>N</b>

	<ul style="list-style-type: none"> <li>• Old Station House and Elm Tree Park at Portbury</li> <li>• Bridge.</li> <li>• NHS Marina Healthcare Centre and Haven Lodge.</li> <li>• Trinity Anglican Methodist Primary School.</li> </ul> <p>As a summary the ES suggests that for operational noise, for the majority of receptors assessed, the impact of operational noise is predicted to be slight adverse, with the exception of properties to the south of Peartree Field in Portishead and Old Station House in Sheepway, where operational noise is assessed to have a large adverse impact and the change in noise level is considered to be significant.</p> <p>To mitigate the impact, the ES suggests the use of acoustic barriers in these locations. The ES suggest height, length and recommend density of the acoustic fencing, however it would be useful to see a detailed design.</p> <p>Construction noise impacts for some of the works including road realignment in Portishead, particularly around Portishead, Old Station House in Portbury and Pill, railway line works, trinity Primary School Bridge and station construction are calculated to be</p>		<p>Vibration Control Plan that will be discharged with the requirement for the detailed CEMP. The contractor will also adopt Best Practical Means and Section 61 consents will be sought where required.</p> <p>Detailed design to be submitted of an absorptive noise barrier to the south of Portishead Station from the western end of the station platform to the Trinity Primary School Bridge.</p> <p>A detailed design to be submitted of a</p>		
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	<p>above the SOAEL – Significant Observed Adverse Effect Level and would be considered to have a significant adverse impact. Some of the works may be required at night which would mean that they have an unacceptable adverse impact.</p> <p>Section 10 of the Master Construction Environmental Management Plan outlines generic measures to mitigate noise from construction but leaves any detailed measures to individual contractors. Whilst this is understandable at this early stage that detailed constructions land are not in place, the noise assessment does indicate that some noise impacts from construction could have a significant adverse impact. Additionally, some night works are likely to have unacceptable adverse impact.</p> <p>Additionally, construction works required at Avon Road require the existing bridge to be demolished and reinstated with a precast concrete box to enable two rail lines to be installed. These works also include the demolition of the existing garages and hard standing to be laid in order to bring in a road crane. The noise assessment indicates that some of the noise levels from these works will have a significant adverse impact to residential properties in the vicinity. Some of</p>		<p>reflective noise barrier alongside the Old Station House, Portbury. This is secured in DCO Requirement 26</p> <p>Master Construction Environmental Management Plan and site-specific measures will be required.</p>		
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	<p>these works may be required at night due to possession of the railway line. If these works need to be carried out, then the noise levels would be above the unacceptable adverse effect level.</p> <p>Old Portbury Station House will be particularly close to the re-opened line and the significant effect predicted at the Old Station House in Portbury is to be mitigated by the provision of a 2.4 metre high noise barrier (in relation to the track bed level) of a minimum 35 metres in length.</p>				
<b>NV4</b>	<p>Cumulative Effects of additional services on the Portbury Freight Line outside the DCO Scheme causing an increase in noise along the Portbury Freight Line to receptors near Ashton Drive underpass.</p>		<p>The impact is not significant and therefore mitigation measures are not considered to be required</p>	<p>As above</p>	<p><b>N</b></p>

**Major Accidents and Disasters 8.5 DCO**

The Council raises no significant issues in respect of major accidents and disasters.

Ref	Specific Issue	Rating	Summary of Council's proposed mitigation (including link to other representation)	Relevant planning consideration Reference (NPS, Local Policy, Guidance, Local Evidence etc)	Add/Amend DCO Requirement/Obligation (Y/N)
			<p>It is expected and understood that Best Practice Measures will be implemented during construction to mitigate the adverse effects of noise and vibration.</p> <p>Approval is to be obtained from the Council through the S61 process which will ensure any mitigation identified will have no residual significant impacts.</p>		N

	<p>The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended) ("EIA Regulations 2017") require: "A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned" (Schedule 4, paragraph 8).</p> <p>The assessment considers two aspects, how vulnerable the project is to a major accident or disaster and the potential for the project to cause a major accident or disaster, during construction or the operational life of the DCO Scheme. The decommissioning phase has been scoped out of the assessment as explained in the ES Chapter 4 Description of the Proposed Works (DCO Document Reference 6.7).</p> <p>The assessment of major accidents and disasters focuses on identifying major risks in the context of</p>		Requirements and CTMP, CEMP, CoCP	Core Strategy Policy CS3	<b>N</b>
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	<p>potential for significant environmental effects.</p> <p>NSC considers that the report on this suitably identifies the physical characteristics of the scheme and the locational context in which it would be implemented.</p> <p>Para 1.2.3 identifies the study area for the assessment of the risk of major accidents and disasters associated with the DCO Scheme as:</p> <ul style="list-style-type: none"> <li>• Control of Major Accident Hazards (“COMAH”) facilities within 3 km;</li> <li>• Rail infrastructure within 1 km;</li> <li>• Connections to existing road infrastructure;</li> <li>• Utilities close to and crossing the DCO Scheme; and</li> <li>• Natural features with the potential to create risks within 1 km.</li> </ul> <p>NSC considers that this constitutes a thorough assessment of the interface with human, environmental or heritage assets that could be vulnerable to accidents or disasters.</p>				
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	<p>The precautionary approach described in 1.3.1 is a sound approach to this assessment, for which there is no specific guidance. Appropriate technical risk assessment measures have been used.</p> <p><b>Natural Hazards- flood risk and geo-stability hazards in the Avon Gorge.</b></p> <p>The LPA as lead flood authority has commented elsewhere in this LIR on flood risk arising from construction and operational phases of the DCO.</p> <p>Instability of rock faces and slopes in the Avon Gorge is a known hazard, with rock and trees periodically falling. It is noted that NRIL already carries out regular visual inspections and selective removal of potentially unstable areas of rockfaces, a routine that will continue. It is noted that the DCO Scheme includes proposals for further stabilisation works on cliff faces within the Avon Gorge on</p>				
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	<p>Network Rail land and on third party land. Additionally, catch fences are proposed. It is considered that with the advent of passenger services along this section, these additional precautions are considered necessary and are supported. This is considered essential.</p> <p><b>Anthropogenic hazards</b></p> <p>We have not commented on the impacts arising from landfill as some aspects will be addressed by the Environment Agency.</p> <p>There are four identified COMAH sites within 3km of the DCO each of which are categorised as lower tier and present relatively low risks to the proposed rail line.</p> <p>The LPA notes reference in Para 2.4.10. that implies that COMAH regulations are applicable to nuclear sites. This is incorrect. REPPIR 2019 regulations applies to sites which could result in a radiation emergency, such as nuclear sites. North Somerset does not have a REPPIR site, our</p>				
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	<p>nearest being Hinkley Point. Hinkley does have an emergency plan owned by Somerset CC, however part of the planning zone (outline planning zone) covers North Somerset. The outline planning zone does not cover the locations within this DCO.</p> <p><b>Utilities infrastructure</b></p> <p>The Council has noted these but does not propose to comment on the many and varied services these provide and the intention of the applicant to agree mitigation measures where appropriate with operators of that infrastructure.</p> <p>The DCO describes a vast array of measures needed to construct and operate the re-opened line. We do not propose to comment on all of these. We are satisfied that the DCO has put in place measures to mitigate these impacts. These include the Code of Construction Practice ("CoCP"), the Master Construction Environmental Management Plan ("CEMP") and the Construction Transport</p>				
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	<p>Management Plan (“CTMP”). There are, particularly relating to biodiversity, other regulatory regimes in place that have been identified and addressed by the applicant in the DCO Scheme. These are described and assessed elsewhere in the LIR.</p> <p><b>Operation and Maintenance</b></p> <p>We do not comment on this beyond the measures concerning lighting at Portishead and Pill stations and car parks which ensure lighting is consistent with safety and environmental considerations, which is important given the proximity to residential areas. This is welcomed.</p> <p>The LPA is satisfied that the DCO considers a range of the most credible scenarios for potential hazard events at both construction and operational phases. and has further considered the range of possible effects, consequences and how these would be managed within existing planned response mechanisms and agencies. This has considered whether residual</p>				
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	<p>risk with existing mitigation against the ALARP principle -as low as reasonably practical</p> <p><b>Conclusions</b></p> <p>The DCO report on major accidents and disasters concludes that no likely significant effects of the development on the environment re predicted during construction and operation of the DCO Scheme, from the vulnerability of the development to risks of potential major accidents and/or potential disasters which are relevant to the project concerned. This conclusion is accepted.</p> <p>The approach to Major Accidents and Disasters is considered comprehensive and identifies all realistic factors that could impact on the construction and the operation of the railway and related works and ways in which the construction and operation could impact on people, the environment and heritage assets.</p> <p>The Council considers that appropriate and proportionate</p>				
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	<p>mitigation to bring any risk down to an acceptable level are incorporated in the DCO or will be addressed through the Discharge of Requirements.</p> <p>NSC is likely to be further involved in the future once works are complete/nearing completion – for example – the Pill Tunnel – which has a fire safety assessment and we will need to be aware of any evacuation procedures for the tunnel.</p>				
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## **Concluding Statement**

- 7.1 This Local Impact Report is not intended to be a comprehensive view of proposals in the DCO. That would be too detailed and lengthy and would detract from the main issues that have been described here. It is intended to show the main issues that affect the environment, biodiversity, local communities, traffic and the economy of the area.
- 7.2 The extent of agreement reached between North Somerset Council and the Applicant the impacts of the proposed development is set out in the Draft Statement of Common Ground submitted on the same day as this LIR. There remain a number of matters that are the subject of discussion between the Council in its wider role and the applicant but these are essentially matters of detail and do not affect the Council's position overall as one of supporting the proposed DCO and the significant benefits the Council considers it will bring.