



MetroWest+

Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council

Addendum to the Planning Statement

The Infrastructure Planning (Applications: Prescribed Forms and Procedure)

Regulations 2009, regulation 5(2) (q)

Planning Act 2008

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Date: September 2021



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Document history

Project	Portishead Branch Line (MetroWest Phase 1) Development Consent Order Scheme
Planning Inspectorate Scheme Reference	TR040011
Part and Application Document Reference	8 and 8.11
Document title	Addendum to the Planning Statement
Regulation Number	Regulation 5(2) (q)
Applicant	North Somerset District Council
Lead Author	CFF at CH2M

Version	Date	Status of Version
01	20/9/2021	Matters relating to the removal of Trinity Primary School pedestrian and cycle bridge

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Acronyms and Abbreviations

CCTV	Close circuit televisions
CEMP	Construction Environmental Management Plan
CoCP	Code of Construction Practice
DCO	Development Consent Order
EqIA	Equality Impact Assessment
ES	Environmental Statement
GLVIA	Guidelines for Landscape and Visual Impact Assessment
HIA	Health Impact Assessment
NCN	National Cycle Network
NPSNN	National Policy Statement for National Networks
ORR	Office of Rail and Road

SECTION 1

Introduction

- 1.1.1 In his letter of 13 August 2021 the Secretary of State noted in item 3, the matters raised at the Development Consent Order (DCO) Examination on the Portishead Branch Line (MetroWest Phase 1) regarding Trinity Primary School Bridge and is minded to remove the bridge (Work Number 7) from the proposed Order.
- 1.1.2 In subsequent correspondence dated 17 August, the Secretary of State noted that in respect of Item 3 in his letter of 13 August, the plans requested together with any consequential changes should be provided by 20 September. The Applicant considers that these consequential changes include editorial changes to the Planning Statement to remove references to the Trinity Primary School Bridge and where appropriate revise the assessment of the permanent closure of the permissive at grade crossing over the disused railway near the school on compliance with the National Policy Statement for National Networks (NPSNN). The Applicant considers that the removal of Trinity Primary School Bridge does not materially affect compliance with the NPSNN.
- 1.1.3 This addendum to the Planning Statement presents the Applicant's response to the Secretary of State regarding Item 3 of his letter dated 13 August 2021.

SECTION 2

Amendments to the Planning Statement

- 2.1.1 Figure 2.1 is amended to remove the label on the figure and item B on the figure and in the legend for the New Trinity Primary School Bridge.
- 2.1.2 Paragraph 3.3.6, second bullet is modified to remove the Trinity Primary School Bridge from the associated works as follows.
- “3.3.6 The DCO Scheme includes a number of elements that are classed as Associated Development for the purposes of the PA 2008. These works are shown on the General Arrangement Plans (DCO Document Reference 2.4) and comprise:
- realignment of Quays Avenue to the west of its existing position to create space for the new station and car park at Portishead, with an additional car park along the disused railway corridor between Quays Avenue and Portbury Ditch;
 - a new ~~combined pedestrian and cycle bridge and associated~~ paths west of Trinity Primary School in Portishead;”
- 2.1.3 Paragraph 6.3.8, bullets 11, 12, and 13 are amended to reflect the removal of Trinity Primary School Bridge from the DCO Scheme.
- “6.3.8 Opportunities to mitigate environmental effects and opportunities for enhancement measures have been taken where possible and where compatible with the efficient operation and maintenance of the railway. The environmental mitigation proposals are set out in the ES in the relevant topic assessment chapters and are summarised in the Schedule of Mitigation in Appendix 4.3. Examples of environmental mitigation include the following:
- Design evolution of Portishead station ~~and the Trinity Primary School Bridge~~ location, layout and appearance;
 - Acoustic barriers on the south side of the railway ~~between at~~ Portishead Station ~~and Trinity Primary School~~ and by the old Portbury Station House;
 - Design considerations for people with reduced mobility including step free access to Portishead and Pill stations ~~and low gradients for the pedestrian and cycle ramps on Trinity Primary School Bridge and at Pill station;~~”
- 2.1.4 Paragraph 6.3.27 is modified to remove reference to the low gradient ramps onto the Trinity Primary School Bridge.
- “6.3.27 The DCO Scheme has been designed to deliver improvements to community severance, improve accessibility and provide benefits by providing a safe and reliable means of transport. The DCO Scheme has been designed to be fully accessible, for example with the design of the urban realm around Portishead to facilitate pedestrian movements, the step-free access to the station, the low gradient ~~of the ramps for Trinity Primary School Bridge, the~~ ramp at Pill station, and the modifications for the bus stop near Pill station to give step-free access between bus and train. The

new stations at Portishead and Pill provides positive opportunities for all groups to access sites, services and activities by public transport.”

- 2.1.5 Paragraph 6.4.53 is amended to clarify the location of the acoustic barrier at Portishead Station.

“6.4.53 The CoCP and the Master CEMP (ES Appendices 4.1 and 4.2) set out over-arching principals and guidance on the control of environmental impacts during construction, including the management of air quality, noise and vibration, working hours, and lighting. A Schedule of Mitigation lists the measures embedded in the DCO Scheme and environmental mitigation to address environmental aspects of the construction and operation of the DCO Scheme and how they are to be secured (ES Appendix 4.3). The Environmental Protection Statement of Engagement (DCO Document Reference 5.2) summarises potential nuisances. The only statutory nuisance would be from noise and therefore acoustic barriers will be provided along the southern boundary of the railway ~~between~~at Portishead station ~~and Trinity Primary School Bridge~~ and at the former Portbury station (which is now a private residence) in accordance with requirements contained in Schedule 2 of the Draft DCO.”

- 2.1.6 Paragraph 6.4.57, 4th bullet is amended to remove reference to the safety measure of replacing the permissive at grade crossing with a pedestrian and cycle bridge.

“6.4.57 Safety measures within the DCO Scheme include the following:
...

- The Applicant has also sought to remove level crossings along the Portishead Branch Line in accordance with ORR policy to remove level crossings from the railway wherever possible. At Portishead, Quays Avenue is being diverted west and the railway will terminate on the eastern side of the diverted Quays Avenue, avoiding the need for a level crossing at this location. ~~At Trinity Primary School a new pedestrian and cycle bridge will replace~~ The current walking and cycling route over the disused trackbed near the Trinity Primary School will be closed permanently and users will have to take a detour along the new paths on the south and north side of the railway corridor and the diverted Quays Avenue. All historic accommodation and occupation crossings will be extinguished;”

- 2.1.7 Paragraph 6.4.62, 3rd bullet is deleted to reflect the findings of the Health Impact Assessment on the closure of the permissive at grade crossing during construction which is considered to be slight negative, but not significant.

“6.4.62 The HIA identifies the following significant temporary health effects during construction: ...

- ~~safety of pedestrians and cyclists using footpath / cycling diversions during the construction of Trinity Primary School Bridge; and”~~

- 2.1.8 Paragraph 6.5.150 is amended to remove reference to the Trinity Primary School Bridge.

“6.5.150 The footprint of the former railway line largely defines the extent of the DCO Scheme within the Green Belt. The outward expansion of development mainly comprises works outside of the Green Belt, including

the works associated with the new stations, ~~Trinity Primary School Bridge~~ and other access improvements. The new permanent works in the Green Belt comprise new accesses and maintenance compounds, essential for the safe and efficient operation of the railway, at Sheepway, Ham Green, and Clanage Road, as well as new fencing required to safely secure the railway. The temporary construction compounds at Sheepway, the Portbury Hundred, Lodway Farm, Ham Green and Clanage Road are also in the Green Belt. Based on the purpose and extent of the DCO Scheme and its relationship to former rail infrastructure, this does not represent unacceptable encroachment into the countryside.”

- 2.1.9 Paragraph 6.5.163 is modified to clarify the new footpaths alongside the railway corridor to connect into the existing network of footpaths.

“6.5.163 Some areas of open space land are required for the construction and operation of the DCO Scheme. Open space land holds special status under the Planning Act 2008 with additional procedures required, under sections 131 and 132. The Statement of Reasons (Document 4.1) details all instances of where open space land is required. This includes on the north and south side of the railway in the vicinity of Trinity Primary School to accommodate ~~a pedestrian~~ new footpaths connecting with Portishead station and cycleway, at Portbury Wharf Ecology Park where a new pond was excavated in 2020 to mitigate impacts on great crested newts, in addition to temporary construction compounds and diversions to public rights of way. The use of open space land for the DCO Scheme is either temporary or not substantial so as to trigger the requirements to provide exchange land under sections 131 and 132 of the Planning Act 2008. As such, no exchange land is proposed.”

- 2.1.10 Paragraph 7.2.2 is modified to remove reference to the Trinity Primary School Bridge.

“7.2.2 There are also a series of Associated Development works including: a new station at Portishead and associated car parks; a re-developed station at Pill, forecourt and new car park; ~~a new pedestrian and cycle bridge by Trinity Primary School in Portishead~~; highway works; temporary haul roads; temporary compounds and four permanent maintenance compounds; and minor works in the Avon Gorge.”

- 2.1.11 Appendix A NPS Policy Tracker, Tables 2, 3 and 4 on National Networks Policy Statement Chapters 3, 4 and 5 entries are amended to remove reference to the design of the Trinity Primary School Bridge and ramps.

Table 2: National Networks Policy Statement Chapter 3

Paragraph Number	Requirement of the National Policy Statement for National Networks	Compliance with the NPSNN
Accessibility		
3.20	<p>The Government's strategy for improving accessibility for disabled people is set out in Transport for Everyone: an action plan to improve accessibility for all. In particular:</p> <p>The Government will continue to work to ensure that the bus and train fleets comply with modern access standards by 2020, and to improve rail station access for passengers with reduced mobility. The private car will continue to play an important role, providing disabled people with independence where other forms of transport are not accessible or available.</p>	<p>An EqlA forms part of the DCO suite of documents.</p> <p>Portishead and Pill stations will be wheelchair accessible and car parks will have disabled parking spaces. The gradients of the new Trinity Primary School Bridge ramps are designed to be compliant with equality legislation. The modifications to the bus station in Pill will improve accessibility for people with reduced mobility.</p> <p>While platform 3 at Parson Street Station will be improved by Network Rail under its permitted development rights, it will still not be accessible to people with reduced mobility.</p>
3.20 cont.	<p>The Government expects applicants to improve access, wherever possible, on and around the national networks by designing and delivering schemes that take account of the accessibility requirements of all those who use, or are affected by, national networks infrastructure, including disabled users. All reasonable opportunities to deliver improvements in accessibility on and to the existing national road network should also be taken wherever appropriate.</p>	<p>Portishead and Pill stations will be wheelchair accessible and car parks will have disabled parking spaces. The gradients of the new Trinity Primary School Bridge ramps are designed to be compliant with equality legislation. The modifications to the bus station in Pill will improve accessibility for people with reduced mobility.</p> <p>While platform 3 at Parson Street Station will be improved by Network Rail under its permitted development rights, it will still not be accessible to people with reduced mobility.</p>
3.21	<p>Applicants are reminded of their duty to promote equality and to consider the needs of disabled people as part of their normal practice. Applicants are expected to comply with any obligations under the Equalities Act 2010.</p>	<p>An EqlA forms part of the DCO suite of documents.</p> <p>Portishead and Pill stations will be wheelchair accessible and car parks will have disabled parking spaces. The gradients of the new Trinity Primary School Bridge ramps are designed to be compliant with equality legislation. The modifications to the bus station in Pill will improve accessible for people with reduced mobility.</p>
3.22	<p>Severance can be a problem in some locations. Where appropriate applicants should seek to deliver improvements that reduce community severance and improve accessibility.</p>	<p>The DCO Scheme lies along an existing railway corridor. The DCO will seek to close formally 11 historic crossings between Portishead and Pill, most of which are no longer in use.</p> <p>Three informal agricultural crossing points have developed along the disused section between Portishead and Pill, which will be cut and replaced by one improved access off Sheepway highway and another improved access off the A369 Portbury Hundred highway.</p> <p>The at grade informal crossing in Portishead near Trinity Primary School will be closed <u>and users would divert along new footpaths south and north of the railway and around Portishead station replaced with a pedestrian and cycle bridge.</u> The Avon Vale Road Level Crossing will remain open. Barons Close Container Crossing is currently closed following construction of MetroBus (route m2) and it is proposed to close this crossing formally as part of the DCO Scheme.</p> <p>The National Cycle Network ("NCN") Nos. 26 and 41 near Pill will be retained, although NCN41 will be diverted slightly during construction and NCN 26 will be modified slightly under the bridges. There will be slight improvements to the bridleway crossing of Royal Portbury Dock Road and an extension of the bridleway under the M5 Avonmouth Viaduct.</p> <p>There will be impacts on existing routes between communities, including on public rights of way. All adverse impacts will be mitigated and in many locations there will be improvements to these routes, particularly where there are uncontrolled crossings of the railway.</p>

Table 3: National Networks Policy Statement Chapter 4

Paragraph Number	Requirement of the National Policy Statement for National Networks	Compliance with the NPSNN
SAFETY		
4.72	<p>The Secretary of State should not grant consent unless satisfied that all reasonable steps have been taken, and will be taken to:</p> <ul style="list-style-type: none"> • Minimise the risk of deaths or injury arising from the scheme; and • Contribute to an overall improvement in societal safety levels. <p>Noting that railway developments can influence risk levels both on and off the railway networks.</p>	<p>The Applicant and Network Rail have considered the safety of the DCO Scheme design.</p> <p>Powers are sought to close a number of historic level crossings on the Portishead Branch Line. At Trinity Primary School a new pedestrian and cycle bridge <u>a new footpath to Portishead station</u> will be provided <u>and the existing permissive</u> flat crossing established after the railway ceased to be operational <u>will be closed</u>.</p> <p>It is proposed to close formally the existing Barons Close/<u>Ashton</u> Containers Crossing, which has remained closed following the construction of the MetroBus (route m2) in Bristol. Pedestrians would be diverted to the nearby Ashton Vale Road Level Crossing.</p> <p>The existing level crossing already consists of the highest level of safety rating with CCTV and full barriers.</p>
HEALTH		
4.81 - 4.82	<p>As described in the relevant sections of this NPS, where the proposed project has likely significant environmental impacts that would have an effect on human beings, any ES should identify and set out the assessment of any likely significant adverse health impacts.</p> <p>The applicant should identify measures to avoid, reduce or compensate for adverse health impacts as appropriate. These impacts may affect people simultaneously, so the applicant, and the Secretary of State (in determining an application for development consent) should consider the cumulative impact on health.</p>	<p>The DCO Scheme has been subject to an HIA which is presented in the ES Appendix 14.2. The HIA considers the effects of noise and vibration, air quality and emissions, light pollution, access to services, access to green spaces, and crime and safety on local communities during construction and operation.</p> <p>Principles of good design have been applied to reduce health risks to commuters and lineside neighbours including: design of the urban realm to avoid conflicts between vehicle, cyclist and pedestrians' movements; appropriate lighting at the stations; replacement crossings at Trinity Bridge and Ashton Vale; and new fencing along the railway boundary.</p>

Table 4: National Policy Statement Chapter 5

Paragraph Number	Requirement of the National Policy Statement for National Networks	Compliance with the NPSNN
Landscape and Visual Impacts		
5.144 - 5.146	<p>Where the development is subject to EIA the applicant should undertake an assessment of any likely significant landscape and visual impacts in the EIA and describe these in the ES. A number of guides have been produced to assist in addressing landscape issues. The landscape and visual impacts assessment should include reference to any landscape character assessment and associated studies, as a means of assessing landscape impacts relevant to the proposed project. The applicant's assessment should also take account of any relevant policies based on these assessments in local development documents in England.</p> <p>The applicant's assessment should include any significant effects during construction of the project and/or the significant effects of the completed development and its operation on landscape components and landscape character (including historic landscape characterisation).</p> <p>The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity. This should include any noise and light pollution effects, including on local amenity, tranquility and nature conservation.</p>	<p>The ES Chapter 11 Landscape and Visual Impacts Assessment (DCO Document Reference 6.14) sets out the baseline environment along with an assessment of the potential adverse effects of the DCO Scheme. The measures to be undertaken during construction to manage potential effects on landscape and views are set out in the Master CEMP (ES Appendix 4.2) and the mitigation measures are summarised in the Schedule of Mitigation (ES Appendix 4.3). The Railway Landscape Plans (Disused Line) (DCO Document Reference 2.10) illustrate the planting proposals of vegetation to be retained along the currently disused section of the railway between Portishead and Pill, and planting proposals. Various plans also illustrate the proposed planting at Portishead Station (DCO Document Reference 2.8.1 and 2.8.2), Trinity Primary School Bridge (DCO Document Reference 2.8.3, 2.16), Sheepway compound (DCO Document Reference 2.49), Pill station and car park (DCO Document Reference 2.8.8) and Clanage Road compound (DCO Document Reference 2.55)</p> <p>The Landscape and Visual Impacts Assessment has broadly followed the procedures set out in Guidelines for Landscape and Visual Impact Assessment (GLVIA) 3rd Edition (2013). The GLVIA was produced under the joint auspices of the Landscape Institute and the Institute of Environmental Management and Assessment. The assessment includes landscape character at the regional and local scale.</p> <p>The Landscape and Visual Impacts Assessment covers both the construction and operation phases of the DCO Scheme.</p>
5.156	<p>Outside nationally designated areas, there are local landscapes that may be highly valued locally and protected by local designation. Where a local development document in England has policies based on landscape character assessment, these should be given particular consideration. However, local landscape designations should not be used in themselves as reasons to refuse consent, as this may unduly restrict acceptable development.</p>	<p>Noted. The assessment set out in the ES Chapter 11 Landscape and Visual Impacts Assessment (DCO Document Reference 6.14) describes the value of the local landscape and considers the potential adverse impacts on this.</p> <p>Measures embedded in the DCO Scheme comprise the development of the designs for Portishead and Pill stations and permanent maintenance compounds and the implementation of the Master CEMP (ES Appendix 4.2 and DCO Document Reference 6.25) to manage the effects of construction on landscape and views.</p> <p>Environmental mitigation measures comprise landscaping schemes for permanent features including Portishead station and surrounds (DCO Document Reference 2.38), Trinity Primary School Bridge (DCO Document Reference 2.16), the railway between Portishead and Pill (DCO Document Reference 2.10), Pill station and car park (DCO Document Reference 2.8.8 and 2.42), Pill Tunnel Eastern Portal maintenance compound (DCO Document Reference 2.46), and Clanage Road maintenance compound (DCO Document Reference 2.52). There is no land within the railway corridor along the operational railway between Pill and Ashton Junction for landscape planting.</p>
5.158	<p>The Secretary of State will have to judge whether the visual effects on sensitive receptors, such as local residents, and other receptors, such as visitors to the local area, outweigh the benefits of the development. Coastal areas are particularly vulnerable to visual intrusion because of the potential high visibility of development on the foreshore, on the skyline and</p>	<p>The ES Chapter 11 Landscape and Visual Impacts Assessment (DCO Document Reference 6.14) considers the DCO Scheme's impact on landscape character relating to changes to the elements, features and patterns that make up the landscape character.</p>

Table 4: National Policy Statement Chapter 5

Paragraph Number	Requirement of the National Policy Statement for National Networks	Compliance with the NPSNN
	affecting views along stretches of undeveloped coast, especially those defined as Heritage Coast.	<p>The visual assessment carried out identifies the impact on receptors from changes in the view from particular locations created by the DCO Scheme.</p> <p>Measures embedded in the DCO Scheme comprise the development of the designs for Portishead and Pill stations and permanent maintenance compounds and the implementation of the Master CEMP (ES Appendix 4.2 and DCO Document Reference 6.25) to manage the effects of construction on landscape and views.</p> <p>Environmental mitigation measures comprise landscaping schemes for permanent features including Portishead station and surrounds (DCO Document Reference 2.38), Trinity Primary School Bridge (DCO Document Reference 2.16), the railway between Portishead and Pill (DCO Document Reference 2.10), Pill station and car park (DCO Document Reference 2.8.8 and 2.42), Pill Tunnel Eastern Portal maintenance compound (DCO Document Reference 2.46), and Clanage Road maintenance compound (DCO Document Reference 2.52). There is no land within the railway corridor along the operational railway between Pill and Ashton Junction for landscape planting.</p> <p>Although located near the coast, the DCO Scheme does not result in visual intrusion near the foreshore or skyline. The DCO Scheme is not located near Heritage Coast.</p>
Land use including open space, green infrastructure and Green Belt		
5.165 - 5.167	<p>The applicant should identify existing and proposed land uses near the project, any effects of replacing an existing development or use of the site with the proposed project or preventing a development or use on a neighbouring site from continuing. Applicants should also assess any effects of precluding a new development or use proposed in the development plan. The assessment should be proportionate.</p> <p>Existing open space, sports and recreational buildings and land should not be developed unless the land is surplus to requirements or the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. Applicants considering proposals which would involve developing such land should have regard to any local authority's assessment of need for such types of land and buildings.</p> <p>During any pre-application discussions with the applicant, the local planning authority should identify any concerns it has about the impacts of the application on land-use, having regard to the development plan and relevant applications, and including, where relevant, whether it agrees with any independent assessment that the land is surplus to requirements. These are also matters that local authorities may wish to include in their Local Impact Report which can be submitted after an application for development consent has been accepted.</p>	<p>It is acknowledged that some open space will be lost due to the construction of the proposed pedestrian / cycle footpaths in the vicinity of Trinity Primary School, Portishead. Replacement land will be provided to the owner and th There will be no net loss of publicly accessible land. <u>No replacement land will be provided as the total area to be acquired compulsorily is below the threshold for replacement land to be required.</u></p>
Noise and Vibration		
5.189	<p>Where a development is subject to EIA and significant noise impacts are likely to arise from the proposed development, the applicant should include the following in the noise assessment, which should form part of the environment statement:</p> <ul style="list-style-type: none"> a description of the noise sources including likely usage in terms of number of movements, fleet mix and diurnal pattern. For any associated fixed structures, such as ventilation fans 	<p>Chapter 13 – Noise and Vibration of the ES sets out details of the assessment that has been undertaken. It identifies any potential adverse impacts and describes the mitigation measures to be employed.</p>

Table 4: National Policy Statement Chapter 5

Paragraph Number	Requirement of the National Policy Statement for National Networks	Compliance with the NPSNN
	<p>for tunnels, information about the noise sources including the identification of any distinctive tonal, impulsive or low frequency characteristics of the noise.</p> <ul style="list-style-type: none"> • identification of noise sensitive premises and noise sensitive areas that may be affected. • the characteristics of the existing noise environment. • a prediction on how the noise environment will change with the proposed development: <ul style="list-style-type: none"> - In the shorter term such as during the construction period; - in the longer term during the operating life of the infrastructure; - at particular times of the day, evening and night as appropriate. • an assessment of the effect of predicted changes in the noise environment on any noise sensitive premises and noise sensitive areas. • measures to be employed in mitigating the effects of noise. Applicants should consider using best available techniques to reduce noise impacts. <p>The nature and extent of the noise assessment should be proportionate to the likely noise impact.</p>	<p>Most construction works are not expected to result in significant noise impacts. Significant increases in noise levels may occur for specific activities and for construction works undertaken at night where these take place near sensitive receptors.</p> <p>The appointed contractor would seek to obtain prior consent from the relevant Local Authority under Section 61 of the Control of Pollution Act 1974 for the proposed construction works. The consent application would set out the final Best Practicable Means measures to minimise construction noise and vibration, including control of working hours, and also provide a further assessment of construction noise. The Section 61 application will also describe the procedures for the monitoring of noise and vibration during construction.</p> <p>Significant increases in operational noise levels were identified at two locations, property on the south side of the railway in by Portishead between the station and Trinity Primary School Bridge and old Portbury Station House which is now a residential dwelling. Noise barriers 2 m high are proposed at both locations. With mitigation, there are no likely significant adverse effects due to noise.</p>
5.190	<p>The potential noise impact elsewhere that is directly associated with the development, such as changes in road and rail traffic movements elsewhere on the national networks, should be considered as appropriate.</p>	<p>Noted. The scope of the assessment undertaken for noise and vibration has had due regard to all potential adverse effects arising from the DCO Scheme.</p> <p>Significant increases in operational noise levels were identified at two locations, property on the south side of the railway in by Portishead between the station and Trinity Primary School Bridge and old Portbury Station House which is now a residential dwelling. Noise barriers 2 m high are proposed at both locations. With mitigation, there are no likely significant adverse effects due to noise.</p>
5.194	<p>The project should demonstrate good design through optimisation of scheme layout to minimise noise emissions and, where possible, the use of landscaping, bunds or noise barriers to reduce noise transmission. The project should also consider the need for the mitigation of impacts elsewhere on the road and rail networks that have been identified as arising from the development, according to Government policy.</p>	<p>Noted. As described above, the DCO Scheme is routed along an existing railway corridor which constraints opportunities for the location of permanent features to limit noise. The ES sets out the potential adverse impacts and benefits of the DCO Scheme and describes the mitigation measures that will be employed. A noise barrier is proposed along the southern boundary of the railway between by Portishead Station and Trinity Primary School Bridge. A second noise barrier is proposed along old Portbury Station House.</p>

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