



## Meeting note

<b>File reference</b>	TR040011																										
<b>Status</b>	<b>Final</b>																										
<b>Author</b>	Richard Price																										
<b>Date</b>	27 May 2015																										
<b>Meeting with</b>	North Somerset Council and the MetroWest partnership																										
<b>Venue</b>	The Planning Inspectorate, Temple Quay House, Bristol																										
<b>Attendees</b>	<table><thead><tr><th><u>The Planning Inspectorate</u></th><th><u>The Applicant</u></th></tr></thead><tbody><tr><td>Susannah Guest</td><td>James Willcock</td></tr><tr><td><i>Infrastructure Planning Lead</i></td><td><i>North Somerset Council</i></td></tr><tr><td>Richard Price</td><td>Claire Rees</td></tr><tr><td><i>Case Manager</i></td><td><i>Bond Dickinson</i></td></tr><tr><td>Will Spencer</td><td>Richard Guyatt</td></tr><tr><td><i>EIA Advisor</i></td><td><i>Bond Dickinson</i></td></tr><tr><td>Melanie Bischer</td><td>Andrew Holley</td></tr><tr><td><i>Consents Service Unit</i></td><td><i>Network Rail</i></td></tr><tr><td></td><td>Helen Spackman</td></tr><tr><td></td><td><i>CH2M Hill</i></td></tr><tr><td></td><td>Steve Penaluna</td></tr><tr><td></td><td><i>North Somerset Council</i></td></tr></tbody></table>	<u>The Planning Inspectorate</u>	<u>The Applicant</u>	Susannah Guest	James Willcock	<i>Infrastructure Planning Lead</i>	<i>North Somerset Council</i>	Richard Price	Claire Rees	<i>Case Manager</i>	<i>Bond Dickinson</i>	Will Spencer	Richard Guyatt	<i>EIA Advisor</i>	<i>Bond Dickinson</i>	Melanie Bischer	Andrew Holley	<i>Consents Service Unit</i>	<i>Network Rail</i>		Helen Spackman		<i>CH2M Hill</i>		Steve Penaluna		<i>North Somerset Council</i>
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<b>Meeting objectives</b>	Inception meeting to introduce the proposed reopening of the Portishead line, which is part of Phase 1 of the MetroWest programme																										
<b>Circulation</b>	All attendees																										

### Summary of key points discussed and advice given:

The Planning Inspectorate (the Inspectorate) explained its openness policy and its statutory duty to publish any advice issued under section 51 of the Planning Act 2008 (PA2008) to its website. Any advice issued under s51 would not constitute legal advice upon which the attendees, or others, could rely.

The Applicant delivered a detailed presentation to the Inspectorate. It is provided at Annex 1 of this meeting note. The presentation summarised:

- the MetroWest programme of improvements to the local rail network;
- the proposed MetroWest Phase 1 scheme and its objectives;

- North Somerset Council's role as the lead authority for the delivery of the MetroWest Phase 1 (representing the four councils comprising the West of England Partnership<sup>1</sup>); and
- associated progress with non-statutory pre-application consultation.

The proposed project (the subject of the application for development consent), which comprises the reopening of the Portishead branch line, forms part of MetroWest Phase 1.

The scheme would include the following main components:

- the reconstruction of the disused railway line between Portishead and Pill;
- the construction of a new railway station at Portishead; and
- the reopening of the disused station at Pill.

The majority of works associated with the above would either be principal, integral or associated development to be delivered through the proposed Development Consent Order (DCO). But separate enabling works would also be required outside of the DCO to facilitate the scheme. These works would be undertaken by Network Rail under existing permitted development rights. They are likely to include:

- upgrade works to the Portbury freight line (including the Parson Street Junction);
- the partial reinstatement of the Down Relief line at Bedminster;
- an additional signal at Avonmouth; and
- a turnback facility at Bathampton.

The Inspectorate observed the complexity of relationships between distinct elements comprising the scheme as a whole. The Applicant was advised that any future application for development consent should be underpinned by a clear explanation of each of the scheme's components; which of those components were comprised within the draft DCO, and which were not; and the interrelationships between those components. That explanation would be critical to the Inspectorate's ability to assess the likely impacts of the scheme.

The Applicant stated that the majority of the land proposed to be included in the draft DCO was within the historic railway boundary and therefore under the ownership of Network Rail or North Somerset Council. The majority of works, including safety accommodation, would be achievable within that boundary. But some works would be required on land outside of that boundary and the draft DCO would therefore include draft provision for the compulsory acquisition of land and rights. Examples of those works included the potential stopping up of a permissive footpath and its replacement with a ramped footbridge, and a proposed passenger car park at the reopened Pill station.

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<sup>1</sup> North Somerset Council, Bath and North East Somerset Council, Bristol City Council and South Gloucestershire Council.

The Inspectorate queried the Applicant's consideration of the effect that development consent would have on Network Rail's existing permitted development rights on land within the Order limits. The Applicant summarised internal deliberation about the extent of the red line boundary (the Order limits) proposed. It was explained that several options were under consideration, and that the implications of each were in the process of being assessed. A final decision confirming how the application would be packaged would be communicated to the Inspectorate as a matter of priority. The Inspectorate strongly advised that the scope of the application for development consent should be finalised before any statutory consultation took place.

The Applicant stated that the timing of its scoping request would also be dictated by the outcome of the considerations outlined above. The Inspectorate advised the Applicant to have regard to [Advice note seven: Environmental Impact Assessment – Preliminary Environmental Information, Screening and Scoping](#).

Further advice was issued by the Inspectorate for the Applicant to provide as part of any future application for development consent a clear explanation of measures put in place within North Somerset Council to ensure the avoidance of conflicts of interest between the Council as Applicant, and the Council as local planning authority. The Inspectorate advised that this would most usefully be provided as a standalone document.

The Inspectorate summarised its pre-application service for applicants, drawing attention to its prospectus and the programming of meetings in the build-up to submission. The Applicant queried the fees associated with the examination process and the Inspectorate issued advice reflecting the Department for Communities and Local Government's guidance on the [The Infrastructure Planning \(Fees\) Regulations 2010](#).

The Inspectorate enquired about the Applicant's progress in relation to other consents that would be required outside of the application for development consent. The Applicant stated that a strategy for the delivery of these consents was emerging, based on the information currently available. The Inspectorate summarised the role of the Consents Service Unit (CSU) in its provision of a free service to applicants to advise upon and facilitate in the delivery of other consents. It was advised that some of the information relating to the CSU on the National Infrastructure website was in the process of being updated. The service now represented a departure from a sole focus on a pre-application 'Consents Management Plan' (although this facility was still available) to a more holistic advisory service across the breadth of the development consent process. The Inspectorate agreed to provide the Applicant with contact information for the CSU after the meeting.

The Inspectorate summarised its review of the Applicant's draft Statement of Community Consultation (SoCC), highlighting some potential issues with terminology, chronology and general layout. The Inspectorate offered to provide detailed written feedback after the meeting. The Applicant stated that this would be welcomed.

### **Specific decisions / follow up required?**

- The Applicant to confirm to the Inspectorate which elements of the scheme would be included in the application for development consent.
- The Inspectorate to provide detailed written feedback on the Applicant's draft SoCC.
- The Inspectorate to provide contact information for the CSU.

### **ANNEXES**

**ANNEX A** – MetroWest Phase 1 Overview (presentation by the Applicant)

# **MetroWest Phase 1 Overview**

**James Willcock (PM)**

27<sup>th</sup> May 2015

MetroWest 

# MetroWest

The MetroWest programme arose out of studies into developing the local rail network in 2011 / 2012

## Key issues

- The West of England has relatively good long distance rail connections however the **local rail network is relatively 'under-developed'**
- Most of the services are **less than a half hourly service** and
- Most of the services tend to **terminate in Bristol temple Meads**
- We also have under-used **freight only and dis-used local lines** along key corridors into Bristol
- We have a **strong level of cross party political support** to develop the local rail network

Funding was identified and prioritised at an early stage via engagement between the councils and the **WoE Local Enterprise Partnership**. A phased approach to delivery was identified comprising:

- MetroWest Phase 1 – **led by North Somerset Council** on behalf of the four councils
- MetroWest Phase 2 – **led by South Gloucestershire Council** on behalf of the four councils
- Other smaller projects such as new proposals for **various new / re-opened stations**

The West of England office has a programme co-ordination role.

West of England

Bath & North East  
Somerset Council



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South Gloucestershire  
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# MetroWest Phase 1 Objectives



## Primary Objectives

- **support economic growth**, through enhancing transport links to major employment centres across the West of England
- deliver a **more resilient transport offer**, with more attractive & reliable journey times
- **improve accessibility** to the rail network with new and re-opened rail stations
- make a positive contribution to **improving quality of life**

## Supporting Objectives

- contribute to **reducing traffic congestion**
- contribute to **enhancing the capacity of the local rail network**
- contribute to **reducing the overall environmental impact** of the transport network.

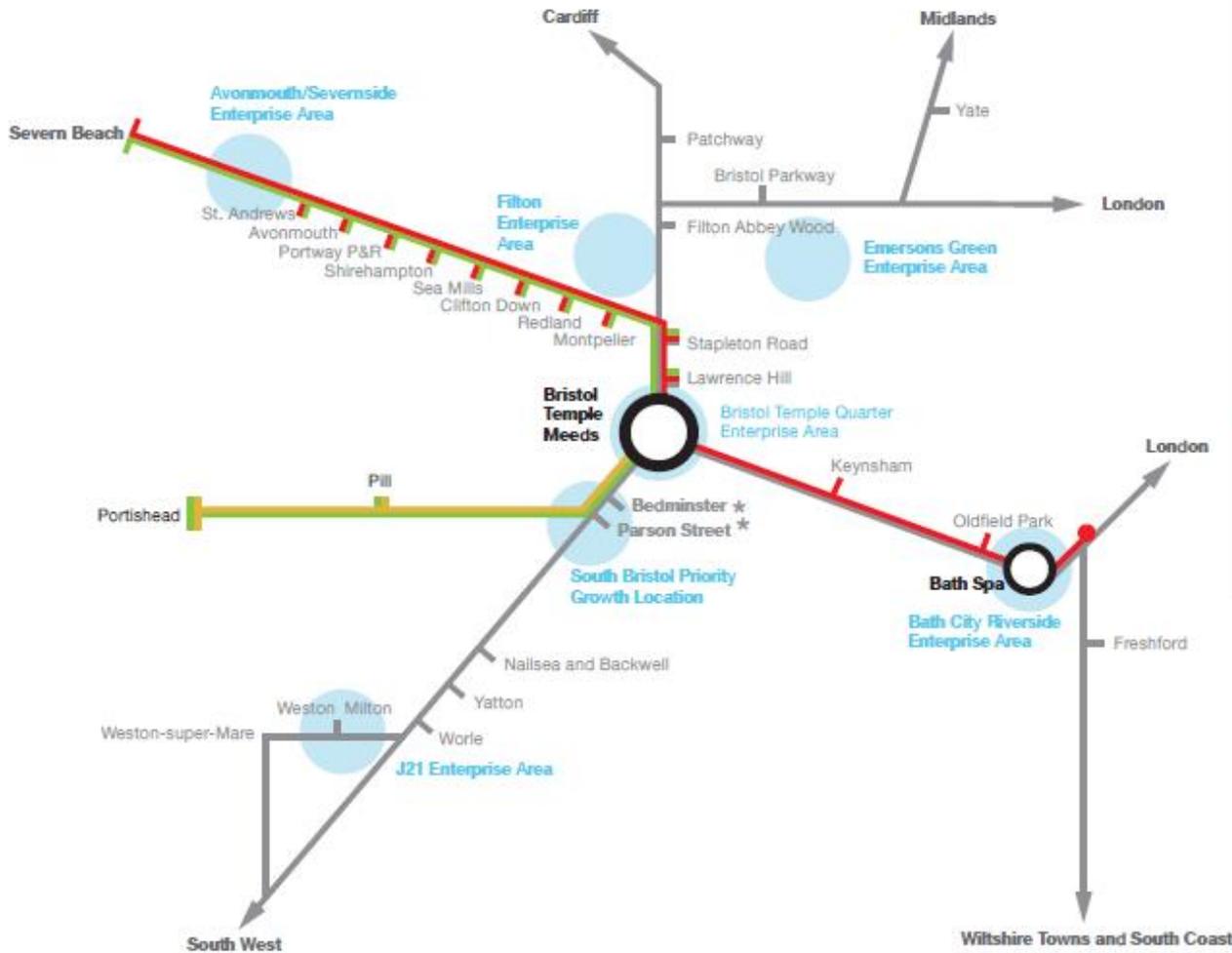
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### MetroWest Phase 1

#### Proposed Rail Network

- Existing rail services (local and inter-regional)
- Services - Phase 1**
- Portishead to Severn Beach (hourly)
- Portishead to Bristol Temple Meads (hourly)
- Bath to Bristol Temple Meads Shuttle (Extension to Severn Beach - hourly)
- \* Additional stopping services (Cardiff to Taunton) to call at these
- New turnback

- 19 stations, 16 existing stations and 3 new stations (inc Portway P&R to be delivered separately by BCC) and
- broadly 1/2 hourly service pattern



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MetroWest

# GRIP 2 – Engineering & Operational Feasibility

GRIP 2 identified the infrastructure needed to deliver the scheme and the indicative number of train units required

## Infrastructure Summary

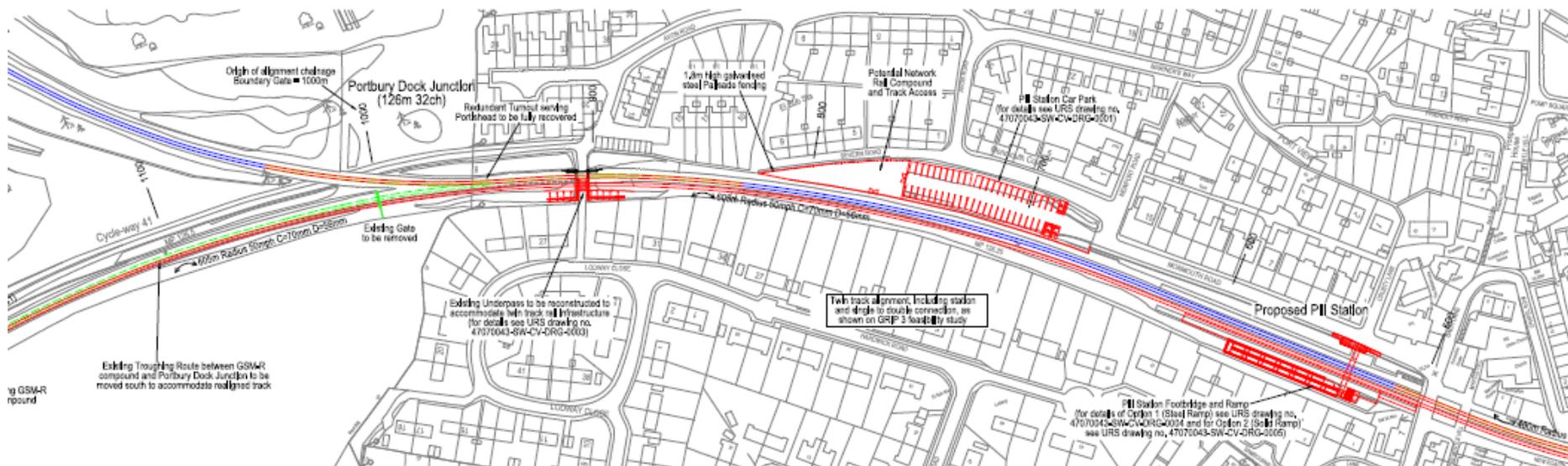
### **Portishead to Parson Street Junction:**

- Rebuild the **disused line** Portishead to Pill
- New **station at Portishead**, re-open dis-used **station at Pill**
- Upgrade works to **Portbury freight line** incl Parson Street Junction

### **Other minor works:**

- partial reinstatement of Down Relief line at Bedminster,
- additional signal at Avonmouth,
- Turn-back facility (crossover and signal) at Bathampton

GRIP 2 design at Pill Village

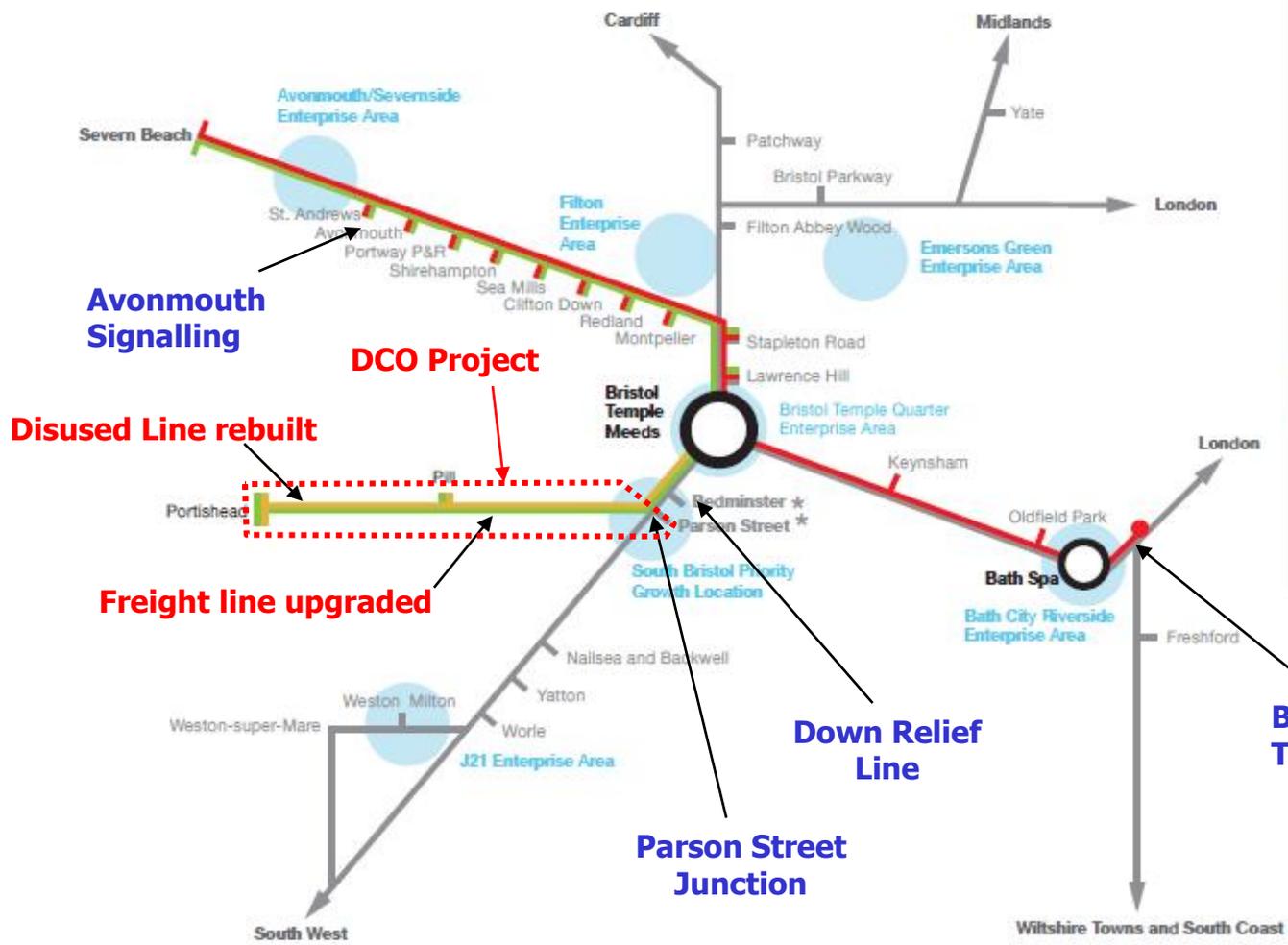


# GRIP 2 – Engineering & Operational Feasibility

## Train Service Summary

- Two service options known as **5B** and **6B**, both broadly ½ hourly service
- Railsys modelling indicated service could in theory be operated **6 train units** but **its on the cusp of needing 7 train units**
- Each train unit costs around **£750k pa to operate** (train and staff costs)





### MetroWest Phase 1

#### Proposed Rail Network

- Existing rail services (local and inter-regional)
- Services - Phase 1**
  - Portishead to Severn Beach (hourly)
  - Portishead to Bristol Temple Meads (hourly)
  - Bath to Bristol Temple Meads Shuttle (Extension to Severn Beach - hourly)
- ★ Additional stopping services (Cardiff to Taunton) to call at these
- New turnback

Major infrastructure works to re-open the Portishead rail line and minor works to enable improved train services for Severn Beach line and Bristol to Bath line



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# Infrastructure Requirements within the DCO Red Line

The major infrastructure requirements to re-open the Portishead branch line include:

- Rebuilding the disused Portishead to Pill line (5km), single track formation
- New station at Portishead including car park and highway infrastructure changes
- Possible provision of a fully accessible pedestrian bridge near Trinity Primary School
- Minor realignment of existing National Cycle Network routes between Pill and Portishead
- Double track works through Pill (including widening of the Avon Road bridge underpass) to a new junction east of Pill station, to be known as 'Pill Junction'
- Reopening of former station at Pill and new fully accessible pedestrian bridge and car park
- Improvements to highway access to Pill tunnel and other locations
- Double track works from Ashton Gate to a new junction south of Clifton Tunnel No1, to be known as 'Clifton Junction'
- New signalling for the Branch line from Parson Street Junction to Portishead, including a new intermediate signal in Avon Gorge
- Enhancement of Parson Street Junction
- Closure of historic and permissive crossings and where appropriate provision of alternative access arrangements locations
- Environmental mitigation measures

# Other Minor Infrastructure Requirements using NR's Permitted Development Rights

Outside the DCO red line boundary, the following infrastructure is required to deliver the proposed MetroWest Phase 1 train services. These are minor works that are routinely undertaken by Network Rail's using their general permitted development rights:

- Partial reinstatement of down relief line at Bedminster
- Additional signal near Avonmouth station
- Bathampton turn-back (track crossover and signalling to allow trains to turn around at Bath off the main line).

# MetroWest Phase 1 Dependencies

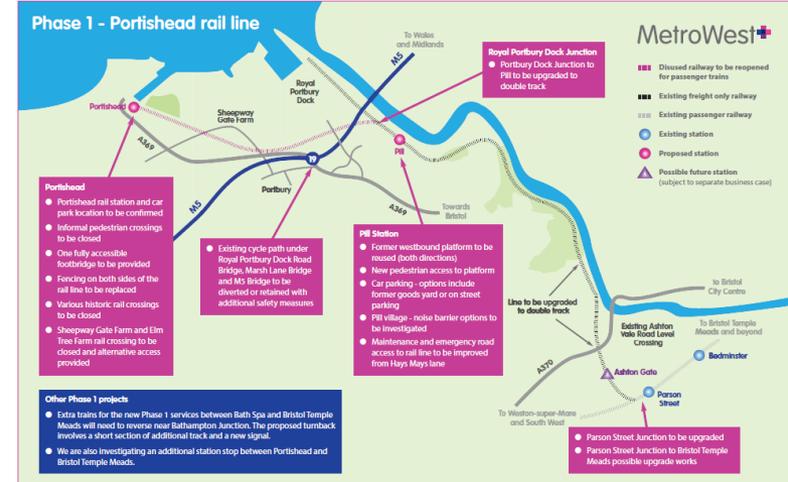
## Dependencies

- Filton Bank 4 tracking - completed
- Bristol Area Re-signalling - completed
- Suitable rolling stock and train operator - secured
- DfT take over remaining train service subsidy - after first three years

## Highly Connected / Desirable

- GW electrification / IEP - completed
- Bristol East Junction enhanced renewal - completed
- Cascade of Thames Valley Class 16x - allocation of units to the West of England
- GW Franchise post April 2019 - position on MW Phase 1

MW Phase 1 is programmed to **open in May 2019**



# Business Case Stages

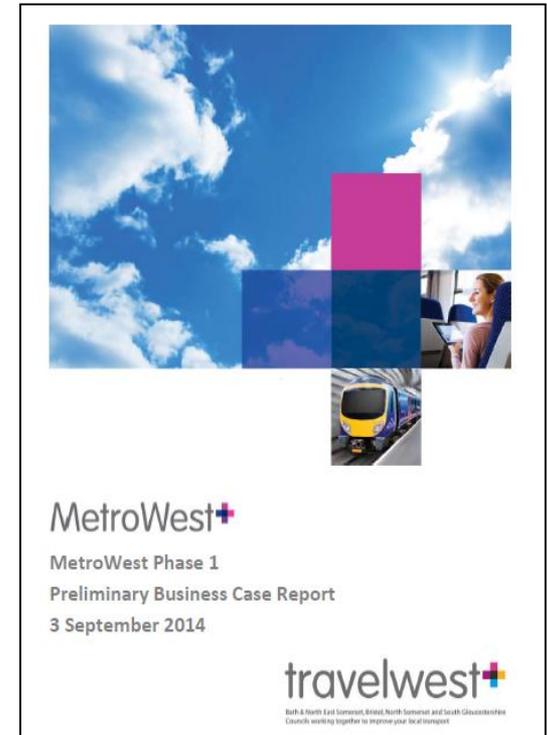
The Business Case is in 3 stages

Preliminary Business Case – Sept 2014

Outline Business Case – Spring 2016

Full Business Case – early 2018

- Preliminary Business Case is needed **for allocation of resources** for the development of the project
- Outline Business Case is undertaken to **support statutory processes** including the Development Consent Order
- The Full Business Case follows **procurement of construction works and operational arrangements** including the train service and **confirmation of powers to build and operate.**



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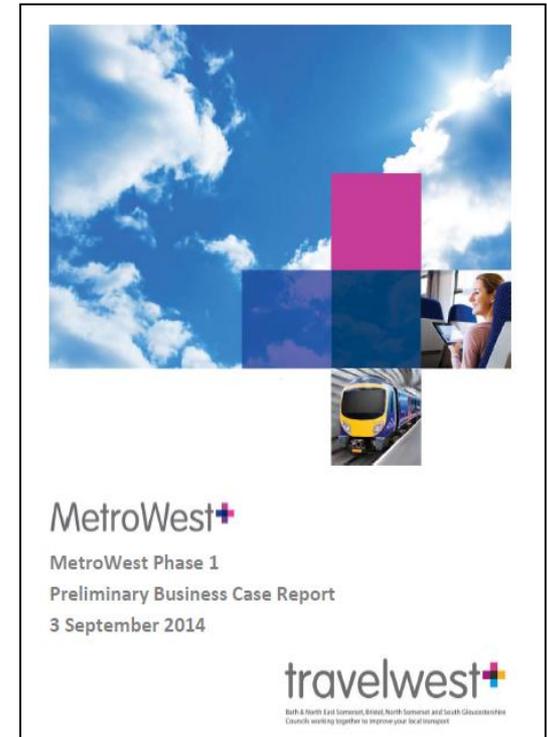
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# Preliminary Business Case

- Based on **GRIP 2** deliverables **plus Client** deliverables
- **Strong case** for intervention, **high value for money**, sound **commercial footing**, financially **affordable** and **deliverable** by 2019
- **BCRs** 2.28 to 5.99 & **NPVs** £135m to £237m
- Estimated **Capital out-turn cost** is £58.2m funded from:
  - DfT Devolved allocation £44.9m
  - Local Growth Fund £8.5m
  - Local contribution by WoE Councils £4.1m
  - leaving a residual budget pressure of £700k
- Estimated **Train service subsidy** during first 3 years £1.141m to £1.765m pa – using conservative assumptions
- We **anticipate subsidy will come down** as we progress the project into greater detail



# Consultation & Engagement to date

## Project Consultation:

- In June/July 2014 we consulted on 3 options for Portishead Station Location. We received over 400 responses and published our Consultation Report in Oct 2014. In March 2015 the North Somerset Executive endorsed option 2B as the preferred location for Portishead station following further assessment of the case for a level crossing at Quays Avenue and consideration by the Office of Rail and Road Regulation

## Other consultation:

- Consultation on the Strategic Economic Plan (SEP), December 2013 to January 2014
- NSC Sites & Policies Development Plan Document Consultation, February 2013
- Joint Local Transport Plan 3 consultation in 2010

## Engagement:

- Ongoing MetroWest Stakeholder meetings
- Ongoing Local Transport Body Board and Joint Transport Board meetings
- Ongoing engagement with specific stakeholders eg rail interest groups etc
- Ongoing engagement with statutory bodies, land owners and affected parties



# Programme Overview

The Programme comprises of 4 stages:

<b>MetroWest Phase 1 Stage</b>	<b>Stage Description</b>	<b>Indicative Timescales</b>
Stage 1 Preliminary Business Case	Feasibility (inc GRIP 1-2)	Completed
<b>Stage 2 Outline Business Case</b>	<b>Option Development &amp; Project Case (inc GRIP 3)</b>	<b>Autumn 2014 to Summer 2016</b>
Stage 3 Full Business Case	Planning Powers and Procurement (including GRIP 4 & 5)	Summer 2016 to Winter 2017/18
Stage 4 Delivery	Construction & Opening (inc GRIP 6-8)	Winter 2017/18 to Spring 2019

# Current Work Programme and Pre-Application Stage Overview

- Pre-app stage of **Development Consent Order** underway – April 15
- **SoCC** has been issued to the LPAs, under 28 day formal process – May 15
- **GRIP 3** - starting late June 15
- Detailed **topographical and ground investigation surveys** - June 15
- **Environmental Scoping** - formal scoping June 2015
- **DCO Public Consultation Stage 1** - late June to early Aug 15
- **DCO Public Consultation Stage 2** - early Dec 15 to late Jan 16
- **Outline Business Case** - programmed for completion spring 16
- **DCO application** - programmed summer 2016



# DCO Programme Overview

Stage 1 Pre-application – spring 2015 to summer 2016

Stage 2 Acceptance – summer 2016

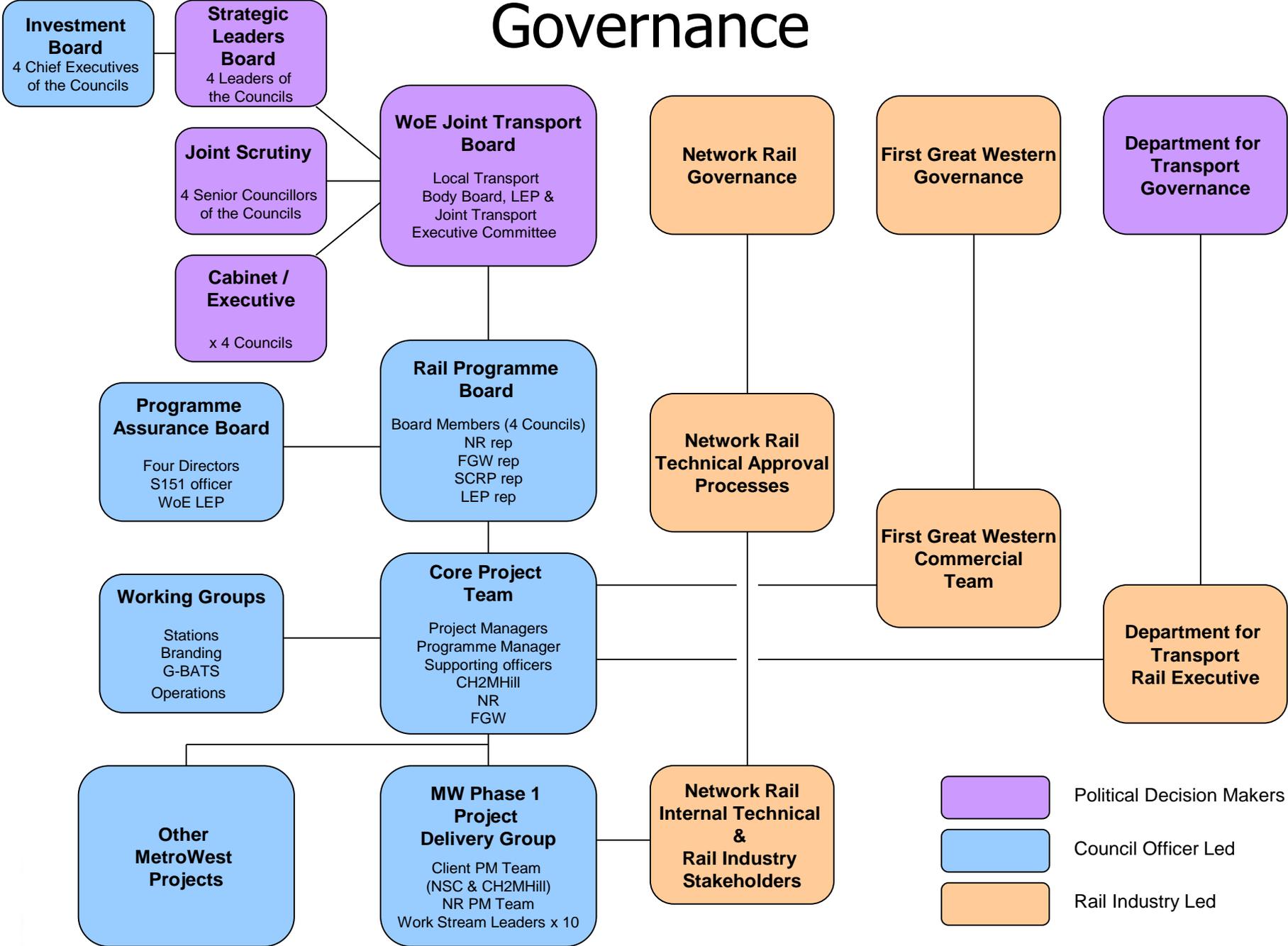
Stage 3 Pre-examination – summer 2016 to autumn 2016

Stage 4 Examination – autumn 2016 to spring 2017

Stage 5 Decision – spring 2017 to autumn 2017

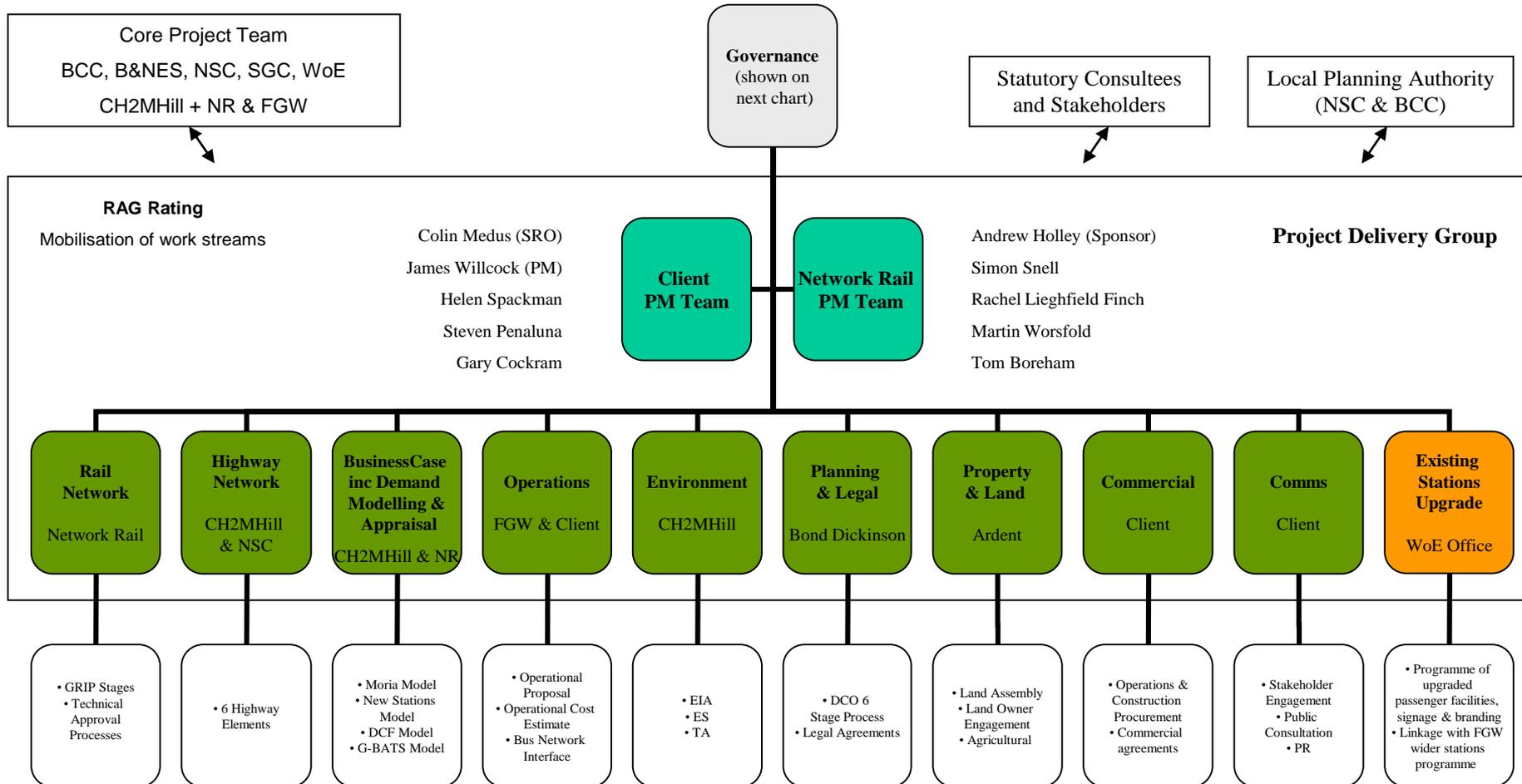
Stage 6 Post Decision – autumn 2017 to winter 2018

# Governance



- Political Decision Makers
- Council Officer Led
- Rail Industry Led

# Project Technical Organisation & Mobilisation



# Other Proposals Outside the Scope of MetroWest Phase 1

Other improvements to the local rail network proposed by the West of England councils, which fall outside of the scope of MetroWest Phase 1, include:

- Wider industry programme to upgrade passenger facilities, signage & branding for the 16 existing stations
- Portway Park and Ride
- Ashton Gate station
- Saltford station
- MetroWest Phase 2 (which includes the re-introducing passenger train services on the Henbury Line)



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