

PORTISHEAD BRANCH LINE PRELIMINARY
ENVIRONMENTAL INFORMATION REPORT
VOLUME 4

APPENDIX 18.2

Matrix 2

Assessment Matrix



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| ID | Tier | Application reference | Application for 'other development' and brief description. | Assessment of cumulative effects with the Portishead Branch Line DCO Scheme (the NSIP and associated development) | Proposed mitigation applicable to the DCO Scheme including any apportionment | Residual cumulative effect |
|----|------|-----------------------|--|---|--|--|
| 1 | 1b | N/A | <p>DCO</p> <p>National Grid Hinkley Point C Connection Project</p> <p>Application by National Grid to construct, operate and maintain a new 400,000 volt connection between Bridgwater, Somerset and Seabank Substation, north of Avonmouth together with a range of related modifications to the electricity transmission and distribution networks.</p> <p>The Option B route passes through Royal Portbury Dock to the northeastern edge of Portishead through the Drove Rhyne and adjacent fields Site of Nature Conservation Interest ("SNCI") north of the disused railway. It then runs south and crosses the disused railway line between Portishead and Portbury where Sheepway also crosses the line. After this it crosses Fields north of Upper Caswell Farm SNCI. Existing 132,000 volt overhead lines on the northeastern edge of Portishead will be removed and new 132,000 volt underground cables will be laid down in their place. A small section of new 132,000 overhead line will also be installed in the same area, along with minor modifications to Portishead substation.</p> <p>Electric overhead lines from Seabank substation (north of Avonmouth) past Pill, Royal Portbury Dock, Portbury, Portishead and on to Bridgwater</p> <p>According to the Environmental Statement, construction is expected to take place between 2015 and 2022.</p> <p>Postscript: Funding for Hinkley Point Nuclear Power Station is not in place, which may affect the programme for the National Grid project.</p> | <p>The construction and operation phases of this scheme may coincide with those of the Portishead Branch Line DCO Scheme (MetroWest Phase 1) ("the DCO Scheme"), depending on financing of the Hinkley project.</p> <p>The Hinkley project proposed works will result in land take from the Portbury Wharf and Portbury Wharf Nature Reserve SNCIs located just north of the disused railway. A construction compound will be located on the eastern edge of Portbury Wharf SNCI.</p> <p>Ecological mitigation is planned in the Portbury Wharf Nature Reserve SNCI as part of the DCO Scheme, to offset the removal of vegetation along the railway corridor. There is potential for an adverse cumulative impact of habitat loss or disturbance to occur during construction if both projects are constructed coincidentally and for further disturbance during operation. Cumulative effects will be greater and would likely be a moderate adverse effect during construction if a construction compound is set up within Portbury Wharf Nature Reserve.</p> <p>There is unlikely to be a significant cumulative ecological impact during construction or operation on the Drove Rhyne and adjacent fields SNCI and fields north of Upper Caswell Farm SNCI and features, as the DCO Scheme works will not significantly affect them.</p> <p>Additional construction compounds for the Hinkley project will be located approx. 0.20 km south of disused railway south of Sheepway and 0.95 km south of Sheepway, just west of Portbury, south of the M5. As the Hinkley project and DCO scheme may be constructed coincidentally, potential adverse cumulative impacts may occur during construction relating to transport, noise, dust and lighting.</p> <p>The grade II Listed Moor Farmhouse is located approx. 0.55 km east of the proposed Hinkley project route and south of the disused railway on the eastern edge of Portishead. However, there is unlikely to be a significant cumulative effect on this feature as it is surrounded by newer development and the DCO Scheme works will not significantly affect it. The property is also set back from the road which would protect it from any increase in traffic.</p> <p>Both the DCO Scheme and the Hinkley project will require removal of trees and other vegetation. The schemes may therefore result in an opening up of views across the landscape generally.</p> | <p>North Somerset Council is working with National Grid on an agreement to optimise the phasing of construction works in the Sheepway Area, in order to avoid the two schemes interfering with each other and to minimise risk of working in the same areas at the same time. The DCO Scheme has also taken account of the Hinkley project's plans in identifying potential construction compounds. This phasing of works will help minimise any adverse cumulative effects.</p> <p>The DCO Scheme will need to take potential adverse cumulative ecological effects into account when choosing locations within the Portbury Wharf Nature Reserve SNCI for ecological mitigation. Proposed mitigation includes minimum land take designed for Sheepway maintenance track and landscaping. Working in partnership with the nature reserve managers to develop compensation measures will form a key part of the mitigation.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the Code of Construction Practice ("CoCP") and assessed in the Environmental Statement ("ES").</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the Construction Traffic Management Plan ("CTMP"), which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> | <p><u>Ecology</u></p> <p>Provided that the stated mitigation for Portbury Wharf is implemented there will be a neutral residual effect. It would be preferable to not have both construction compounds located at the nature reserve.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES.</p> <p><u>Noise</u></p> <p>Any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES, but it is considered that national noise levels will be met. The residual effect is therefore likely to be neutral.</p> <p><u>Cultural heritage</u></p> <p>Neutral.</p> <p><u>Landscape and visual</u></p> <p>Loss of trees and other vegetation could result in an adverse cumulative effect of more open views across the landscape. Significance to be assessed further in the ES.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> |

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| 6 | 3b | SAP 1 (reference used for identification on Figure 6.2 Sheet 1 – not official) Site Allocations Plan Consultation Draft March 2016 | NSC Old Mill Road. New allocation, proposed as a mix of offices, retail, leisure, cafes, bars and restaurants and 20 residential units. Pedestrian/cycleway links to dockside development and adjacent supermarket required. | <p>The proposed development is located in close proximity to the proposed site for Portishead Station. Access to this site will be through the main Wyndham Way and Quays Avenue junction which is one of the main access routes to the construction compound at Portishead station. There is potential for adverse cumulative effects on traffic and transport on the local road network to occur during construction (if construction programmes coincide) and operation. Adverse cumulative noise and dust effects may also occur during construction.</p> <p>There are unlikely to be any adverse cumulative landscape and visual effects during construction or operation due to the separation of the two schemes by other buildings/infrastructure.</p> <p>As the proposed development will create employment during construction and operation, and the DCO Scheme will create employment during construction and will increase accessibility to employment during operation, beneficial cumulative socio-economic effects are likely to occur during both phases.</p> | <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP and assessed in the ES.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects. The layout of Quays Avenue and adjoining roads has been designed to create safe and accessible transport routes.</p> | <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES.</p> <p><u>Noise</u></p> <p>Any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES, but it is considered that national noise levels will be met. The residual effect is therefore likely to be neutral.</p> <p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect and benefit from the increased connectivity effect of the DCO Scheme. Moderate to major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> |

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| 7 | 1b | 14/P/2570/F Figure 6.2 Sheet 1 | <p>NSC</p> <p>Marina Gardens. Erection of an assisted living development comprising 118 apartments and integrated care support and well-being facilities (Use Class C2) for the over 60s age group with associated landscaping and infrastructure.</p> <p>Harbour Road/Martingale Way Portishead BS20 7AW</p> <p>Developer has applied for discharge of conditions. Construction is likely to start later in 2016 and may last for up to 2 years. The development is unlikely to be occupied before construction of the DCO Scheme begins.</p> | <p>The proposed development is located in close proximity to the proposed site for Portishead Station. There is potential for adverse cumulative effects on traffic and transport on the local road network to occur during construction if both schemes are being built at the same time, as the same access routes may be used.</p> <p>An Ecological Appraisal has been carried out for the site which concludes the ecological effects of the development to be insignificant provided that minor mitigation is implemented. The area of development has some vegetative connectivity to the disused railway but no protected species were recorded so no cumulative effects are likely to occur.</p> <p>There are unlikely to be any adverse cumulative noise effects during construction (if the programmes of the two schemes coincide), as the assisted living development is separated from Portishead Station by intervening development. However, the assisted living development should be designed so that residents are not be affected by noise from trains; for example adequate noise insulation should be installed.</p> <p>There are unlikely to be any adverse cumulative landscape and visual effects during construction or operation as the assisted living development is separated from the DCO Scheme by intervening development.</p> <p>As the proposed development will create employment during construction and operation, and the DCO Scheme will create employment during construction and will increase accessibility to employment during operation, beneficial cumulative socio-economic effects are likely to occur during both phases.</p> | <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP and assessed in the ES.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects. The layout of Quays Avenue and adjoining roads has been designed to create safe and accessible transport routes. Portishead Station has been designed as a multi-modal transport hub, allowing visitors to change easily between travel on foot/bicycle and by road and rail and increasing connectivity between residential, employment and retail areas. The design includes easy pedestrian access from the station into the car park and on to the centre of Portishead.</p> | <p><u>Noise</u></p> <p>Any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES, but it is considered that national noise levels will be met. The residual effect is therefore likely to be neutral.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES.</p> <p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect and benefit from the increased connectivity effect of the MetroWest Scheme. Moderate to major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> |

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| 14 | 1b | 12/P/1255/O Figure 6.2 Sheet 1 | <p>NSC</p> <p>Outline planning permission for the erection of a new furniture store, petrol filling station and associated parking.</p> <p>Land next to Premier Inn off Wyndham Way, Gordano Gate, Portishead</p> <p>Construction and operation dates are unknown at this stage. It is unclear whether this development will go ahead. The site has reduced in size since the first application.</p> | <p>The proposed development is located in close proximity to the proposed site for Portishead Station. Great Crested Newts (GCN) and slow worms have been recorded adjacent to the site. The DCO Scheme will cause a loss of habitat for these species due to the construction of the Portishead Station car park. These species may therefore suffer from an adverse cumulative effect of habitat disturbance or loss during construction (if construction programmes coincide) and operation.</p> <p>If both schemes are constructed at the same time, there is a potential for adverse cumulative noise and dust effects to arise due to the proximity of the site to Portishead Station.</p> <p>There are unlikely to be any adverse cumulative landscape and visual effects during construction or operation as site is separated from the DCO Scheme by intervening development.</p> <p>As the proposed development will create employment during construction and operation, and the DCO Scheme will create employment during construction and will increase accessibility to employment during operation, beneficial cumulative socio-economic effects are likely to occur during both phases.</p> <p>Access to this site will be through the main Wyndham Way and Quays Avenue junction which is one of the main access routes to the construction compound at Portishead station. There is potential for adverse cumulative effects on traffic and transport on the local road network to occur during construction (if construction programmes coincide) and operation.</p> | <p>Before construction of the car park of the DCO Scheme the area will be assessed for ecology. Any reptiles and amphibians will be removed and an underpass under the railway will be included in the design in order to provide species with access to their habitat. A Natural England Great Crested Newt mitigation licence is held for the previous development. A mitigation licence is likely to be required for the construction of the car park and station. This licence application will fully consider up to date surveys and the cumulative impacts associated with the existing licence and development.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP and assessed in the ES.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects. The layout of Quays Avenue and adjoining roads has been designed to create safe and accessible transport routes. Portishead Station has been designed as a multi-modal transport hub, allowing visitors to change easily between travel on foot/bicycle and by road and rail and increasing connectivity between residential, employment and retail areas.</p> | <p><u>Ecology</u></p> <p>Licensing associated with GCN will ensure cumulative effects are fully considered and mitigated as part of the development. Neutral.</p> <p><u>Noise</u></p> <p>Any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES, but it is considered that national noise levels will be met. The residual effect is therefore likely to be neutral.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES.</p> <p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect and benefit from increased connectivity effect of the MetroWest Scheme. Moderate to major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> |

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| 16 | 1c | 17/P/1229/F | <p>NSC</p> <p>Erection of 35 no. dwellings (32 no. flats in Block A and 3 no. flats in Block B).</p> <p>There will be two apartment blocks. Block A sits within the footprint of the consented office scheme (planning application 11/P/1685/RM) and Block B borders Conference Avenue. Mix of 1 and 2 bed units.</p> <p>Land off Wyndham Way Portishead</p> <p>This development is proposed for the same site as the application above (11/P/1685/RM). The Design and Access Statement for this planning application states that the previous proposal for this site (11/P/1685/RM) was not fully implemented due to the lack of market demand.</p> <p>Validated on 24/05/2017. Consultation period ended 04.07.17.</p> <p>Portishead Parish Council objects to this scheme.</p> | <p>No reptiles were recorded on site. The ecological assessment for this development states that no significant impacts on ecology are likely to occur after mitigation. Mitigation will include tree planting and ecologically sensitive lighting. No significant adverse cumulative effect on ecology is expected.</p> <p>There are unlikely to be any adverse cumulative landscape and visual effects during construction or operation as site is separated from the DCO Scheme by intervening development.</p> <p>Due to the proposed development's location, there are likely to be limited adverse cumulative traffic and transport effects during construction (if construction phases coincide) as access to this site will be through the main Wyndham Way and Quays Avenue junction which is one of the main access routes to the construction compound at Portishead station.</p> | <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> | <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> |

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| 19 | 1b | 14/P/1196/O Figure 6.2 Sheet 2 | <p>NSC</p> <p>Outline application for the construction 4 No. B1 Office Units with all matters reserved for subsequent approval.</p> <p>Land to rear of Gordano House, Marsh Lane, Easton-in-Gordano BS20 0NE.</p> <p>Construction and operation dates are unknown at this stage.</p> | <p>The proposed development is located within Portbury Docks, close to the disused railway and the proposed site of a construction compound for the DCO Scheme. Adverse cumulative air quality and noise effects may occur during construction if both schemes are built at the same time.</p> <p>There are unlikely to be any adverse cumulative landscape and visual effects during construction or operation as the development will not significantly change the landscape character of the Portbury Docks and there are no receptors to visual impacts nearby.</p> <p>As the proposed development will create employment during construction and encourage employment during operation, and the DCO Scheme will create employment during construction and will increase accessibility to employment during operation, beneficial cumulative socio-economic effects are likely to occur during both phases.</p> <p>If construction phases coincide, adverse cumulative effects on the local road network (including Sheepway and Marsh Lane) may occur while site workers and materials travel to and from the sites, due to the close proximity of the developments.</p> | <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP and assessed in the ES.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> | <p><u>Noise</u></p> <p>Any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES, but it is considered that national noise levels will be met. The residual effect is therefore likely to be neutral.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES.</p> <p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect and benefit from increased connectivity effect of the MetroWest Scheme. Moderate to major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> |

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|----|----|-------------|-----|--|--|---|--|
| 23 | 1c | 16/P/1987/F | NSC | <p>Development of the site for port related uses. Provision of hardstanding for storage of cargo (e.g. motor vehicles) in transit through Royal Portbury Docks, with associated infrastructure, including a crossing over the disused railway (by a crossing at grade until the DCO Scheme proceeds when a vehicle bridge will be installed) between the current Royal Portbury Dock estate and the proposed site.</p> <p>This development is proposed for land on the west site of Court House Farm.</p> <p>Court House Farm and adjacent land, Marsh Lane, Easton-in-Gordano, North Somerset, BS20 0ND</p> <p>Validated on 18/08/16. Registered. Granted on 21/12/17</p> <p>No EIA required.</p> <p>Construction was expected to start in Summer/Autumn 2016 and last for 12 months. Delayed. The timescale for the bridge construction is governed by the timescale for the DCO Scheme proposals.</p> <p>Redevelopment of this land for the Port is safeguarded in the North Somerset Council Local Plan.</p> | <p>The main construction phase of this development is unlikely to coincide with that of the DCO Scheme. However, it is unclear when the bridge across the railway line will be built. Bridge construction likely to last 6 months.</p> <p>There is a potential for an adverse cumulative effect on ecology through habitat loss or disturbance. This may occur because the DCO Scheme will result in vegetation removal along the railway corridor, and the Royal Portbury Docks project will result in loss of habitat due to the construction of the hardstanding. Movement of bats along the railway line may also be restricted by the bridge and the running of evening trains.</p> <p>The site is in close proximity to four SNCl: Fields between railway line and A369, Fields between A396 and M5 Motorway and Drove Rhyne and adjacent fields to the west and Field east of Court House to the east. There is potential for an adverse cumulative effect to occur on these sites relating to habitat loss and protected species.</p> <p>If the bridge construction coincides with the DCO Scheme there is potential for an adverse cumulative noise and dust effects during construction. However, as there are no sensitive receptors nearby, this effect is unlikely to be significant.</p> <p>Adverse cumulative landscape and visual and heritage effects may occur during the DCO Scheme construction as a construction compound is due to be located near Royal Portbury Docks site. Adverse cumulative landscape and visual impacts are likely to occur during operation as the proposal's lighting and vegetation removal combined with vegetation removal for MetroWest will result in the area having a more open commercial feel. This will affect views and the setting of Court House Farm.</p> <p>Court House Farm is adjacent to the site and is Grade II listed. There may be an adverse cumulative effect on the farmhouse during construction and operation, although its setting is already heavily influenced by the M5 and nearby Royal Portbury Dock. Its visual influence is limited however, but does include views from the north side of the property across to the Portishead Branch Line. This application will result in adverse effects to property setting, which will exceed that of the Project. In addition, this proposed development would result in a permanent loss of agricultural land. However, the DCO Scheme will require very little land take and none in this location so there is unlikely to be a significant adverse cumulative effect.</p> <p>Construction traffic will access the site from the Port estate via Marsh Lane and the new railway crossing, once constructed. If the bridge construction coincides with the DCO Scheme construction period, there is a potential for adverse cumulative traffic and transport effects to occur.</p> | <p>Bristol Port Company proposes to retain existing tree and hedgerow vegetation around the periphery of the site wherever possible. Its mitigation strategy also includes planting along the northern and eastern boundaries of the site and in the southwest corner. This screening is likely to minimise any visual impact. There is proposed off site mitigation at Shipway Farm, comprising hedgerow, uncultivated conservation headland habitat, a new pond and a water filled ditch, and enhancing and managing fields at either end of this wildlife corridor as species diverse grassland habitat.</p> <p>As part of the DCO Scheme, vegetation within the railway corridor will be retained wherever possible and planting will be strengthened along the railway boundary edge. GCN have been recorded on land immediately adjacent to the railway at this location and any development would be subject to a development licence. The pond within the railway land is in poor condition and enhancements to this and the surrounding habitat would be very beneficial. The small population of GCN within the site may be translocated to the new receptor pond at Shipway Farm.</p> <p>Bristol Port Company development may have negative effects on bats known to be navigating along the railway corridor (including horseshoe bats) due to security lighting. The development will have a sensitive lighting strategy to minimise light levels as much as possible. Temporary construction lighting will only be required in winter when bat species will be hibernating. Portable floodlighting (when required) will be directed away from the retained habitat.</p> <p>Any archaeological mitigation related to the application will be undertaken in accordance with NPPF and local planning policies. Effects on setting will be included in the Landscape approach outlined above.</p> | <p><u>Ecology</u></p> <p>The cumulative effects may have a residual moderate adverse effect. Significance to be assessed further in the ES.</p> <p><u>Cultural heritage</u></p> <p>Slight adverse effect. Significance to be assessed further in the ES.</p> <p><u>Landscape and visual</u></p> <p>Potentially adverse effect as both schemes will increase the commercial feel of the landscape and views will become more open. Significance to be assessed further in the ES.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> |
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| | | | | | <p>NSC is in discussion with the Bristol Port Company in order to identify potential for collaboration in construction scheduling to minimise construction effects from both schemes.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> | |

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|----|------|--------------------------------------|--|---|--|---|
| 35 | 1b | 15/00291/P Figure 6.2 Sheet 5 | <p>BCC</p> <p>UWE Bower Ashton Campus. Outline planning application for the erection of new buildings for academic, administration and support purposes (6,500m use class d1) and associated infrastructure including provision of a new public transport facility, amendments to car park layout, revised access arrangements and landscaping; and the demolition of 4,198m existing buildings, with all matters reserved except for siting, massing and access.</p> <p>The construction of this scheme will be phased, with the first works expected to be completed in September 2016, and final works finishing in September 2020 at the earliest.</p> | <p>The proposed development is located close to Ashton Gate level crossing. It is unlikely that adverse cumulative noise or dust effects will occur during construction as the two schemes are separated by intervening development.</p> <p>The redevelopment of the Bower Ashton Campus is expected to enhance the site's landscape character and the DCO Scheme is unlikely to have an adverse effect on landscape or views in this area as the result of the scheme will only be an intensification of the use of the railway. It is therefore unlikely that any adverse cumulative landscape and visual effects will occur.</p> <p>The DCO Scheme will have a temporary construction compound located off Clanage Road, near where the A370 meets the railway line. There is a potential for adverse cumulative effects on traffic and transport on the local road network to occur during construction as the same access roads may be used.</p> | <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP and assessed in the ES.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> | <p><u>Noise</u></p> <p>Any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES, but it is considered that national noise levels will be met. The residual effect is therefore likely to be neutral.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect..</p> |
| 40 | 1b | 13/01483/F Figure 6.2 Sheet 5 | <p>BCC</p> <p>Erection of a bridge link between the main headquarters office building and the retained office building.</p> <p>Construction and operation dates are unknown at this stage.</p> | <p>The proposed development adjoins the railway line close to Barons Close crossing. Coinciding construction phases could cause nearby receptors to suffer from adverse cumulative dust and noise effects.</p> <p>There are unlikely to be any adverse cumulative landscape and visual effects during construction or operation as the development will not significantly change the landscape character of the area and the DCO Scheme will not greatly affect this area as the main feature of the scheme here is intensification of train passes.</p> <p>Access roads for this development are likely to differ from those of the DCO Scheme although there may be some limited construction traffic along Winterstoke Road. On this basis, there is unlikely to be an adverse cumulative effect on traffic and transport if construction phases coincide.</p> | <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CCoCP and assessed in the ES.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> | <p><u>Noise</u></p> <p>Any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES, but it is considered that national noise levels will be met. The residual effect is therefore likely to be neutral.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> |

Table 18.2-Matrix 2 – Assessment Matrix

| ID | Tier | Application reference | Application for 'other development' and brief description. | Assessment of cumulative effects with the Portishead Branch Line DCO Scheme (the NSIP and associated development) | Proposed mitigation applicable to the DCO Scheme including any apportionment | Residual cumulative effect |
|----|------|---|--|--|---|--|
| 41 | 1b | 13/03556/COND Figure 6.2 Sheet 5 | <p>BCC</p> <p>Approval of details reserved by condition Nos. 4 (Validation of remediation) for planning permission 10/05279/F - Demolition of existing factory buildings (Use Classes B1 and B2) and erection of new office building (Use Class B1) with associated car parking and landscaping.</p> <p>Imperial Tobacco Ltd Winterstoke Road Bristol BS3 2LJ</p> <p>Construction and operation dates are unknown at this stage.</p> | <p>The proposed development adjoins railway line close to Barons Close crossing. Coinciding construction phases could cause nearby receptors to suffer from adverse cumulative dust and noise effects.</p> <p>An Ecological survey report for the development concluded there were no protected species present but recommended that the hedgerow on the western boundary was species rich and represented UKBAP habitat and should therefore be retained. No cumulative effect is anticipated, however the hedgerow is adjacent to the railway and should be considered, if impacted as part of the MetroWest scheme.</p> <p>There are unlikely to be any adverse cumulative landscape and visual effects during construction or operation as the development will not significantly change the landscape character of the area and the DCO Scheme will not greatly affect this area as the main feature of the scheme here is intensification of train passes.</p> <p>Access points for this development are likely to be different from those of the Scheme although there may be some limited construction traffic along Winterstoke Road. On this basis, there is unlikely to be an adverse cumulative effect on traffic and transport if construction phases coincide.</p> | <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP and assessed in the ES.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> | <p><u>Noise</u></p> <p>Any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES, but it is considered that national noise levels will be met. The residual effect is therefore likely to be neutral.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> |

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| ID | Tier | Application reference | Application for 'other development' and brief description. | Assessment of cumulative effects with the Portishead Branch Line DCO Scheme (the NSIP and associated development) | Proposed mitigation applicable to the DCO Scheme including any apportionment | Residual cumulative effect |
|----|------|---|---|--|--|---|
| 50 | 1a | 14/01187/FB | <p>BCC</p> <p>MetroBus construction of North Fringe to Hengrove Package (NFHP): A rapid bus route between Bristol North and East Fringes to South Bristol via Bristol City Centre comprising new roads and alteration to existing highways to prioritise MetroBus, including widening of Bradley Stoke Way, A 4174 Avon Ring Road at Hambrook junction, Stoke Lane/Coldharbour Lane, new footbridge at Church Lane over A 4174, a new bus only junction on the M32, alterations to roads and public spaces at St Augustine's Parade/Baldwin Street/ Colston Avenue, widening of Hartcliffe Way, new MetroBus stop infrastructure, public realm works, associated engineering and earthworks, drainage works and landscaping.</p> <p>Land And Highways Between Cribbs Causeway/Emersons Green And Hengrove Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliffe Hill And Hartcliffe Way</p> <p>This scheme is currently under construction.</p> | <p>Reducing carbon emissions per passenger by providing better mass transit services</p> <p>MetroBus and MetroWest are planned as complementary schemes as part of the wider transport strategy across the West of England. On this basis, there are general beneficial effects. The construction works associated with NFHP will not be impacted by the Scheme.</p> | None required. | <p><u>Traffic and transport</u></p> <p>The proposed scheme will complement other transport schemes. Moderate beneficial effect.</p> |
| 51 | 1a | 13/05648/FB (for revised route) 13/05921/K (for Transport and Works Act Order) | <p>BCC</p> <p>MetroBus Ashton Vale to Temple Meads (AVTM) and Bristol City Centre Rapid Transit Order: The development comprises construction of a new junction with Cumberland Road, a new bridge at Bathurst Basin, flood protection measures, demolition and reconstruction of walls, realignment of highway, crossings, traffic signals and temporary construction areas, bus stops and shelter.</p> <p>Land Between the A370 Long Ashton Bypass In North Somerset And Cater Road Roundabout Cater Road Bristol</p> <p>This scheme is currently under construction and will be completed before DCO Scheme construction begins.</p> | <p>This development is close to the DCO Scheme to the south west of Ashton Vale industrial area at Winterstoke Road where it crosses over the freight line at the junction with Ashton Vale Road. It introduces an element of transport infrastructure into the landscape to the south west of Ashton Gate.</p> <p>At Winterstoke Road, AVTM crosses over the freight line on the elevated section skew bridge. The freight line is an existing element in this landscape with the most significant change being the removal of the level crossing and an increase in movement with the introduction of the passing passenger trains.</p> <p>This MetroBus route will help users of the new Portishead Branch Line to continue their journey from Bristol Temple Meads. It will enhance connectivity to employment and increase accessibility, thus beneficial cumulative socio-economic effects may occur during operation.</p> <p>MetroBus and MetroWest are planned as complementary schemes as part of the wider transport strategy across the West of England. On this basis, there are general beneficial effects. The construction works associated with AVTM will not be impacted by the Scheme.</p> | None required. | <p><u>Landscape and visual</u></p> <p>Potentially adverse effect as views will become less open and increased transport movement will be present in the landscape. Significance to be assessed further in the ES.</p> <p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect and benefit from increased connectivity effect of the MetroWest Scheme. Moderate to major beneficial effect in operational stage.</p> <p><u>Traffic and transport</u></p> <p>The proposed scheme will complement other transport schemes. Moderate beneficial effect.</p> |

Table 18.2-Matrix 2 – Assessment Matrix

| ID | Tier | Application reference | Application for 'other development' and brief description. | Assessment of cumulative effects with the Portishead Branch Line DCO Scheme (the NSIP and associated development) | Proposed mitigation applicable to the DCO Scheme including any apportionment | Residual cumulative effect |
|----|------|-----------------------|---|--|--|---|
| 52 | 1a | 13/03108/F | <p>BCC</p> <p>MetroBus South Bristol Link: Proposed highway and bus only link including bridges, structures, construction compounds, drainage and landscaping; traffic signs, lighting and bus shelters; shared cycleway and footway; works to existing highway; provision of replacement Highridge common land.</p> <p>Land between the A370 Long Ashton Bypass in North Somerset and Cater Road Roundabout, Cater Road, Bristol</p> | <p>MetroBus and MetroWest are planned as complementary schemes as part of the wider transport strategy across the West of England. On this basis, there are general beneficial effects.</p> <p>Construction of the South Bristol Link is now complete; the road opened in January 2017. It will therefore be considered as part of the baseline in the ES for the DCO Scheme.</p> | None. | None. |
| 53 | 1c | 15/06069/F | <p>BCC</p> <p>Bristol Arena in Temple Quarter Enterprise Zone. Construction of 12 000 capacity indoor arena (Use Class D2) on the south part of the site, creation of public plaza in front of arena and landscaping of the site; Permanent disabled parking (45 spaces) and cycle parking facilities (252 spaces), temporary surface level parking for operational staff and VIP's (200 spaces) for a period of 5 years; Pedestrian and vehicular access via bridge from Cattle Market Road (under construction) and provision of new pedestrian access and steps from Bath Road. Existing vehicular access from Bath Road to be retained as a restricted access.</p> <p>Bristol Arena Former Diesel Depot Bath Road Brislington Bristol BS4 3DT</p> <p>Granted on 11/01/16</p> <p>Scheme is expected to be open in early 2018. The operational phase of this development will coincide with that of the DCO Scheme.</p> | <p>The proposed development is located close to Bristol Temple Meads station and may be visited by passengers on the Portishead Branch Line. As this development will create employment during operation, and the DCO Scheme will increase accessibility and improve connectivity to employment at this site during operation, beneficial cumulative socio-economic effects may occur during this phase.</p> | None required. | <p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect and benefit from increased connectivity effect of the MetroWest Scheme. Moderate to major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>The proposed scheme will improve access through provision of non-car options. Moderate beneficial effect.</p> |

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| ID | Tier | Application reference | Application for 'other development' and brief description. | Assessment of cumulative effects with the Portishead Branch Line DCO Scheme (the NSIP and associated development) | Proposed mitigation applicable to the DCO Scheme including any apportionment | Residual cumulative effect |
|----|------|-----------------------|---|--|--|---|
| 54 | 1c | 15/06070/P | <p>BCC</p> <p>Development on Bristol Arena site in Temple Quarter Enterprise Zone. Outline application (All Matters Reserved) for up to 19 000sqm of mixed use development on Arena Island comprising retail (Use Classes A1, A2, A3, A4); offices (Use Class B1); leisure (Use Class D2); residential dwellings, including affordable housing (Use Class C3); hotel (Use Class C1) and student accommodation (Sui generis). Provision of associated hard and soft landscaping, including linkages to the plaza and HCA Bridge.</p> <p>Former Diesel Depot Bath Road Brislington Bristol BS4 3DT</p> <p>Granted on 11/01/16</p> <p>Scheme is expected to be open in early 2018. The operational phase of this development will coincide with that of the DCO Scheme.</p> | <p>The proposed development is located close to Bristol Temple Meads station and may be visited by passengers on the Portishead Branch Line. As this development will create employment during operation, and the DCO Scheme will increase accessibility and improve connectivity to employment at this site during operation, beneficial cumulative socio-economic effects may occur during this phase.</p> | <p>None required.</p> | <p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect and benefit from increased connectivity effect of the MetroWest Scheme. Moderate to major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>The proposed scheme will improve access through provision of non-car options. Moderate beneficial effect.</p> |
| 55 | 1c | 16/00222/FB | <p>BCC</p> <p>Part of the Arena Island development in Temple Quarter Enterprise Zone. The proposed development includes a new single span, steel footbridge over the River Avon to connect Victor Street and the River Avon Path to the Arena Island. It also includes the minor realignment of the River Avon Path and associated bank realignment works around the eastern extent of the footbridge, and resurfacing of Victor Street and the River Avon Path. The footbridge will include a 4 metre wide combined cycleway and footway, and have a single western egress point and two eastern egress points; one for stepped access and one to provide access for all including a cycleway.</p> <p>Footbridge Accessed From Albert Road/ Victor Street St Philips Bristol</p> <p>Granted on 11/01/16</p> <p>Scheme is expected to be open in early 2018. The operational phase of this development will coincide with that of the DCO Scheme.</p> | <p>The development is located close to Bristol Temple Meads station and may be used by passengers on the Portishead Branch Line. The development is also adding to transport (pedestrian and cycle) routes in the area. As a result, beneficial cumulative socio-economic effects may occur during operation, including increased mobility around Bristol.</p> | <p>None required.</p> | <p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect and benefit from increased connectivity effect of the MetroWest Scheme. Moderate to major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>The proposed scheme will improve access through provision of non-car options. Moderate beneficial effect.</p> |

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|----|------|-----------------------|---|---|--|---|
| 56 | 3b | N/A | <p>BCC</p> <p>Temple Quarter Enterprise Zone – other proposed developments.</p> <p>Temple Greenways: improved streets and walkways, landscaping – will open mid-2017</p> <p>Temple Gate: changes to road layout, pedestrian/cycle routes, new buildings and public square, new MetroBus stop</p> <p>Expansion of Engine Shed: workspace for high-tech, creative and low carbon businesses at Temple Meads station</p> <p>Expansion of Paintworks: mixed-use development for creative people and companies</p> <p>Engagement Hub: development for connecting businesses with educators and young people to develop employability and enterprise skills – will commence 2016</p> <p>Construction and operation dates are unknown at this stage.</p> | <p>The development is located close to Bristol Temple Meads station and may be visited by passengers on the Portishead Branch Line. As this development will create employment during operation, and the DCO Scheme will increase accessibility and connectivity to this employment during operation, beneficial cumulative socio-economic effects may occur during this phase.</p> | <p>None required.</p> | <p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect and benefit from increased connectivity effect of the MetroWest Scheme. Moderate to major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>The proposed scheme will improve access through provision of non-car options. Moderate beneficial effect.</p> |
| 58 | 1a | N/A | <p>Network Rail PDR</p> <p>Great Western Mainline Electrification project. Electrifying the line from London Paddington to Cardiff (via Bristol Temple Meads). Part of the Control Period 5 (2014-2019) set of projects. This scheme is currently under construction.</p> <p>The original aim was to be able to run electric trains to Chippenham and Bristol Parkway by December 2016 and to Bristol Temple Meads and Cardiff (via Bristol Parkway) by December 2017. The sections from Bristol Parkway to Bristol Temple Meads and Bath to Bristol Temple Meads have now been deferred and will be carried out in a later control period beyond 2019.</p> | <p>The railway line from London to just east of Bristol Temple Meads is to be electrified. There are unlikely to be any adverse cumulative effects even if the construction programmes of the schemes coincide due to the distance of this project from the DCO Scheme.</p> <p>During operation this development may result in a slight improvement in air quality due to the reduction in the use of diesel trains.</p> <p>Whilst the DCO scheme is not dependent on electrification, it sits within a group of rail improvement schemes in the West of England. On this basis, the DCO scheme complements the benefits offered by this development.</p> | <p>None required.</p> | <p><u>Traffic and transport</u></p> <p>The proposed scheme will complement other transport schemes. Moderate beneficial effect.</p> |

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|----|------|-----------------------|---|---|--|---|
| 59 | 1a | N/A | <p>Network Rail</p> <p>Bristol Area Signalling Renewal and Enhancement (BASRE) – Network Rail works including resignalling at Bristol Temple Meads, replacement of signal structures, installation of fibre optic cable and Return Screening Conductor, four-tracking of Filton Bank between Dr Days Junction and Filton Abbeywood station (adding two tracks, a new platform at Filton Abbeywood, electrification road and foot bridge clearances, new viaduct and enhanced ground level at Stapleton Road, overhead line electrification (OLE) structures), and an Intercity Express Programme Depot Connection at Stoke Gifford (including a new crossover). These works will prepare the signalling system for electrification and facilitate capacity improvements between Dr Days Junction and Filton.</p> <p>Works are expected to finish in December 2015 except for Filton Bank four-tracking, which is expected to finish in December 2017 (these dates were stated in May 2015).</p> <p>This scheme is currently under construction.</p> | <p>BASRE will occur at Bristol Temple Meads station. It is unknown at this stage whether any works will be undertaken closer to the DCO Scheme. As the construction phases of the two developments do not overlap it is unlikely that any adverse significant cumulative effects will occur. However, both developments will improve accessibility to employment so there is a potential for beneficial cumulative socio-economic effects to arise during operation.</p> <p>The DCO Scheme is dependent on BASRE and will complement the benefits provided by signalling renewal and enhancement.</p> | None required. | <p><u>Socio-economics</u></p> <p>Aligns with the increased connectivity effect of the MetroWest Scheme. Major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>The proposed scheme will complement other transport schemes. Moderate beneficial effect.</p> |

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|----|------|-----------------------|--|--|--|---|
| 60 | 1b | N/A | <p>Network Rail</p> <p>Bristol East Junction will be remodelled to improve the track layout and reduce congestion in order to prepare for the new electric trains and support the provision of additional fast train services between Bristol and London. The scope of works includes:</p> <ul style="list-style-type: none"> • Remodelling and rationalising within the existing geographical constraints • Recovering 57 point ends and replacing them with 47 including Kingsland Road sidings • Replacing the Bristol East Gantry for electrical clearances • Junction lighting • Waterproofing Avon Street bridge and replacing decking • Installing all OLE structures conventionally across the junction <p>The works will allow all lines to reach all platforms at Bristol Temple Meads, increase line speed on the East side of the Gantry and meet all capacity requirements up to 2043. It will also allow the MetroWest Phase 2 timetable to be incorporated.</p> <p>GRIP 4 completion is planned for December 2015, GRIP 5 for August 2016 and site mobilisation is planned for October 2016 (this was stated in December 2014).</p> | <p>The operational phase of this development will coincide with that of the DCO Scheme. Bat surveys are likely to be undertaken by Network Rail, followed by appropriate mitigation if necessary. There are therefore unlikely to be any significant cumulative effects on bats.</p> <p>Bristol East Junction is located just east of Bristol Temple Meads. As the construction phases of the two developments do not overlap it is unlikely that many significant cumulative effects will occur. However, both developments will improve accessibility to employment so there is potential for beneficial cumulative socio-economic effects to arise during operation.</p> <p>Whilst the DCO Scheme is not dependent on the remodelling of the Bristol East junction, the scheme sits within a group of rail improvement schemes in the West of England. On this basis, the DCO Scheme complements the benefits offered by this scheme.</p> | None required. | <p><u>Socio-economics</u></p> <p>Aligns with the increased connectivity effect of the MetroWest Scheme. Major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>The proposed scheme will complement other transport schemes. Moderate beneficial effect.</p> |

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|----|------|-----------------------|--|---|--|--|
| 61 | N/A | Highways England | <p>Part of Road Investment Strategy. New junction on M49 near Severnside and Avonmouth.</p> <p>The scheme was announced in 2014 and options currently being assessed. The first round of consultation with local communities will begin in summer 2016.</p> <p>Works likely to start late 2017, so may coincide with construction phase of the DCO Scheme.</p> | <p>The proposed development is located near Severnside and Avonmouth. Following wintering bird surveys and noise level measurements it has been concluded that the DCO Scheme is unlikely to impact upon the Severn Estuary (designated SAC, SPA and Ramsar and SSSI) due to the 60 m distance and the very few birds recorded due to the area between the railway line and the estuary already being subjected to high level disturbance from the public, dog walkers in particular. In addition, the Highways England scheme is located in a different area of the estuary a substantial distance from MetroWest. Therefore no cumulative effect would be expected during construction or operation.</p> <p>The junction is expected to encourage development in the Severnside and Avonmouth area. New jobs may be created in this area as a result of the scheme and the DCO Scheme will increase accessibility to employment. Therefore, beneficial cumulative socio-economic effects may arise during construction and operation as both schemes will contribute to economic regeneration in the Bristol area.</p> <p>If the construction of this scheme coincides with that of the DCO Scheme there may be adverse cumulative traffic and transport effects as the same haulage routes may be used and access along the M49 for MetroWest traffic (site workers and transportation of materials) may be disrupted.</p> | <p>A Habitats Regulations Assessment will conclude the ecological impacts to the Severn Estuary (designated SAC, SPA and Ramsar and SSSI). Further mitigation is unlikely to be recommended as the noise level and air quality mitigation requirements will mitigate any potential issues.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> | <p><u>Ecology</u></p> <p>No significant cumulative effect.</p> <p><u>Socio-economics</u></p> <p>Aligns with the increased connectivity effect of the MetroWest Scheme. Major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> |
| 62 | N/A | BCC | <p>Promotion of cycling and walking within Bristol.</p> | <p>The operational phase of this scheme will coincide with that of the DCO Scheme.</p> <p>BCC is encouraging cycling and walking across the city. Depending on the uptake of this scheme, beneficial cumulative traffic and transport and air quality effects may occur during operation as both schemes may reduce the number of cars on the road network.</p> <p>The DCO Scheme will increase connectivity and accessibility with employment and leisure in Bristol. It may promote walking, for example commuters using the Portishead Branch Line may walk from the station to their workplace or leisure activity. This could result in a beneficial cumulative effect on health and well-being.</p> | <p>None required.</p> | <p><u>Air quality</u></p> <p>Potentially minor beneficial effect</p> <p><u>Socio-economics</u></p> <p>Minor beneficial effect on health and wellbeing.</p> <p><u>Traffic and Transport</u></p> <p>Potentially minor beneficial effect</p> |
| 63 | N/A | BCC | <p>Residents' parking scheme in Bristol.</p> | <p>The operational phase of this scheme will coincide with that of the DCO Scheme.</p> <p>Residents' parking schemes are in operation across Bristol. The Southville scheme located near Parson Street Station may conflict with increased numbers of people using the station who will require places to park.</p> | <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> | <p><u>Traffic and Transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> |

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|----|------|---------------------------------------|--|--|--|---|
| 64 | N/A | BCC | Bristol's status as European Green Capital 2015. The Green Capital year has passed but projects are ongoing. | <p>Projects relating to Bristol's status as European Green Capital are based around key themed groups: education; energy; food; transport; health; nature, wildlife and green spaces; economy; place; resilience; resources and water. These projects may be having beneficial impacts on air quality, ecology and biodiversity, socio-economics, health and well-being and traffic and transport.</p> <p>The DCO Scheme will remove vegetation along the railway line, causing loss or disturbance of wildlife corridors. Bristol's European Green Capital is promoting enhancement of nature across the city; this may help to offset the habitat lost due to the DCO scheme.</p> <p>The DCO Scheme is promoting a mode of transport more sustainable than road travel, and may encourage people to walk to their destinations once they have reached their station. Bristol's European Green Capital has launched A Good Transport Plan for Bristol 2016, which promotes sustainable, accessible and enjoyable transport. The DCO Scheme is included in this plan, and may interact positively with the other schemes proposed to cause beneficial cumulative effects on traffic and transport (reducing the number of cars on the roads), socio-economics (increasing accessibility to employment) and health and well-being (encouraging more active modes of transport).</p> | Measures for retaining wildlife corridors along the railway form a key part of the DCO scheme mitigation. Corridors will be preserved via maintaining linear vegetation and connectivity through ecological design and planning. | <p><u>Ecology</u></p> <p>Implementation of mitigation and working in partnership to ensure Green Capital Schemes are not effected will ensure no residual effects.</p> <p><u>Socio-economics</u></p> <p>Aligns with the increased connectivity effect of the MetroWest Scheme. Major Beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>Potentially minor beneficial effect.</p> |
| 65 | 1b | 16/P/1608/F Figure 6.2 Sheet 1 | <p>NSC</p> <p>Erection of 70 no. dwellings, means of access, landscaping and associated works.</p> <p>Land at Former Severn Paper Mill Harbour Road Portishead BS20 7DF</p> <p>Application validated on 29/06/16. Registered.</p> <p>Site was originally granted planning permission for an employment development (planning application 12/P/2033F).</p> <p>Construction dates unknown.</p> | <p>An ecological survey for the development concluded a minor adverse effect locally and recommends a reptile translocation. Cumulative effects are unlikely although it is uncertain where reptiles from this site would be relocated to. This site previously received reptiles that were translocated from the adjacent residential site (now built) in 2014. Since then no reptiles have been recorded on site.</p> <p>There are unlikely to be any adverse cumulative noise effects during construction (if the programmes of the two schemes coincide), as the site is separated from Portishead Station by intervening development.</p> <p>There are unlikely to be any adverse cumulative landscape and visual effects during construction or operation as site is separated from the DCO Scheme by intervening development.</p> <p>As the proposed development and the DCO Scheme will create employment during construction, beneficial cumulative socio-economic effects are likely to occur during this phase.</p> <p>The proposed development is located in close proximity to the proposed site for Portishead Station. There is the potential for adverse cumulative effects on traffic and transport on the local road network to occur during construction if both schemes are being built at the same time, as the same access routes may be used. In addition, adverse cumulative effects on traffic and transport may also occur during operation.</p> | <p>Any adverse cumulative effects on reptiles would be mitigated by consideration of both schemes during translocation planning.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative noise effects resulting from construction will be considered in the CoCP and assessed in the ES.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects. The layout of Quays Avenue and adjoining roads has been designed to create safe and accessible transport routes. Portishead Station has been designed as a multi-modal transport hub, allowing visitors to change easily between travel on foot/bicycle and by road and rail and increasing connectivity between residential, employment and retail areas</p> | <p><u>Ecology</u></p> <p>Neutral.</p> <p><u>Noise</u></p> <p>Any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES, but it is considered that national noise levels will be met. The residual effect is therefore likely to be neutral.</p> <p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect and benefit from increased connectivity effect of the MetroWest Scheme, Moderate to major beneficial effect in construction stage.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> |

Table 18.2-Matrix 2 – Assessment Matrix

| ID | Tier | Application reference | Application for 'other development' and brief description. | Assessment of cumulative effects with the Portishead Branch Line DCO Scheme (the NSIP and associated development) | Proposed mitigation applicable to the DCO Scheme including any apportionment | Residual cumulative effect |
|----|------|---------------------------------------|---|---|--|--|
| 66 | 1c | 16/P/2066/F Figure 6.2 Sheet 1 | <p>NSC</p> <p>Construction of 93 no. residential apartments (C3 use) and office floor space (B1 use) with associated car parking, landscaping and servicing. Site is currently allocated for employment.</p> <p>Land at Harbour Crescent, Serbert Road, Portishead BS20 7FT Granted on 09/08/17.</p> <p>Construction dates unknown.</p> | <p>Potential for adverse cumulative ecology impacts due to permanent habitat loss and if reptiles or other protected species are present.</p> <p>According to the noise assessment for this development, some balconies will have noise levels exceeding the WHO guidelines. However, all residents will have access to areas with noise levels below the WHO guidelines.</p> <p>The development will increase the number of receptors to potential impacts of the DCO Scheme, such as noise during operation and noise and dust during construction if the development is built before the station works begin.</p> <p>If both schemes are constructed at the same time, the same haulage routes may be used and this may lead to adverse traffic and transport impacts. Cumulative noise and dust impacts may also occur.</p> <p>There is a potential for adverse cumulative landscape and visual effects to occur as this scheme is located in close proximity to the proposed Portishead Station and both schemes will therefore be adding developments in the same area and result in vegetation loss.</p> | <p>Ecological mitigation for the DCO Scheme takes other developments into consideration to ensure that sufficient mitigation is provided in suitable locations.</p> <p>Landscape/visual mitigation for the DCO scheme will take other developments into consideration to reduce or avoid any likely significant adverse effects.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP and assessed in the ES.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> | <p><u>Ecology</u></p> <p>Potentially adverse effect. To be reassessed through the ES.</p> <p><u>Landscape and visual</u></p> <p>Potentially adverse effect. To be reassessed through the ES.</p> <p><u>Traffic and Transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> <p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect and benefit from increased connectivity effect of the MetroWest Scheme. Moderate to major beneficial effect in construction and operational stages.</p> |
| 68 | | 16/P/1938/F Figure 6.2 Sheet 2 | <p>NSC</p> <p>Royal Portbury Dock</p> <p>New access between cargo storage areas Plot 25 and 26 off Marsh Lane.</p> | <p>This development will require removal of vegetation (hedge) to create the new access point. However, the amount of vegetation required to be removed is minor. No significant adverse cumulative ecological effect is expected to occur.</p> <p>There is a potential for adverse cumulative traffic and transport effects if the construction phase coincides with that of the DCO scheme as the same haulage routes may be used.</p> | <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> | <p><u>Traffic</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> |

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|----|------|--------------------------------------|--|--|--|---|
| 81 | 1b | 16/01606/N Figure 6.2 Sheet 5 | BCC Application for prior notification of proposed demolition of the Art Deco Tower. Former Mercedes Car Dealership Marsh Road and Winterstoke Road Bristol BS3 2LG Deemed approval given on 12/05/16 Construction dates unknown. | There are records of bats in the vicinity of this tower, including serotine and lesser horseshoe bats. Nesting birds may also be present. Potential cumulative impact on ecology if the demolition of the tower occurred during the operation of the DCO Scheme which may have an adverse effect on bats along the Portbury Freight Line (effect currently unknown). Potential adverse cumulative dust and noise impacts during construction if phases coincide. If tower is demolished during the construction phase of the DCO Scheme, construction/demolition traffic may use the same routes. Potential cumulative traffic and transport impact. | Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP and assessed in the ES. Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects. | <u>Ecology</u> Currently unknown. To be assessed further in the ES. <u>Noise</u> Any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES, but it is considered that national noise levels will be met. The residual effect is therefore likely to be neutral . <u>Air quality</u> The residual effect is likely to be neutral as any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES. <u>Traffic and Transport</u> It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect. |
| 83 | 1b | 16/04957/F Figure 6.2 Sheet 5 | BCC Proposed extensions, at first floor level, to raise the height of 2 no. existing workshops and proposed external staircase mezzanine floor office space. 46 Ashton Vale Road Bristol BS3 2HQ Granted on 10/10/16 Construction dates unknown. Within Ashton Vale Industrial Estate | During construction, the Development would need access via Ashton Gate level crossing as the development is within the industrial estate. Potential cumulative traffic and transport impact if construction coincided with that of DCO Scheme. | Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects. | <u>Traffic and Transport</u> It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect. |

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|----|------|--|---|---|--|--|
| 84 | 1c | 16/01991/SCR Figure 6.2 Sheet 5 | <p>BCC</p> <p>Request for a Screening Opinion as to whether an Environmental Impact Assessment is required for the proposed residential development of approximately 131 dwellings with associated private gardens, car parking, open space and access roads. The dwellings to include a mix of bungalows, flats and two and three storey properties.</p> <p>Former Alderman Moores Allotments Silbury Road Bristol</p> <p>Decided on 03/05/16</p> <p>EIA not required</p> <p>Planning application not yet submitted.</p> <p>This site is allocated for housing in the BCC Site Allocations and Development Management Policies document as part of the Local Plan (Site Allocation BSA1001).</p> | <p>Potential adverse cumulative ecology impacts due to loss of habitat.</p> <p>If construction phases coincides, there is a potential for adverse cumulative dust, noise and traffic and transport impacts.</p> <p>If the development is completed by the time the DCO Scheme begins construction, the residents may be subject to noise and dust impacts from the DCO Scheme.</p> <p>Potential adverse cumulative temporary landscape and visual effects during construction if both phases coincide due to construction compounds, lorry movements and other construction activity.</p> | <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP and assessed in the ES.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> <p>Landscape/visual mitigation for the DCO scheme will take other developments into consideration to reduce or avoid any likely significant adverse effects.</p> | <p><u>Ecology</u></p> <p>Will require more detailed information from the developers in order to advance this assessment.</p> <p><u>Noise</u></p> <p>Any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES, but it is considered that national noise levels will be met. The residual effect is therefore likely to be neutral.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES.</p> <p><u>Landscape and visual</u></p> <p>Potentially adverse effect if construction phases coincide. To be assessed further in the ES.</p> <p><u>Traffic and Transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> |

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|----|------|----------------------------------|---|--|--|--|
| 86 | 1b | 16/01699/P Figure 6.2 Sheet 5 | <p>BCC</p> <p>Bailey of Bristol caravan manufacturer remodelling their site.</p> <p>Hybrid application for 'full' and 'outline' consent for the development of existing manufacturing site including construction of a new production building with refurbishment of an existing production building, a new headquarters building, a parking deck, a kiosk and a future production building, existing offices retained as staff facilities demolition of existing production buildings and 2 no. residential units, car parking and associated landscaping (Major Application)</p> <p>16-20 South Liberty Lane Bristol BS3 2SR</p> <p>Granted on 14/10/16</p> <p>Construction dates unknown</p> | <p>Potential adverse cumulative impact on reptiles as reptiles were found on this development site during a Phase 1 habitat survey and others were found on the DCO Scheme land. These will need to be translocated.</p> <p>If this development and the DCO Scheme are constructed at the same time, there may be adverse cumulative dust and noise impacts.</p> <p>Development may use same haulage routes as DCO Scheme – potential traffic and transport impact if they are constructed at the same time.</p> | <p>Any adverse cumulative effects on reptiles would be mitigated by consideration of both schemes during translocation planning.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP and assessed in the ES.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> | <p><u>Ecology</u></p> <p>Likely to be neutral. To be assessed further in the ES.</p> <p><u>Noise</u></p> <p>Any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES, but it is considered that national noise levels will be met. The residual effect is therefore likely to be neutral.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES.</p> <p><u>Traffic and Transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> |

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|----|------|-----------------------|--|---|--|---|
| 87 | 3b | N/A | <p>West of England Joint Spatial Plan and Transport Study – Draft Strategy</p> <p>Draft Strategy includes proposal for future improvements such as new junction on the M5, ‘Smart Motorway’ management, increased rail capacity, improvements and bypasses on the A38 and A368/A371 and a mass transit link between Bristol City Centre and Bristol International Airport. A38 improvements will depend on the future growth of the airport. It also identifies the potential for a light rail (tram) or heavy rail link from Bristol City Centre to the airport.</p> <p>Strategy is at the draft stage. Public consultation followed in November and December 2016.</p> | <p>Potential for adverse cumulative impacts on ecology due to habitat loss.</p> <p>Potential for adverse cumulative noise and dust impacts if construction phases coincide with that of the DCO Scheme, or if the same receptors are subject to noise from another transport scheme as well as the DCO Scheme during operation.</p> <p>Potential for adverse cumulative landscape and visual impacts if schemes are constructed close to one another.</p> <p>Potential for cumulative impacts relating to traffic and transport. These may be both beneficial, i.e. improved accessibility across the wider Bristol area, and adverse, for example if any schemes are constructed at the same time as the DCO Scheme and the same haulage routes are used.</p> <p>There is likely to be a beneficial cumulative impact on socio-economics and economic regeneration, due to increased connectivity between home, work and places of leisure, and increased employment opportunities within the transport sector (during both construction and operation).</p> | <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP and assessed in the ES.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> <p>Landscape/visual mitigation for the DCO scheme will take other developments into consideration to reduce or avoid any likely significant adverse effects.</p> | <p><u>Ecology</u></p> <p>Potential adverse effect. Require more detailed information to take the assessment further.</p> <p><u>Noise</u></p> <p>Any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES, but it is considered that national noise levels will be met. The residual effect is therefore likely to be neutral.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be considered in the CoCP and assessed in the ES.</p> <p><u>Landscape and visual</u></p> <p>Potential adverse effect. Require more detailed information to take the assessment further.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> <p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect and benefit from increased connectivity effect of the MetroWest Scheme. Moderate to major beneficial effect in construction and operational stages.</p> |

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|----|------|-----------------------|--|---|--|---|
| 88 | 1b | N/A | <p>Network Rail PDR</p> <p>Works required for MetroWest Phase 1</p> <p>Bedminster Down Relief Line</p> <p>The Down Carriage Line running from Bristol Temple Meads will be extended past Bedminster station to a new turnout on to the Down Main between Bedminster Station and Parson Street Station. The new turnout is required to enable freight trains returning to Royal Portbury Dock to be held in the southbound direction, allowing passenger trains to pass. The works will include the construction of a new crossover (turnout), renewal of approximately 1km of track on the Down Carriage Line and associated signalling.</p> <p>These works must be completed before the Portishead Branch Line DCO Scheme starts operating.</p> | <p>This development is required for passenger and freight trains to be able to use the Portishead Branch Line DCO Scheme. The development is located approx. 1.92 km from the DCO Scheme. There are unlikely to be any adverse cumulative effects during construction or operation.</p> <p>A small increase in noise may occur as a result of this scheme and the DCO scheme.</p> | None required. | <p><u>Noise and vibration</u></p> <p>Slight adverse effect. Significance to be assessed further in the ES.</p> <p><u>Traffic and transport</u></p> <p>The proposed scheme will complement other transport schemes. Moderate beneficial effect.</p> |
| 89 | 1b | N/A | <p>Network Rail PDR</p> <p>Works required for MetroWest Phase 1</p> <p>Avonmouth/Severn Beach Signalling</p> <p>Severn Beach / Avonmouth Signalling (MetroWest Phase 1): The only work required along the Severn Beach line to achieve the MetroWest timetable is to remove an interlock between two signals at Holesmouth Junction.</p> <p>It is planned for this work to be carried out by a separate project prior to MetroWest phase 1 commissioning. These works are not required for the operation of the Portishead Branch Line DCO Scheme.</p> | <p>This development is located approx. 1.92 km and across the River Avon from the DCO Scheme. There are unlikely to be any adverse cumulative effects during construction or operation.</p> <p>The DCO Scheme is not dependent on this scheme and will complement the benefits provided by signalling renewal and enhancement, which will allow for increased connectivity and accessibility to employment and leisure within the Bristol area.</p> <p>A small increase in noise may occur as a result of this scheme and the DCO scheme.</p> | None required. | <p><u>Noise and vibration</u></p> <p>Slight adverse effect. Significance to be assessed further in the ES.</p> <p><u>Traffic and transport</u></p> <p>The proposed scheme will complement other transport schemes. Moderate beneficial effect.</p> <p><u>Socio-economics</u></p> <p>Aligns with the increased connectivity effect of the MetroWest Scheme. Major beneficial effect in construction and operational stages.</p> |

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|----|------|-----------------------|--|--|--|---|
| 90 | 1b | N/A | <p>Network Rail PDR</p> <p>Works required for MetroWest Phase 1</p> <p>Bathampton Turnback</p> <p>The Bathampton Turnback will comprise a new crossover between the existing Up line to London and the Down line to Bristol. A short walkway (unsurfaced path) will be provided on the existing Up loop for train drivers to walk from one end of a train to the other end. After stopping at Bath, the local train from Bristol would continue into the Up loop at Bathampton from the Up line. The driver would then descend onto the walkway, walk to the other end of the train and mount the train, before moving forward and exiting the loop via a new signal and through the crossover to the Down line back to Bristol.</p> | <p>This development is located approx. 20 km from the DCO Scheme. There are therefore unlikely to be any adverse cumulative effects during construction.</p> <p>During operation, both schemes will increase connectivity and accessibility to employment and leisure within the Bristol area; this may have a beneficial cumulative effect.</p> <p>A small increase in noise may occur as a result of this scheme and the DCO scheme.</p> | <p>Bath and Bradford-on-Avon Bats SAC is located 1.2 km away from the Bathampton Turnback works. A project-wide Habitats Regulation Assessment for the scheme will consider the effects on the SAC, however the proposed works will not impact habitat features associated with the SAC.</p> | <p><u>Ecology</u></p> <p>No significant cumulative effect.</p> <p><u>Noise and vibration</u></p> <p>Slight adverse effect. Significance to be assessed further in the ES.</p> <p><u>Traffic and transport</u></p> <p>The proposed scheme will complement other transport schemes. Moderate beneficial effect.</p> <p><u>Socio-economics</u></p> <p>Aligns with the increased connectivity effect of the MetroWest Scheme. Major beneficial effect in construction and operational stages.</p> |

