



MetroWest+

Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council

9.9.2 ExA.LIR.D2.V1 – Applicant's response to the North Somerset District Council
Local Impact Report

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1. INTRODUCTION

1.1 In accordance with the Rule 8 letter published on 26 October 2020 and section 60(2) of the Planning Act 2008, North Somerset District Council ("Council") in its capacity as local planning authority has submitted a Local Impact Report ("LIR") at Deadline 1 in relation to the application for a Development Consent Order ("DCO") for the Portishead Branch Line – MetroWest Phase 1 (the "DCO Scheme") as submitted by North Somerset District Council (the "Applicant"). This provides a summary of the Council's position on the Application on various matters including:

- 1.1.1 relevant development plan policies;
- 1.1.2 relevant development proposals;
- 1.1.3 key issues, including:
 - (a) Green Belt, Open Space, Green Infrastructure
 - (b) socio-economic effects on surrounding communities
 - (c) impacts on living conditions, character of the area
 - (d) traffic and transport
 - (e) public rights of way
 - (f) water resources, drainage and flood risk
 - (g) geology, hydrology, ground conditions and contaminated land
 - (h) cultural heritage
 - (i) materials and waste
 - (j) landscape and visual impacts
 - (k) ecology and biodiversity
 - (l) soils, agriculture, land use and assets
 - (m) air quality and Greenhouse gases
 - (n) noise and vibration
 - (o) major accidents and disasters
- 1.1.4 the conclusion.

2. SUMMARY OF RESPONSE

2.1 The Applicant has responded to matters raised by the Council below. A draft Statement of Common Ground ("SoCG") (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016) has been produced between the Council and the Applicant which provides a summary of the matters agreed and those under further discussion, as submitted at Deadline 1.

2.2 The Applicant will continue to engage with the Council on points still under discussion in order to reach agreement in due course. Where further progress is made between the Applicant and the Council, an updated version of the SoCG will be submitted at an appropriate deadline. The final position of the SoCG will be submitted on or before Deadline 7 on the 14 April 2020.

BRISTOL CITY COUNCIL LOCAL IMPACT REPORT	APPLICANT'S RESPONSE
<p>INTRODUCTION</p> <ol style="list-style-type: none"> 1. This submission comprises the Local Impact Report for North Somerset Council (as Local Planning Authority) regarding North Somerset Council's (as applicant on behalf of the West of England Local Authorities) application for a Development Consent Order (DCO) in relation to the re-opening of the Portishead to Bristol rail line. 2. North Somerset Council (NSC) is an "interested party" under the Planning Act 2008 in relation to the project and is the Local Planning Authority. Additionally, North Somerset Council (as a Unitary Authority) has a number of other statutory responsibilities in relation to highways and transport, public rights of way, flooding and drainage, environmental health, public health and wellbeing, social care, housing, education and waste management. We also have an important role in community safety, crime prevention and emergency management. 3. The Council's approach to this project is to seek delivery of the standards of assessment and mitigation of impact that are consistent with policy, following good practice and that are consistent with their approach to any development project that is proposed within the district. The Council is also mindful that post any consent, they will be responsible for Discharging Requirements and will also become the Enforcement authority for any works within the district. Part of the DCO is within Bristol City Council and it is understood that they will be preparing a separate Local Impact Report. 4. North Somerset Council (as Local Planning Authority) is fully supportive of the proposals and has engaged with the applicant throughout the project development and have responded to previous consultations with comments and concerns. A Planning Performance Agreement is being drawn up to assist with the process and a Statement of Common Ground has been prepared. The applicant 	<p>The Applicant notes that the points raised in this Local Impact Report have also been dealt with in the Applicant's responses to relevant representations (9.4 ExA.RR.D1.V2/REP1-029) and the SoCG between the Applicant and the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016).</p> <p>Where any issues remain to be agreed upon, the Applicant will work with the Council to finalise any outstanding points in the SoCG.</p>

<p>has made positive efforts to address the LPA's comments in most areas, and only a few issues remain.</p>	
<p>EXECUTIVE SUMMARY</p> <p>5. This Executive Summary sets out the key issues of concern to North Somerset Council.</p> <p>6. As North Somerset Council (NSC) is a unitary authority, it is also the Local Highway Authority. It therefore has a particular interest in the impact of construction and the operational phase upon the highway network, specifically stations and work compounds. North Somerset Council is also the Lead Local Flood Authority and therefore flood risk and drainage are key issues. Ecology is another key area, given the location of the scheme in close proximity to key ecological sites. This area is designated as SAC, Site of Nature Conservation Interest (SNCI) and SSSI. The land to the west of the railway line consists of Leigh Woods, which is within NSC.</p> <p>7. The Council, which has declared a Climate Emergency, fully supports the proposal to re-open the rail line between Portishead and Bristol and believes it will reduce traffic movements with attendant carbon reduction and air quality benefits and reduction of congestion on the network including the M5 and A369 and increase the resilience of the sub-regional transport network. It considers there are potentially significant economic benefits to the region, improving accessibility to the Temple Quarter growth hub in Bristol and providing access to job opportunities in this location.</p> <p>8. The Planning statement gives a thorough overview of the issues that arise from the proposal. We are the Unitary authority for the area through which most of the line passes through. North Somerset Council has responsibility for Local Planning policies and making decisions on planning applications. We are currently preparing a new Local Plan for the period up to 2036. We also have a responsibility for Highways and Transport including roads, travel and parking.</p> <p>9. Our role extends to being Lead Flood and Public Health Authority, provider of social care, children, young people and families' services</p>	<p>Noted.</p> <p>The Applicant refers to the SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016). Where any issues remain to be agreed upon, the Applicant will work with the Council to finalise any outstanding points in the SoCG.</p> <p>The Applicant has entered into a SoCG with Highways England (9.3.4 ExA.SoCG-HECL.D1.V1/REP1-019) that deals with traffic and congestion around the M5 junction 19.</p> <p>The Applicant refers to the SoCG with Bristol City Council (9.3.2 ExA.SoCG-BCC.D1.V1/ REP1-017) that addresses the issues of concern to Bristol City Council and within the Council's administrative area.</p>

<p>and education authority. We also have an important role in community safety, crime prevention and emergency management. The Council is a Waste Management Authority. We have partnerships with other bodies in the area including the Avon Fire and Rescue Service, the NHS and Ambulance service, the Police, WECA and work closely with neighbouring authorities, Town and Parish Councils and other organisations such as the Environment Agency, and North Somerset Levels Internal Drainage Board to deliver services to our communities.</p> <p>10. Consequently, we have interests in matters including traffic generation, highways, parking, accessibility for all groups, equal opportunities, living conditions of our residents, quality of design and landscape, the historic environment, air quality, biodiversity and ecology(there are several national and international designations), flood risk and drainage, contamination, materials and waste, noise and vibration. These include construction and operational phases.</p> <p>11. Importantly much of the area through which the line passes is Green Belt. Key locations include proposed stations, road re-alignment, and the Avon Gorge. Our Local Impact Report details the most significant of these matters. We will continue to work with the applicant over these and a Statement of Common Ground.</p> <p>12. In addition, we have a vision for our four main towns and are committed to delivering economic regeneration in Portishead.</p> <p>13. Together with our close neighbour Bristol City Council we are aware of interests immediately outside our administrative boundaries such as the Conservation Areas and designations of national significance such as the Avon Gorge that straddle the boundary.</p>	
<p>LAND USE INCLUDING GREEN BELT, OPEN SPACE AND GREEN INFRASTRUCTURE</p> <p>14. Much of the route lies within Green Belt but the NPS states “Linear Infrastructure linking an area near a Green Belt with other locations will often have to pass through Green Belt land.” Para 5.171. NPPF para 146 states that certain forms of development are also not inappropriate in the Green Belt provided they preserve its openness</p>	<p>Noted.</p> <p>The Applicant refers to the SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016) where it is agreed by both parties that the Applicant has correctly interpreted the relevant legislation and planning policies.</p> <p>Where any issues remain to be agreed upon, the Applicant will work with the Council to finalise any outstanding points in the SoCG. The Applicant</p>

<p>and do not conflict with the purposes of including land within it. As an engineering project and a significant local transport infrastructure project it has demonstrated a need for its Green Belt location in accordance with the NPPF.</p> <p>15. Policy DM22 of the North Somerset Sites and Policies Plan Part 1 safeguards the route. The proposed stations lie within the settlement boundaries of Portishead and Pill and thus are acceptable in principle.</p>	<p>also refers to Chapter 15 of the Environmental Statement (ES) – Soils, Agriculture, Land Use and Assets (Document 6.8/APP-110) which includes a Green Belt assessment.</p> <p>The Planning Statement (Document 8.11/APP-208) assesses the relevant planning policies in relation to the DCO Scheme.</p>
<p>SOCIO-ECONOMIC EFFECTS ON SURROUNDING COMMUNITIES</p> <p>16. The economic value and positive benefits that the proposed scheme will provide through increased capacity, improved connectivity and journey resilience for Bristol, North Somerset and the wider South West is recognised and supported by the Local Authority. The Council fully supports the proposal to re-open the rail line between Portishead and Bristol and believes it will reduce traffic movements with attendant carbon reduction and air quality benefits and reduction of congestion on the network including the M5 and A369 and increase the resilience of the sub-regional transport network. It considers there are potentially significant economic benefits to the region, particularly through improving accessibility to the Temple Quarter growth hub in Bristol and providing access to job opportunities in this location.</p> <p>17. The impacts on existing businesses during the construction period are recognised and this will be an important consideration, especially when we consider Construction Traffic Management Plans and temporary changes to the road network.</p>	<p>Noted.</p> <p>The Applicant refers to the SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016). Where any issues remain to be agreed upon, the Applicant will work with the Council to finalise any outstanding points in the SoCG.</p>
<p>IMPACTS ON LIVING CONDITIONS, CHARACTER OF AREA</p> <p>18. The proposed Portishead station is well located and is planned to be accessible by varied means of travel. It is considered to be a functional design that is unlikely to be out of character with its largely modern surroundings. The Council considers that this is an important location and looks forward to further discussion over the detailed design and that of the track end wall, to give it presence as</p>	<p>Noted.</p> <p>The Applicant refers to the SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016). Where any issues remain to be agreed upon, the Applicant will work with the Council to finalise any outstanding points in the SoCG.</p>

<p>an important community asset and how it can be futureproofed to adapt to changing needs.</p> <p>19. It is considered that during the construction period there will be adverse impacts on nearby residential uses. Some acoustic protection will be required before operational use commences. There are likely to be adverse impacts on outlook for some dwellings from the footbridge at Portishead, though these will be mitigated as far as possible given the restricted space available. It is considered that mitigation measures will assist to some degree on minimising overlooking and potential overbearing effects, though it is clear that the bridge in particular is a substantial structure.</p> <p>20. In respect of Pill station there is likely to be considerable disruption for some residents during the construction period and a need to ensure discussion over detailed design, pedestrian access to the station and matter such as bat roost protection and lighting and landscaping. In the restricted roads there will be a need to look closely at the drainage design, and traffic management during the construction period.</p>	
<p>TRAFFIC AND TRANSPORT</p> <p>21. There will be some permanent changes as a result of the proposals. The DCO involves realignment of Quays Avenue which will be a significant change to the road network close to the heart of Portishead. Due to the scale of the undertakings there will be considerable temporary changes to the network that must be carefully managed to avoid impacts on travel, the environment, local residents and businesses. This will, in some locations, such as Pill, require substantial change or modernisation to local infrastructure such as drainage.</p>	<p>Noted.</p> <p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016). Where any issues remain to be agreed upon, the Applicant will work with the Council to finalise any outstanding points in the SoCG.</p>
<p>PUBLIC RIGHTS OF WAY</p> <p>22. The mitigation proposals are generally satisfactory here there are impacts on the network though there are some specific locations where there are remaining concerns.</p>	<p>Noted.</p> <p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016). Where any issues remain to be agreed upon, the Applicant will work with the Council to finalise any outstanding points in the SoCG.</p>

	<p>The Applicant also highlights that a number of the mitigation proposals will be dealt with by Requirements in the Order (Document 3.1/AS-014), that will be discharged by the Council as the relevant planning authority.</p>
<p>WATER RESOURCES, DRAINAGE AND FLOOD RISK CHAPTER 17 ES</p> <p>23. Under the Flood and Water Management Act 2010, North Somerset Council is the Lead Local Flood Authority (LLFA) for the North Somerset area and responsible for the management of local flooding (from surface water, groundwater and ordinary watercourses). As the LLFA the council, in conjunction with the Somerset Drainage Boards Consortium, has engaged with the Metrowest project team and its consultants on the local flood risk and drainage aspects of this scheme.</p> <p>24. Discussions have particularly centred on the need to ensure the scheme does not increase flood risk elsewhere and on the use of sustainable drainage systems (SuDS) to manage surface water in accordance with the National Policy Statement, Non-Statutory Technical Standards for SuDS and locally produced guidance (West of England SuDS Developer Guide).</p> <p>25. We have been able to reach agreement on the key sustainable drainage principles through the “Surface Water Drainage Strategy for Portishead and Pill Stations, Haul Roads and Compounds, July 2018 and through discussions between the local flood risk management authorities and Metrowest team, although further details will need to be agreed as the designs develop. Specifically, detailed design information will be required to ensure that performance criteria for the surface water drainage systems and maintenance arrangements for the station car parks, compounds and haul roads are met. For these items we have included a comment below to ensure there is an appropriate mechanism within the DCO for the design team or contractors to provide the required information for comment and/or approval.</p>	<p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016) which sets out the Council's agreement to the assessments carried out in Chapter 17 of the ES – Water Resources, Drainage and Flood Risk (Document 6.20/APP-112).</p>
<p>FLOOD RISK AND DRAINAGE</p> <p>26. There will be a need for the applicant to provide more detailed drainage design information as the proposals progress, including</p>	<p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016). Where any issues remain to be agreed upon, the</p>

<p>drainage system model data, plans, cross sections, levels and structures, in particular for the stations, car parks haul roads and compounds as outlined in the Surface Water Drainage Strategy for Portishead and Pill Stations, haul roads and compounds report produced in July 2018. A Requirement will need to be set out to address detailed technical engineering by possible sub-contractors. These details should include any temporary or phased arrangements necessary for the construction of the scheme; including how and when these will be brought forward and their future operational maintenance.</p>	<p>Applicant will work with the Council to finalise any outstanding points in the SoCG.</p>
<p>GEOLOGY, HYDROGEOLOGY, GROUND CONDITIONS AND CONTAMINATED LAND CHAPTER 10 ES</p> <p>27. NSC is satisfied with the approach, assessment methodology, identified likely effects and proposed mitigation measures presented by the applicant in the documents reviewed.</p>	<p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016) which sets out the Council's agreement to the assessments carried out in Chapter 10 of the ES – Geology, Hydrogeology, Ground Conditions and Contaminated Land (Document 6.13/APP-105).</p>
<p>CULTURAL HERITAGE CHAPTER 8 ES</p> <p>28. Overall, despite the scale of the project and the number of registered and unregistered heritage assets within 500m of then works, there is relatively little impact on these, either directly or on their settings. There is archaeological interest in various locations across the project area, particularly in respect of the construction compounds. NSC is satisfied that site-specific programmes of monitoring and recording (watching briefs) will be appropriate and proportionate mitigation to the significance of any archaeology present.</p> <p>29. With regard to historic buildings and structures, those that will be lost as part of the scheme will be (or have already been) subject to building recording and preserved by record, and historic railway features will be recorded where removed. The reinstatement of this historic railway line is regarded as a positive benefit to the area's heritage.</p>	<p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016) which sets out the Council's agreement to the assessments carried out in Chapter 8 of the ES – Cultural Heritage (Document 6.11/APP-103).</p>
<p>MATERIALS AND WASTE</p>	<p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016). Where any issues remain to be agreed upon, the</p>

<p>30. The Council is satisfied that the proposed DCO does not affect any minerals safeguarding areas, will recycle and reuse the large quantities of ballast that will need to be replaced, will follow the waste hierarchy. It should not have a significant impact on the use of materials.</p>	<p>Applicant will work with the Council to finalise any outstanding points in the SoCG.</p>
<p>LANDSCAPE AND VISUAL IMPACTS CHAPTER 11 ES</p> <p>31. The proposed rail branch line works have the potential to result in adverse effects on landscape character and visual amenity. In general, North Somerset Council agree with the assessment undertaken by the applicant and the proposed mitigation works which have been carefully considered to counter local effects.</p> <p>32. There will be some permanent adverse effect on the outlook of some properties in Portishead as a result of the close proximity of the proposed footbridge.</p>	<p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016). Where any issues remain to be agreed upon, the Applicant will work with the Council to finalise any outstanding points in the SoCG.</p>
<p>ECOLOGY AND BIODIVERSITY CHAPTER 9 ES</p> <p>33. The applicant has considered the likely significant effects of the proposal on important ecological resources including designated sites, habitats and species has sought to design the proposed scheme to avoid and minimise habitat loss in the long term.</p> <p>34. The Council does consider there will be potential impacts arising from the scheme both over the construction period and during the operation. To include: initial habitat loss of 7.66ha and permanent loss of 5.84ha; causing some adverse impacts on a noted wildlife corridor linking nature reserves and wildlife sites; introduction of contaminants associated with operation and maintenance of a railway, and associated potential and likely impacts on key species noted for the location, an indicated net loss of biodiversity resource and likely increased species mortality. The applicant has put forward mitigatory measures to address these.</p>	<p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016) which sets out the Council 's agreement to the assessments carried out in Chapter 9 of the ES – Ecology and Biodiversity (Document 6.12/APP-104).</p>
<p>SOILS, AGRICULTURE, LAND USE AND ASSETS ES CHAPTER 15</p>	<p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016). Where any issues remain to be agreed upon, the</p>

<p>35. The Council considers there to be no significant permanent local impacts under these headings. Mechanisms exist to minimise any impacts during the construction phase.</p>	<p>Applicant will work with the Council to finalise any outstanding points in the SoCG.</p>
<p>AIR QUALITY AND GREENHOUSE GASES CHAPTER 7 ES</p> <p>36. The scheme has the potential to affect local air quality but the assessment process indicates that the air quality objectives are not expected to be exceeded in North Somerset. During the Construction phase there may be temporary air quality issues due to the emission of particulate matter (PM) PM10 and PM2.5. In the operational phase the diesel trains are likely to emit nitrogen oxides (“NOx”) and PM10 and the combustion of diesel also generates carbon dioxide (“CO2”), which is a significant Green House Gas. However due to its scale, rail travel is expected to give rise to less pollution per passenger kilometre travelled than road transport. But there is potentially a localised increase in the level of emissions due to an increase in road traffic around the station areas of Pill & Portishead, the level of which is not anticipated to be significant.</p>	<p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016) which sets out the Council's agreement to the assessments carried out in Chapter 7 of the ES – Air Quality and Greenhouse Gas (Document 6.10/AS-029).</p>
<p>NOISE AND VIBRATION CHAPTER 13 ES</p> <p>37. Potential significant adverse temporary effects have been identified during construction, for both noise and vibration. These are most likely to be evident around the station areas in Portishead and Pill. Both locations are likely to experience issues from construction noise and vibration due respectively to the scale of construction activity, proximity of plant, hours of working. It is likely that some properties in Portishead close to the station may experience some greater noise issues due to the proximity of the trains themselves and these locations plus the Old Portbury Station House will require acoustic protection measures.</p>	<p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016) which sets out the Council's agreement to the assessments carried out in Chapter 13 of the ES – Noise and Vibration (Document 6.16/APP-108).</p>
<p>MAJOR ACCIDENTS AND DISASTERS 8.5 DCO</p> <p>38. The DCO report on major accidents and disasters concludes that no likely significant effects of the development on the environment re predicted during construction and operation of the DCO Scheme,</p>	<p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016) which sets out the Council's agreement with the assessment carried out in Application document 'Major Accidents and Disasters' (Document 8.5/APP-204).</p>

<p>from the vulnerability of the development to risks of potential major accidents and/or potential disasters which are relevant to the project concerned. This conclusion is accepted.</p> <p>39. The approach to Major Accidents and Disasters is considered comprehensive and identifies all realistic factors that could impact on the construction and the operation of the railway and related works and ways in which the construction and operation could impact on people, the environment and heritage assets.</p>	
<p>SCHEME DESCRIPTION</p> <p><u>Overview</u></p> <p>40. In overview, the purpose of the draft Order is to grant the Applicant development consent for a Nationally Significant Infrastructure Project (NSIP) and its associated development, being a new railway between Portishead and Pill in North Somerset, that will become part of the national rail network following its construction. The NSIP will reconnect Portishead to the passenger railway network by reopening the Disused Railway and by reopening the Existing Freight Line to passenger rail traffic.</p> <p>41. An application has been made to the Secretary of State under section 37 of the Planning Act 2008(a) (“the 2008 Act”) in accordance with the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009(b) for an Order granting development consent.</p> <p><u>Scheme proposals</u></p> <p>42. The part of the DCO Scheme comprising the NSIP for which development consent is sought is the construction of a new railway from Quays Avenue in Portishead to a new junction with the existing operational railway at Pill Junction located between Pill Viaduct and Pill Tunnel. The new section of railway through Pill will run alongside the operational freight line to Royal Portbury Dock.</p> <p>43. Associated development is located throughout the 5km route of the NSIP. The associated development comprises:</p>	<p>Noted.</p> <p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016). Where any issues remain to be agreed upon, the Applicant will work with the Council to finalise any outstanding points in the SoCG.</p> <p>The Applicant also refers to Chapter 4 of the ES – Description of Works (Document 6.7/APP-099) which sets out a detailed description of the DCO Scheme.</p>

<ul style="list-style-type: none"> • a new railway station at Portishead; • car parks, pedestrian / cycle / highway infrastructure at Portishead including re-alignment of Quays Avenue and a new foot and cycle bridge near Trinity Primary School; • re-opening the former Pill station (southern platform) including demolition of No. 7 Station Road for a new station forecourt, a separate main car park, pedestrian / cycle and highway infrastructure, and modifications to the bus stop on Heywood Road by the Pill Memorial Club; • new permanent maintenance compounds at Sheepway, Pill, Ham Green and off Clanage Road; • temporary construction compounds between Portishead and Ashton Junction; • associated works to pedestrian, bridleway and cycle paths, including modifications to the National Cycle Network route 26 (NCN26); • works to upgrade the existing Portbury Freight Line from Royal Portbury Dock to Ashton Junction to enable operation of both passenger train and freight train services including track works, geotechnical works on some cliffs in the Avon Gorge, minor repairs to bridges, retaining walls, and the tunnels, and partial rebuilding of Quarry Bridge No. 2; • works to the Ashton Vale Road level crossing to reduce the highway traffic impact from the increased use of the level crossing including: <ul style="list-style-type: none"> – extension of the left turn lane on Winterstoke Road, – optimisation of the Ashton Vale Road signals (now that South Bristol Link is open), and – provision of the pedestrian and cycle ramp from Ashton Vale Road to Ashton Road; • permanent closure of the Barons Close (Container Crossing) pedestrian level crossing; and • other works such as earthworks on embankments and cuttings, drainage, communications, signalling and cabling, fencing and access. 	
<p>SITE CONSTRAINTS AND POLICY FRAMEWORK</p> <p>44. The Council understands that the Planning Act 2008 requires applications for the development of Nationally Significant Infrastructure Projects (NSIPs) on the national road and rail networks in England to be decided in accordance with the National</p>	<p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016). Where any issues remain to be agreed upon, the Applicant will work with the Council to finalise any outstanding points in the SoCG.</p>

<p>Networks National Policy Statement, referred to as 'NPS'. It provides the planning guidance for promoters of such projects and is the basis for the examination by the Examining Authority and decisions by the Secretary of State.</p> <p>45. The framework for the Council's position is provided in reference to the relevant development plan policies and supplementary planning guidance or documents. This document does not present a comprehensive analysis of full policy compliance but signposts these documents where appropriate to support the analysis of local impacts. Reference is made to National Policy Statements (NPS) and legislative compliance where appropriate to support the Councils position. Should further plans or policies become relevant during the course of determination of the DCO application this will be set out in relevant written submissions.</p>	
<p>PLANNING CONSTRAINTS</p> <p>46. There are numerous planning constraints and designations along the route. The redline of the site is affected by the following constraints/designations:</p> <ul style="list-style-type: none"> • Bristol and Bath Green Belt • Settlement Boundary - Portishead • Settlement Boundary - Easton-in-Gordano • Article 4 direction Leigh Court (restrictions on the use/works on agricultural land) • Special area of Conservation (Avon Gorge Woodlands) • Site of Special Scientific Interest (Ham Green) • Site of Special Scientific Interest (Avon Gorge) • Site of Special Scientific Interest (Severn Estuary) • RAMSAR site (Severn Estuary) • National Nature Reserve (Leigh Woods, Long Ashton) • National Nature Reserve (Leigh Woods, Abbots Leigh) • Wildlife site (Fields between railway land and A369, Portbury) • Wildlife site (Fields on Caswell Moor) • Wildlife site (Avon Gorge and Leigh Woods) • Wildlife site (Portbury Wharf Nature Reserve) • Wildlife site (Drove Rhyne and adjacent fields) 	<p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016). Where any issues remain to be agreed upon, the Applicant will work with the Council to finalise any outstanding points in the SoCG.</p> <p>The Planning Statement (Document 8.11/APP-208) assesses the relevant planning policies in relation to the DCO Scheme.</p>

- Wildlife site (Field east of M5 Motorway, Lodway)
- Wildlife site (Field east of Court House, Easton-in-Gordano)
- Wildlife site (River Avon)
- Tree Preservation Orders 19 (Abbots Leigh Road), 50 (Leigh Woods), 448 (Stable Block Ham Green Hospital), 479 (Ham Green Hospital), 600 (Pill Memorial Club)
- Ancient and Semi-Natural Woodland (Rownham Wood, Leigh Woods/Oak Wood)
- SFRA Tidal Flood zone 3a
- SFRA Fluvial Flood zone 3a
- SFRA Fluvial Flood zone 3b
- Environment Agency Flood zone 2
- Environment Agency Flood zone 3
- Conservation Area (Leigh Woods)
- Setting of Grade 1 listed Clifton Suspension Bridge
- Grade 2 listed The gateway and West Gateway, Central Archway, Flanking Walls and Piers
- Registered Park and Garden (Leigh Court)
- Unregistered Park and Garden (Ham Green Hospital and Burwalls, Leigh Woods)
- Setting of Schedule Monument (Stokeleigh Camp: a promontory fort in Leigh Woods)
- Public Rights of Way:
 - LA1/1/20 Abbots Leigh Footpath
 - LA1/8/10 Abbots Leigh Footpath
 - LA12/35/10 Long Ashton Footpath
 - LA8/49/10 Easton-in-Gordano Footpath
 - LA8/52/10 Easton-in-Gordano Footpath
 - LA8/53/10 Easton-in-Gordano Footpath
 - LA8/57/10 Easton-in-Gordano Footpath
 - LA8/58/10 Easton-in-Gordano Footpath
 - LA8/61/20 Easton-in-Gordano Footpath
 - LA8/65/10 Easton-in-Gordano Bridleway
 - LA8/67/10 Easton-in-Gordano Bridleway
 - LA8/68/10 Easton-in-Gordano Footpath
 - LA8/5/20 Easton-in-Gordano Footpath
 - LA8/5/40 Easton-in-Gordano Footpath
 - LA8/5/10 Easton-in-Gordano Footpath
 - LA15/13/20 Portbury Bridleway

<ul style="list-style-type: none"> ○ LA15/21/20 Portbury Bridleway ○ LA15/21/30 Portbury Bridleway ○ LA15/2/40 Portbury Footpath ○ LA8/4/10 Easton-in-Gordano Footpath ○ LA8/5/20 Easton-in-Gordano Footpath ○ LA8/5/40 Easton-in-Gordano Footpath ○ LA8/61/20 Easton-in-Gordano Footpath ○ LA8/65/10 Easton-in-Gordano Bridleway ○ LA8/66/10 Easton-in-Gordano Bridleway ○ LA8/68/10 Easton-in-Gordano Footpath ○ LA8/67/10 Easton-in-Gordano Bridleway ○ LA12/36/40 Long Ashton Footpath ● Coal Authority Development Low Risk Area ● EA Best and most versatile land ● Village Green – Victoria Park and Waterloo Wharf, Pill ● Common land – The Point, Chapel Pill ● Oil Pipeline (through Royal Portbury Dock) ● High Pressure Gas Pipeline (adjacent to M5) ● Potential setting of Grade II* St Georges Church Easton in Gordano and Grade I St Mary’s Church, Portbury (setting of many designated heritage assets) ● There are also number of non-designated heritage assets which fall within the DCO application boundary which are all listed in the Environmental Statement, Volume 4 Technical Appendices, DCO Document Reference 6.25 Appendix 8.1: Cultural Heritage Gazetteer. <p>47. Local Plan designations:</p> <ul style="list-style-type: none"> ● Proposed Portishead Railway Station and Car Park (Policy DM22: Proposed railway lines) ● Employment site (Royal Portbury Dock- Policy DM49 and Gordano Gate SA4) ● Town Centre (Portishead – Policy DM60) ● Strategic Cycle Route (Royal Portbury Dock Road – Policy DM25) ● Junction 19 (M5) Buffer (Policy DM21: Motorway Junctions) ● Local Green Space (Watchouse (Pill), Crockern (Pill) The Vale (Portishead), Green North of McCrae Road, Ham Green, Land North East of Long Ashton (Policy SA5) 	
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<ul style="list-style-type: none"> • Protection of Nightingale Valley (Policy ENV 5) • Residential development/Mixed use development – Harbour Road/Gordano Gate and Old Mill Road in Portishead (Policy SA1 and SA3) 																			
<p>RELEVANT PLANNING POLICY</p> <p>48. The following Local Development Plan Policies and Supplementary Planning Documents are considered to be relevant:</p> <p><u>North Somerset Core Strategy (NSCS) (adopted January 2017)</u></p> <p>The following policies are particularly relevant to this proposal:</p> <table border="1" data-bbox="165 683 1066 1375"> <thead> <tr> <th>Policy Ref</th> <th>Policy heading</th> </tr> </thead> <tbody> <tr> <td>CS1</td> <td>Addressing climate change and carbon reduction</td> </tr> <tr> <td>CS2</td> <td>Delivering sustainable design and construction</td> </tr> <tr> <td>CS3</td> <td>Environmental impacts and flood risk management</td> </tr> <tr> <td>CS4</td> <td>Nature Conservation</td> </tr> <tr> <td>CS5</td> <td>Landscape and the historic environment</td> </tr> <tr> <td>CS6</td> <td>North Somerset’s Green Belt</td> </tr> <tr> <td>CS7</td> <td>Planning for waste</td> </tr> <tr> <td>CS9</td> <td>Green infrastructure</td> </tr> </tbody> </table>	Policy Ref	Policy heading	CS1	Addressing climate change and carbon reduction	CS2	Delivering sustainable design and construction	CS3	Environmental impacts and flood risk management	CS4	Nature Conservation	CS5	Landscape and the historic environment	CS6	North Somerset’s Green Belt	CS7	Planning for waste	CS9	Green infrastructure	<p>The Applicant refers to the draft SoCG with the Council (9.3.1 ExA.SoCG-NSC.D1.V1/ REP1-016). Where any issues remain to be agreed upon, the Applicant will work with the Council to finalise any outstanding points in the SoCG.</p> <p>The Planning Statement (Document 8.11/APP-208) assesses the relevant planning policies in relation to the DCO Scheme.</p>
Policy Ref	Policy heading																		
CS1	Addressing climate change and carbon reduction																		
CS2	Delivering sustainable design and construction																		
CS3	Environmental impacts and flood risk management																		
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CS10	Transport and movement
CS11	Parking
CS12	Achieving high quality design and place making
CS20	Supporting a successful economy
CS22	Tourism Strategy
CS24	Royal Portbury Dock
CS26	Supporting healthy living and provision of healthcare facilities
CS31	Clevedon, Nailsea and Portishead
CS32	Service Villages
CS33	Smaller settlements and countryside
CS34	Infrastructure delivery and Development Contributions

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

The following policies are particularly relevant to this proposal:

Policy	Policy heading
Policy 1	Waste Prevention

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

The following policies are particularly relevant to this proposal:

Policy	Policy heading
DM1	Flooding and drainage
DM3	Conservation Areas
DM4	Listed Buildings
DM5	Historic Parks and Gardens
DM6	Archaeology
DM7	Non-designated heritage assets
DM8	Nature Conservation
DM9	Trees
DM10	Landscape
DM12	Development within the Green Belt
DM19	Green infrastructure
DM21	Motorway junctions
DM22	Existing and proposed railway lines
DM24	Safety, traffic and provision of infrastructure etc associated with development

DM25	Public rights of way, pedestrian and cycle access
DM26	Travel plans
DM27	Bus accessibility criteria
DM28	Parking standards
DM29	Car parks
DM32	High quality design and place making
DM33	Inclusive access into non-residential buildings and spaces
DM47	Proposals for economic development within towns and defined settlements
DM49	Royal Portbury Dock
DM60	Town centres
DM68	Protection of sporting, recreation cultural and community facilities
DM70	Development infrastructure
DM71	Development contributions, Community Infrastructure Levy and viability

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

The following policies are particularly relevant to this proposal:

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

The Long Ashton Neighbourhood Plan

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

The following policies are particularly relevant to this proposal:

Policy Ref	Policy heading
ENV2	Protecting trees and woodland
ENV3	Maintaining and enhancing public rights of way
ENV5	Conserving and enhancing wildlife, biodiversity and historic assets,

	including designated areas of local ecological and landscape value
ENV6	Protection against flooding
T1	Encouraging sustainable modes of transport
T3	Mitigation for highways/transport infrastructure affecting LA

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

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

Other planning guidance:

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

Other plans and strategies:

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

RELEVANT PLANNING HISTORY

Rail Link to Port

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

Hinkley Development Consent Order

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

Adjacent/nearby sites at Royal Portbury Dock:

Reference	Proposal	Decision
20/P/2122/FUL	Royal Portbury Dock, Etex building performance ltd – Major application for erection of	Application in progress

	extension to existing factory and warehouse premises	
19/P/2947/FUL	Royal Portbury Dock - Former BCA site Marsh Lane – erection of extension to existing building and erection of new building to be used for the preparation of cars prior to sale	Application in progress
16/P/1987/F	Land at to the west of Court House Farm, Marsh Lane, Easton-in-Gordano - Development of the site for port related uses. Provision of hardstanding for storage of cargo in transit(e.g.motor vehicles) through Royal Portbury Docks, with associated infrastructure including a crossing over the disused railway by a crossing at grade and or vehicle bridge between the current Royal Portbury Dock estate and proposed site	Approve 21/2/2016 Condition 16 requires not use of the site for the storage of cargo in transit until a programme of works for the removal of the at grade crossing and construction of a vehicular bridge across the railway line has been submitted and approved

Adjacent/nearby sites in Portishead:

Reference	Proposal	Decision
19/P/2316/FUL	Marina Gardens, 49 Martingale Way, Portishead – Change of use of 126 assisted living units to 127 units for non-age restricted housing (class C3)	Withdrawn 12/2/2020
18/P/3591/OUT	Land at Old Mill Road Business Park, Old Mill Road, Portishead – Outline application for the redevelopment of site for a mix of uses, including new town	Withdrawn 29/10/2020

	centre retail (up to 6420sqm of Use class A1 retail) and 1466sqm of Use Class A3 (restaurants and cafes)	
18/P/3512/F	Martingale Way, Portishead – Residential development comprising 26 apartments (C3 use) with associated access, parking and refuse arrangements	Approve 8/11/2019
18/P/3127/FUL	Land at Harbour Crescent, Serbert Road, Portishead - Variation of condition 3 of permission 16/P/2066/F Construction of 93 residential apartments and office floor space to amend wording from a pre-commencement of works condition to a pre-occupation condition	Approve with legal agreement 7/2/2020
18/P/2553/FUL	Land at Serbert Way, Portishead – Erection of an extra-care development, comprising 96 no 1 and 2 bedroom units and 1 no guest suite, associated access, parking and landscaping	Refuse 7/12/2018 Appeal dismissed 29/11/2019
16/P/2855/F	Marina Gardens, 49 Martingale Way, Portishead - Construction of an assisted living development comprising 126 apartments and integrated care support and wellbeing activities for the over 60s age group	Approve 9/3/2017
17/P/1229/F	Land off Wyndham Way, Portishead - Erection of 33 dwellings	Approve with legal agreement 28/9/2018
16/P/2066/F	Land at Harbour Crescent, Serbert Road, Portishead -	Approve with legal agreement 7/2/2018

	Construction of 93 residential apartments and office floor space		
16/P/1987/F	Land at to the west of Court House Farm, Marsh Lane, Easton-in-Gordano - Development of the site for port related uses. Provision of hardstanding for storage of cargo in transit (e.g. Motor vehicles) through Royal Portbury Docks, with associated infrastructure including a crossing over the disused railway by a crossing at grade and or vehicle bridge between the current Royal Portbury Dock estate and proposed site	Approve 21/2/2016 Condition 16 requires not use of the site for the storage of cargo in transit until a programme of works for the removal of the at grade crossing and construction of a vehicular bridge across the railway line has been submitted and approved	
CONCLUDING STATEMENT			Noted. The Applicant thanks the Council for its support and for engaging in the DCO process. The Applicant will continue to work with the Council in order to resolve the outstanding issues, which will be detailed in the draft SoCG.
49.	This Local Impact Report is not intended to be a comprehensive view of proposals in the DCO. That would be too detailed and lengthy and would detract from the main issues that have been described here. It is intended to show the main issues that affect the environment, biodiversity, local communities, traffic and the economy of the area.		
50.	The extent of agreement reached between North Somerset Council and the Applicant the impacts of the proposed development is set out in the Draft Statement of Common Ground submitted on the same day as this LIR. There remain a number of matters that are the subject of discussion between the Council in its wider role and the applicant but these are essentially matters of detail and do not affect the Council's position overall as one of supporting the proposed DCO and the significant benefits the Council considers it will bring.		