



# MetroWest+

## Portishead Branch Line (MetroWest Phase 1)

TR040011

**Applicant: North Somerset District Council**

**5.1 Consultation Report and appendices**

**Planning Act 2008: Sections 37(3)**

**Author: North Somerset District Council**

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## GLOSSARY

<b>The Acceptance Period</b>	Under Section 55 of the 2008 Act, following the submission of the Application to the Inspectorate, the Inspectorate has 28 days to accept or refuse the Application
<b>The 2008 Act</b>	The Planning Act 2008 (as amended)
<b>The Applicant</b>	North Somerset District Council
<b>The Application</b>	Portishead Branch Line - MetroWest Phase 1 DCO Application
<b>Ashton Vale Level Crossing</b>	A level crossing over the freight line at Ashton Vale Road giving access to the Ashton Vale Industrial Estate
<b>Cattle Creep Bridge</b>	The railway bridge at Portbury to the west of the M5
<b>The DCO redline boundary</b>	The limits of the land required to construct and operate the DCO Scheme, and for which the Applicant seeks development consent
<b>The DCO Scheme</b>	Portishead Branch Line - MetroWest Phase 1
<b>Examination</b>	Once the Inspectorate accepts the Application it goes forward for examination by a panel of examiners appointed by the Inspectorate on behalf of the Secretary of State
<b>Formal consultation</b>	Statutory consultation period under Section 42, Section 47 or Section 48 of the 2008 Act
<b>The freight line</b>	Existing railway used exclusively for freight between Royal Portbury Dock and Parson Street junction

<b>The industrial estate</b>	Ashton Vale Industrial Estate
<b>Informal consultation</b>	Non-statutory consultation period under Section 42, Section 47 or Section 48 of the 2008 Act
<b>Landowners</b>	Persons with an interest in land as set out in Section 44 of the 2008 Act
<b>MetroWest Phase 1</b>	Phase 1 of the MetroWest programme of which the DCO Scheme is a part of
<b>MetroWest Phase 2</b>	Phase 2 of the MetroWest programme which includes the reintroduction of passenger services on the freight line through Henbury
<b>MetroWest Programme</b>	Programme of rail improvements to the West of England of which the DCO Scheme is a part of
<b>Micro-consultation</b>	Informal, topic specific consultation
<b>Permitted Development</b>	Certain general types of railway works that Network Rail do not need to apply to the LPA for planning permission that are within its railway land boundary
<b>The Port</b>	The Bristol Port Company
<b>Quarry Underbridge No. 2</b>	Railway bridge on the freight line
<b>The Report</b>	The DCO Consultation Report
<b>Section 42 consultees</b>	Consultees identified under Section 42 of the Act
<b>Section 42 formal consultation</b>	Formal consultation period under Section 42 of the Act

<b>Section 42 informal consultation</b>	Informal consultation period under Section 42 of the Act
<b>Section 47 consultees</b>	Consultees identified under Section 47 of the Act
<b>Section 47 consultation</b>	Stages 1 and 2 formal consultation periods under Section 42 of the Act
<b>Section 48 consultation</b>	Formal consultation period under Section 48 of the Act
<b>Section 48 Notice</b>	A notice published at the pre-application stage of the proposed application as prescribed in Regulation 4 of the APFP Regulations.
<b>Stage 1 Consultation</b>	First stage of formal consultation under Section 47 of the Act
<b>Stage 1 SoCC</b>	The Applicant's first SoCC, for Stage 1 Consultation
<b>Stage 2 Consultation</b>	Second stage of formal consultation under Section 47 of the Act
<b>Stage 2 SoCC</b>	The Applicant's second SoCC, for Stage 2 Consultation
<b>Trinity Primary School</b>	Trinity Anglican Methodist Primary School, Portishead adjacent to the proposed bridge
<b>Trinity Primary School bridge</b>	Proposed footbridge next to Trinity Primary School
<b>West of England Councils</b>	Bristol City Council, Bath and North East Somerset Council, South Gloucestershire Council, North Somerset Council

<b>West of England JTB</b>	The decision-making body for transport schemes jointly promoted by West of England councils, and on which sits representatives of each of the West of England councils
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## LIST OF ABBREVIATIONS

Term	Definition
<b>AGVMP</b>	Avon Gorge Vegetation Management Plan
<b>APFP</b>	Applications: Prescribed Forms and Procedure
<b>ASNW</b>	Ancient Semi-Natural Woodland
<b>BANES</b>	Bath and North East Somerset
<b>BCC</b>	Bristol City Council
<b>BTM</b>	Bristol Temple Meads
<b>CCTV</b>	Closed-circuit television
<b>CEMP</b>	Construction Environmental Management Plan
<b>CoCP</b>	Code of Construction Practice
<b>CPO</b>	Compulsory Purchase Order
<b>CTMP</b>	Construction Traffic Management Plan
<b>DAS</b>	Design and Access Statement
<b>DCLG</b>	Department for Communities and Local Government
<b>DCO</b>	Development Consent Order
<b>DDA</b>	Disability Discrimination Act

<b>Term</b>	<b>Definition</b>
<b>DEFRA</b>	Department for Environment, Food and Rural Affairs
<b>DfT</b>	Department for Transport
<b>DMRB</b>	Design Manual for Roads and Bridges
<b>DMU</b>	Diesel Multiple Unit
<b>EIA</b>	Environmental Impact Assessment
<b>EPS</b>	European Protected Species
<b>EqIA</b>	Equalities Impact Assessment
<b>ES</b>	Environmental Statement
<b>FRA</b>	Flood Risk Assessment
<b>GCN</b>	Great Crested Newt
<b>GDPR</b>	General Data Protection Regulation
<b>GLVIA</b>	Guidelines for Landscape and Visual Impact Assessment
<b>GRIP</b>	Governance for Railway Investment Projects
<b>GSM-R</b>	Global System for Mobile Communications – Railway
<b>HBR</b>	Historic Building Record
<b>HGV</b>	Heavy Goods Vehicle

<b>Term</b>	<b>Definition</b>
<b>HIA</b>	Health Impact Assessment
<b>HRA</b>	Habitats Regulation Assessment
<b>HSE</b>	Health and Safety Executive
<b>HTH</b>	Hard To Hear
<b>HTR</b>	Hard To Reach
<b>IDB</b>	Internal Drainage Board
<b>IP</b>	Interested party
<b>JLTP3</b>	Joint Local Transport Plan 3
<b>JLTP4</b>	Joint Local Transport Plan 4
<b>JNCC</b>	Joint Nature Conservation Committee
<b>JSP</b>	Joint Spatial Plan
<b>JTB</b>	Joint Transport Board
<b>JTS</b>	Joint Transport Study
<b>LEA</b>	Local Economic Assessment
<b>LED</b>	Light-Emitting Diode
<b>LEP</b>	Local Enterprise Partnership



<b>Term</b>	<b>Definition</b>
<b>LONI</b>	Letter of No Impediment
<b>LPA</b>	Local Planning Authority
<b>LRN</b>	Local Road Network
<b>LUP</b>	Land Use Planning
<b>LVIA</b>	Landscape and Visual Impact Assessment
<b>MAA</b>	Multi-Area Agreement
<b>MOVA</b>	Microprocessor Optimised Vehicle Actuation
<b>NCN</b>	National Cycle Network
<b>NR</b>	Network Rail
<b>NPPF</b>	National Planning Policy Framework
<b>NPSNN</b>	National Policy Statement for National Networks
<b>NSC</b>	North Somerset Council (business title)
<b>NSDC</b>	North Somerset District Council (legal name)
<b>NSIP</b>	Nationally Significant Infrastructure Project
<b>ORR</b>	Office of Rail and Road
<b>PAVA</b>	Public Announcement Voice Alarm System

<b>Term</b>	<b>Definition</b>
<b>PEIR</b>	Preliminary Environmental Information Report
<b>PINS</b>	Planning Inspectorate
<b>PROW</b>	Public Rights of Way
<b>RBMP</b>	River Basin Management Plan
<b>RFI</b>	Request For Information
<b>SAC</b>	Special Area of Conservation
<b>SCI</b>	Statement of Community Involvement
<b>SEP</b>	Strategic Economic Plan
<b>SFRA</b>	Strategic Flood Risk Assessments
<b>SGC</b>	South Gloucestershire Council
<b>SoCC</b>	Statement of Community Consultation
<b>SMP</b>	Shoreline Management Plan
<b>SRN</b>	Strategic Road Network
<b>SSSI</b>	Site of Special Scientific Interest
<b>SWMP</b>	Site Waste Management Plan
<b>TA</b>	Transport Assessment

<b>Term</b>	<b>Definition</b>
<b>TDM</b>	Travel Demand Management
<b>TMP</b>	Traffic Management Plan
<b>TMWG</b>	Traffic Management Working Group
<b>TRO</b>	Traffic Regulation Order
<b>TTRO</b>	Temporary Traffic Regulation Order
<b>USB</b>	Universal Serial Bus
<b>WECA</b>	West of England Combined Authority
<b>WFD</b>	Water Framework Directive

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# 1 EXECUTIVE SUMMARY

## 1.1 Purpose of Consultation Report

### Overview

- 1.1.1 North Somerset District Council ("**NSDC**") has prepared this Consultation Report (**the "Report"**). This report has been prepared by NSDC on behalf of itself and the West of England Combined Authority ("**WECA**") as the joint promoters seeking a Development Consent Order ("**DCO**") for the Portishead Branch Line – MetroWest Phase 1 project (**the "DCO Scheme"**).
- 1.1.2 The DCO Scheme's proposals are, in outline, to re-open the Portishead Branch Line, including railway stations at Portishead and Pill. The proposed re-opening of the Portishead Branch Line is intended to enable the operation of an hourly passenger train service between Portishead and Bristol Temple Meads ("**BTM**"). The proposed hourly service could have additional morning and afternoon peak time trains (referred to as an hourly plus service).
- 1.1.3 NSDC (**the "Applicant"**), on behalf of itself and WECA as the joint promoters, is submitting to the Planning Inspectorate (**the "Inspectorate"**) the DCO Scheme's application for a DCO (**the "Application"**).
- 1.1.4 It should be noted that under the DCO Scheme's governance arrangements that were in place up to 30 November 2018, the Applicant promoted and consulted on the DCO Scheme on behalf of the four "**West of England Councils**", being:
- (a) NSDC;
  - (b) Bristol City Council ("**BCC**");
  - (c) Bath and North East Somerset Council ("**BANES**"); and
  - (d) South Gloucestershire Council ("**SGC**").
- 1.1.5 However, through a decision of 30 November 2018 by the West of England Joint Committee (containing duly authorised representatives of each of the West of England Councils and WECA), WECA formally became a partner of the West of England Councils in promoting the DCO Scheme.
- 1.1.6 Therefore, under the West of England Councils' Joint Committee decision of 30 November 2018, and from that date, the DCO Scheme's governance arrangements changed to make the Applicant and WECA joint promoters of the DCO Scheme and the wider MetroWest Phase 1 Project – with WECA representing itself, BCC, BANES and SGC. Under these revised governance arrangements, it was agreed that NSDC would continue to be the technical lead for the DCO Scheme and would be the DCO Applicant.



- 1.1.7 Therefore, from 30 November 2018 the Applicant continued to conduct the DCO Scheme's consultation, doing so on behalf of WECA and the other West of England Councils.
- 1.1.8 This Report is intended to fulfil the requirements of Section 37 of the Planning Act 2008 (as amended) ("**the 2008 Act**") regarding Nationally Significant Infrastructure Projects ("**NSIP**"s). Section 37 requires applicants for development consent to provide as part of their application a consultation report to give details of:
- (a) the consultation activities that the applicant has undertaken;
  - (b) the responses the applicant has received to pre-application consultation; and
  - (c) how those responses have informed the evolution of the proposed development and supporting assessments.
- 1.1.9 Pursuant to Section 37 of the 2008 Act, this Report demonstrates how the Applicant has:
- (a) complied with the consultation requirements under Sections 42, 47, 48 and 49 of the 2008 Act; and
  - (b) in accordance with Section 50 of the 2008 Act, had regard to guidance issued by the relevant Secretary of State.
- 1.1.10 The Applicant has prepared a "**Statement of Compliance**" (see this Report's Appendix A1) to confirm its compliance with all relevant provisions of the 2008 Act (see this Report's Chapter 4.3). The Applicant has also completed a "**Section 55 Checklist**" (see this Report's Appendix A2, also included with DCO Application Document Reference 1.1, Cover Letter to the Planning Inspectorate).
- 1.1.11 This Report complies with the Data Protection Act 1998, Data Protection Act 2018, and The General Data Protection Regulation ("**GDPR**") (EU) 2016/679.

#### The Duty to Consult

- 1.1.12 Consultation is an important part of the planning and development process. The 2008 Act sets out the duty to consult that an applicant for a DCO must fulfil.
- 1.1.13 The duty to consult requires applicants to publicise their project proposals widely and to consult with the local community, local authorities, statutory bodies and persons with an interest in land potentially affected by the proposed NSIP. This process is referred to as "pre-application consultation". It must be carried out before an application for a DCO can be accepted by the Inspectorate on behalf

of the relevant Secretary of State – in the case of the DCO Scheme, the Secretary of State for Transport at the Department for Transport (“**DfT**”).

- 1.1.14 In tandem with its duty to consult under the 2008 Act, the Applicant, throughout the pre-application consultation for the DCO Scheme, has upheld NSDC's general principles and approach to public consultation (see this Report's Chapter 4).
- 1.1.15 As is appropriate to fulfil its duty to consult, the Applicant has undertaken a multi-phase approach to consultation for the DCO Scheme. The Applicant has timed different phases of consultation to reflect key milestones in the DCO Scheme's project timetable, thereby seeking consultee responses at times when these can best inform the DCO Scheme's assessments, evolving proposals and design. This has allowed consultees' responses to input meaningfully into project evolution.

#### Statement of Community Consultation

- 1.1.16 Under Section 47 of the 2008 Act, and in consultation with the relevant local authorities, the Applicant has prepared and published two Statements of Community Consultation (“**SoCC**”) for the DCO Scheme:
  - (a) the first SoCC – on 18 June 2015 the Applicant published its first SoCC (“**the Stage 1 SoCC**”, a copy of which is at this Report's Appendix C1). The Applicant carried out consultation in accordance with the Stage 1 SoCC until 14 September 2017;
  - (b) the second SoCC – on 14 September 2017 the Applicant published its second SoCC (“**the Stage 2 SoCC**”, a copy of which is at this Report's Appendix D1). The Applicant published the Stage 2 SoCC in order to account for changes to the DCO Scheme proposals since the Stage 1 SoCC's publication in June 2015. From 14 September 2017, therefore, the Applicant carried out all consultation in accordance with the Stage 2 SoCC.

#### Engaging with Consultees and Having Regard to Responses

- 1.1.17 This Report records consultees' responses to the DCO Scheme's consultation under the 2008 Act, and how these have helped to shape the DCO Scheme.
- 1.1.18 The Applicant has engaged with the local communities and residents within the geographical areas of consultation described in the Stage 1 and Stage 2 SoCCs – the relevant geographical areas of consultation are detailed later in this Report, at paragraphs 8.3.8 and 8.3.9, and maps showing them are appended to this Report's Appendices C1 and D1.

- 1.1.19 The Applicant has also engaged with other stakeholders including relevant statutory and non-statutory consultees.
- 1.1.20 The Applicant has kept stakeholders updated on the status of the DCO Scheme's evolving proposals. In addition the Applicant has had regard to stakeholder responses in order to ensure that the DCO Scheme's consultation as a whole has informed its DCO Scheme's iterative design and assessments (including the Environmental Impact Assessment ("EIA"- DCO Application Part 6)).
- 1.1.21 The Applicant is grateful to all consultees who have engaged with the DCO Scheme and responded to consultation. Their responses have exerted significant influence on the DCO Scheme's evolution. The Applicant has had regard to the consultees' ideas, concerns and opinions. Consequently many of these have directly influenced the appraisal of options and alternatives for the DCO Scheme. Even where it has not been possible to adapt the DCO Scheme in ways suggested by consultation responses, the Applicant has had regard to those responses and/or has been able to provide the rationale for not making the changes sought by consultees.

#### Formal and Informal Consultation

- 1.1.22 The Applicant has carried out the statutory or "**formal**" consultation required by the 2008 Act, and non-statutory or "**informal**" consultation not prescribed by the 2008 Act.
- 1.1.23 For both formal and informal consultation, the Applicant consulted on project proposals according to the DCO Scheme's proposals at the time of consulting. The Applicant used the phrase "**the DCO redline boundary**" generally to mean the limits of the land required to construct and operate the DCO Scheme, and for which it seeks development consent. The Applicant also made available land plans (or maps) of the Order land (DCO Application Document Reference 2.2).

#### *Formal consultation*

- 1.1.24 The Applicant has carried out its formal consultation under the 2008 Act in stages, as summarised here, listed below in Table 1-1, and described in full later in this Report:
- (a) "**Stage 1 Consultation**", from 22 June 2015 to 3 August 2015 (pursuant to Section 47 only);
  - (b) "**Stage 2 Consultation**", from 23 October 2017 to 4 December 2017; and
  - (c) "**Additional Stage 2 Consultation**", being several further periods of consultation at different times following Stage 2 Consultation.

### *Informal consultation*

- 1.1.25 In tandem with the Applicant's formal consultation stages under the 2008 Act, it has carried out informal consultation referred to in this Report as "**Micro-consultations**".
- 1.1.26 The Applicant's informal Micro-consultations formed a series of topic-specific consultations directed primarily at particular local communities, in order to consult on particular aspects of project proposals such as the location of Portishead Station. The Micro-consultations are listed below with the other informal consultation stages and formal consultation stages in Table 1-1, and described later in this Report so far as consultee responses to them are relevant to the evolution of the DCO Scheme.

**TABLE 1-1 – FORMAL AND INFORMAL CONSULTATION**

*Note: this Table 1-1 gives a chronological overview of the Applicant's formal and informal consultations.*

No.	Date	Formal Consultation or Informal Micro-consultation	Name of Consultation	No. of Consultee Responses	Further information in this Report
1	16 June 2014 to 28 July 2014	Informal Micro-consultation	Location of Portishead Station	421	Chapter 5
2	22 June 2015 to 3 August 2015	Formal Consultation (Section 47 only)	Stage 1 Consultation	863	Chapter 8
3	22 June 2015 to 3 August 2015	Informal Micro-consultation	DCO Scheme Boundary	15	Chapter 5
4	22 February 2016 to 22	Informal Micro-consultation	Design and Layout of Pill Station	21	Chapter 5

	<b>March 2016</b>				
<b>5</b>	<b>25 February 2016 to 23 March 2016</b>	Informal Micro-consultation	Alternative Highway Access to Ashton Vale Road Industrial Estate (Part 1 – Options Long-list)	45	Chapter 5
<b>6</b>	<b>14 November 2016 to 12 December 2016</b>	Informal Micro-consultation	Alternative Highway Access to the Ashton Vale Industrial Estate (Part 2 – Options Short-list)	43	Chapter 5
<b>7</b>	<b>23 October 2017 to 4 December 2017</b>	Formal Consultation	Stage 2 Consultation	1066	Chapter 7
<b>8</b>	<b>7 December 2017 to 15 January 2018</b>	Formal Consultation	Additional Stage 2 Consultation: land affected by proposed TROs	1	Chapter 7
<b>9</b>	<b>18 December 2017 to 26 January 2018</b>	Formal Consultation	Additional Stage 2 Consultation: Unidentified Pipeline, Portishead	1	Chapter 7

10	<b>26 January 2018 to 27 February 2018</b>	Formal consultation	Additional Stage 2 Consultation: Equalities Impact Assessment (" <b>EqIA</b> ") identified	0	Chapter 7
11	<b>1 February 2018 to 3 March 2018</b>	Formal Consultation	Additional Stage 2 Consultation: Extension of Stage 2 Consultation (for consultees that did not respond to Stage 2 Consultation)	12	Chapter 7
12	<b>19 February 2018 to 24 March 2018</b>	Formal Consultation	Additional Stage 2 Consultation: Ashton Vale Industrial Estate (Level Crossing Works Impacts)	4	Chapter 7
13	<b>29 March 2018 to 27 April 2018</b>	Formal Consultation	Additional Stage 2 Consultation: Red Line Boundary changes	10	Chapter 7

<b>14</b>	<b>4 April 2018 to 4 May 2018</b>	Formal Consultation	Additional Stage 2 Consultation: Sheepway	0	Chapter 7
<b>15</b>	<b>2 May 2018 to 4 June 2018</b>	Formal Consultation	Additional Stage 2 Consultation: Clanage Road Compound	0	Chapter 7
<b>16</b>	<b>11 June 2018 to 21 July 2018</b>	Formal consultation	Additional Stage 2 Consultation: Red Line Boundary changes	3	Chapter 7
<b>17</b>	<b>10 July 2018 to 10 August 2018</b>	Formal Consultation	Additional Stage 2 Consultation: Highway Subsoil Rights and Haven View access	2	Chapter 7
<b>18</b>	<b>22 October 2018 to 23 November 2018</b>	Formal Consultation	Additional Stage 2 Consultation: Utilities	1	Chapter 7
<b>19</b>	<b>15 February 2019 to 19 March 2019</b>	Formal Consultation	Additional Stage 2 Consultation: Portishead and Leigh	4	Chapter 7

			Woods Access		
<b>20</b>	<b>19 July 2019 to 19 August 2019</b>	Formal Consultation	Additional Stage 2 Consultation: Crockerne House, Pill and land at Quays Avenue, Portishead	2	Chapter 7
<b>21</b>	<b>30 August 2019 to 1 October 2019</b>	Formal Consultation	Additional Stage 2 Consultation: Access across Pill Memorial Club car park	3	Chapter 7

1.1.27 In total, Table 1-1 shows:

- (a) 1,972 individual consultee responses to the formal consultation periods; and;
- (b) 545 individual consultee responses to the informal Micro-consultations.

1.1.28 As part of both the formal and the informal consultations listed in Table 1-1, the Applicant held local engagement events including exhibitions (with over 1,700 attendees) and drop-in sessions (with 56 attendees). At these events, consultees could meet DCO Scheme representatives and discuss project proposals and local impacts.

1.1.29 In addition, the Applicant engaged in other forms of dialogue with consultees throughout the pre-application period, including circulating numerous letters and emails to consultees which were widely received and responded to.

## **1.2 Structure of Report**

1.2.1 Table 1-2 below sets out the structure of this Report.



**TABLE 1-2 – STRUCTURE OF THE REPORT**

<b>Chapter No.</b>	<b>Chapter Title</b>	<b>Chapter Content</b>
<b>1</b>	Executive Summary	Overview of this Report and formal and informal consultation stages.
<b>2</b>	Overview of the Consultation Process	Overview of the DCO Scheme, the legislative context for consultation under the 2008 Act, and the structure of this Report.
<b>3</b>	Introduction	Overview of the Applicant's approach to consultation.
<b>4</b>	Legal and Regulatory Context	Overview of the legal and regulatory context for consultation.
<b>5</b>	Non-Statutory Consultation	Description of the Applicant's informal consultation.
<b>6</b>	Approach to Statutory Consultation under Sections 42, 47 and 48 of the 2008 Act	Description of the Applicant's general approach to consultation under Sections 42, 47 and 48 of the 2008 Act.
<b>7</b>	Formal Consultation under Section 42 of the 2008 Act	Description of the Applicant's consultation satisfying the requirements of Section 42 of the 2008 Act.
<b>8</b>	Formal Consultation under Section 47 of the 2008 Act	Description of the Applicant's consultation in relation to the local community, satisfying the requirements of Section 47 of the 2008 Act.

<b>9</b>	Formal Consultation under Section 48 of the 2008 Act	Description of the Applicant's consultation satisfying the publicity requirements of Section 48 of the 2008 Act.
<b>10</b>	Summary of Responses under Section 42 of the 2008 Act	A topic-by-topic summary of responses from consultees consulted under Section 42 (and by extension Section 43 and Section 44); the Applicant's consequent responses to, and regard had for, those consultee responses (including in relation to evolving and finalising DCO Scheme proposals).
<b>11</b>	Summary of Responses under Section 47 of the 2008 Act	A topic-by-topic summary of local community consultee responses; Applicant's consequent responses to, and regard had for, those consultee responses (including in relation to evolving and finalising DCO Scheme proposals).
<b>12</b>	Summary of Responses under Section 48 of the 2008 Act	A topic-by-topic summary of consultee responses to Section 48 publicity; Applicant's consequent responses to, and regard had for, those consultee responses (including in relation to evolving and finalising DCO Scheme proposals).
<b>13</b>	Post-Formal Consultation Engagement	Description of the Applicant's engagement with consultees following the close of formal consultation periods (including engagement to resolve outstanding issues and concerns).
<b>14</b>	Consultation to Support EIA	Overview of Applicant's engagement with consultees under

		the EIA Regulations (outside the requirements of the 2008 Act).
<b>15</b>	Conclusions	The Applicant's conclusions on its pre-application consultation on the DCO Scheme.

- 1.1.1 Given the Applicant adopted a multi-stage approach to consultation Table 1-3 below sets out where the relevant responses to each stage of consultation under the relevant sections of the 2008 Act can be found.

**TABLE 1-3 - LOCATION OF RESPONSES TO CONSULTATION UNDER RELEVANT SECTIONS OF THE 2008 ACT**

<b>Consultees under the 2008 Act</b>	<b>Consultation Stage</b>	<b>Chapter of this report</b>
Section 42 informal	DCO Scheme Boundary Micro-consultation (occurring at the same time as the formal Stage 1 Consultation under Section 47)	Chapter 10, Tables 10-4 and 10-5
Section 42 formal	Stage 2 (October 2017)	Chapter 10, Tables 10-4, 10-5 and 10-6
Section 42 formal	Additional Stage 2 Consultation: land affected by proposed TROs (December 2017)	Chapter 10, Table 10-7
Section 42 formal	Additional Stage 2 Consultation: Unidentified Pipeline, Portishead (December 2017)	Chapter 10, Table 10-7
Section 42 formal	Additional Stage 2 Consultation: EqIA identified (January 2018)	Chapter 10, Table 10-7

Section 42 formal	Additional Stage 2 Consultation: Extension of Stage 2 Consultation (for Consultees that did not respond to Stage 2 Consultation) (February 2018)	Chapter 10, Table 10-7
Section 42 formal	Additional Stage 2 Consultation: Ashton Vale Industrial Estate (Level Crossing Works Impacts) (February 2018)	Chapter 10, Table 10-7
Section 42 formal	Additional Stage 2 Consultation: Red Line Boundary (March 2018)	Chapter 10, Table 10-7
Section 42 formal	Additional Stage 2 Consultation: Sheepway (April 2018)	Chapter 10, Table 10-7
Section 42 formal	Additional Stage 2 Consultation: Clanage Road Compound (May 2018)	Chapter 10, Table 10-7
Section 42 formal	Additional Stage 2 Consultation: Red Line Boundary changes	Chapter 10, Table 10-7
Section 42 formal	Additional Stage 2 Consultation: Highway Subsoil Rights (July 2018)	Chapter 10, Table 10-7
Section 42 formal	Additional Stage 2 Consultation: Utilities (October 2018)	Chapter 10, Table 10-7
Section 42 formal	Additional Stage 2 Consultation: Portishead and Leigh Woods Access (February 2019)	Chapter 10, Table 10-7
Section 42 formal	Additional Stage 2 Consultation: Crockerne House, Pill and land at Quays Avenue, Portishead (July 2019)	Chapter 10, Table 10-7

Section 42 formal	Additional Stage 2 Consultation: Access across Pill Memorial Club car park (August 2019)	Chapter 10, Table 10-7
Section 42 post-formal	Post formal consultation engagement	Chapter 13, Tables 13-1, 13-2 and 13-3
Section 47 formal consultation	Stage 1 Consultation (June 2015)	Chapter 11, Tables 11-1 – 11-10
Section 47 formal consultation	Stage 2 Consultation (October 2017)	Chapter 11, Tables 11-11 – 11-20

### 1.3 Consultation Process

#### 1.3.1 This Report describes:

- (a) how the Applicant has complied with the duty to consult under Sections 42, 47 and 48 of the 2008 Act;
- (b) relevant responses to formal consultation that the Applicant has received; and
- (c) how the Applicant has had regard for relevant responses.

#### 1.3.2 In fulfilling the duty to consult, the Applicant has complied with relevant legislation and guidance including:

- (a) the 2008 Act;
- (b) the Infrastructure Planning (EIA) Regulations 2009 (as amended) (the EIA Regulations 2009) and, now, the Infrastructure Planning (EIA) Regulations 2017 (EIA Regulations 2017). To avoid confusion in this Consultation Report, the term "**EIA Regulations**" is used generically to refer to the EIA process set out in both the EIA Regulations 2009 and the EIA Regulations 2017. Reference is made to the year of the EIA Regulations only where that is material for the purposes of the content of the Consultation Report.
- (c) the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended (**the "APFP Regulations"**).

- (d) The Department for Communities and Local Government ("**DCLG**")'s "Planning Act 2008: Guidance on the pre-application process" (March 2015) (**the "DCLG Pre-Application Guidance (2015)"**);
- (e) the Inspectorate's Advice Note 6 on the Preparation and Submission of Application Documents (October 2014) ("**the Inspectorate's Advice Note 6 on Application Documents (2016)**");<sup>1</sup> and
- (f) the Inspectorate's Advice Note 14 on the Consultation Report (April 2012) ("**the Inspectorate's Advice Note 14 on Consultation Reports (2012)**").

## **1.4 The Applicant's Regard Had For Consultee Responses**

- 1.4.1 The Applicant has considered all consultation responses received. Many of these have led the Applicant to re-assess the merits of some DCO Scheme proposals, and to make change to improve DCO Scheme proposals. In doing so, the Applicant has identified the matters of most importance to the DCO Scheme and to stakeholders.
- 1.4.2 It should be noted that some aspects of the DCO Scheme are beyond the Applicant's control, for example the alignment of the proposed passenger railway track which follows the original route laid down in the 1860s; or the choice of railway network operator for the passenger railway as an NSIP. As a result, such aspects of the DCO Scheme cannot in principle be changed in response to consultation.
- 1.4.3 Nonetheless, it has been possible for the Applicant to change the DCO Scheme's proposals that are within its control. Accordingly, in response to consultee responses, the Applicant has exercised its judgement on whether to change DCO Scheme proposals, doing so on the basis of:
  - (a) the professional expertise and advice of the DCO Scheme's NSDC project team or its professional advisors or consultants;
  - (b) the balancing of the engineering, environmental and other relevant considerations; and
  - (c) the merits of DCO Scheme proposals at a given stage of consultation and consultee responses in relation to them.
- 1.4.4 In summary, having had regard to consultation responses, the Applicant has made the following material changes to the DCO Scheme:

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<sup>1</sup> While the Applicant is aware that Advice Note 6 was updated shortly before the application for the DCO Scheme was submitted there were no changes that would have impacted this report so reference to the earlier Advice Note remains.

### *Scheme Wide*

- (a) effects on protected species such as bats have been considered and appropriate mitigations proposed;
- (b) worked closely with the North Somerset Internal Drainage Board (“IDB”) to not adversely affect their statutory activities and made design changes where appropriate to accommodate their needs; for example the fence line has been designed to be kinked in at the location of culvert headwalls to allow maintenance access;
- (c) multiple amendments to flooding and drainage proposals following feedback;
- (d) reduction of land requirements where possible if requested by the associated land owners;
- (e) apparatus owned by the utility companies will be diverted or have protective provisions;
- (f) creation or enhancement of ponds for great crested newts (“**GCN**”);
- (g) public safety improvements;
- (h) limit visual impacts through design features such as landscaping;
- (i) the car park for Pill Station has been redesigned following the creation of the forecourt and drop-off area which negates the need for a drop-off area in the car park as well;
- (j) in-combination effects of different elements of the DCO Scheme on local residents was included in the Environmental Statement (“**ES**”) Chapter 18- In-combination and Cumulative Effects Assessment (DCO Application Document Reference 6.21);

### *Portishead*

- (k) the design of Portishead Station has been altered in line with some consultee comments, particularly to reduce the hardness of the area, provide some sense of enclosure and provide returns to ends of walls around the station building environment and the car park closest to the station building (previously referred to as car park A in the consultation materials);
- (l) short term and disabled parking spaces have been included in the larger of the Portishead Station car parks to help offset the loss of parking nearby on Harbour Road;

- (m) traffic regulation orders ("**TROs**") in Portishead have been altered or removed to lessen the impacts of traffic restrictions on residents (see DCO Application Document Reference 2.31, Permanent Traffic Regulation Order Plans);
- (n) the design of the "**Trinity Primary School bridge**" next to Trinity Anglican Methodist Primary School (**Trinity Primary School**) has been altered to reduce its size and local visual impact, and to improve public safety and local residents' privacy; also, a proposed footpath adjacent to Trinity Primary School has been removed;
- (o) planting has been added where possible to address privacy issues to local residents;
- (p) the lighting design on the proposed path parallel to The Cut in Portishead on the west side was updated to ensure it does not restrict access by IDB vehicles;

#### *Sheepway and Portbury*

- (q) the design of the access and compound at Sheepway has been enlarged to provide sufficient vehicular access for Fire Engines;
- (r) the railway bridge at Portbury known as "Cattle Creep Bridge" will be strengthened while keeping its current design, instead of being rebuilt or replaced by new culverts;
- (s) where the Hinkley Point C Connection DCO project's electricity cable route (promoted by National Grid) crosses the DCO Scheme's railway route at Portbury, the Applicant has engaged with National Grid to ensure that both promoters' DCO projects can co-exist and progress;

#### *Pill and Ham Green*

- (t) safety improvements have been added, such as minor alterations to Pill Station open-air furniture;
- (u) access to Pill Station has been changed with the creation of a forecourt in the place of no. 7 Station Road, Pill, and with a ramp connecting the adjacent highway with the station's southern platform, thereby negating the need for a new footbridge;
- (v) TROs in Pill have been altered or removed to lessen the impacts of traffic restrictions on Pill residents (see DCO Application Document Reference 2.31, Permanent Traffic Regulation Order Plans);



- (w) the bus stops on Heywood Road, Pill, will be upgraded to allow step-free access to and from Pill Station, including the provision of wider footpaths, dropped kerbs, and safer crossing points;
- (x) proposals for the layout of the car park for Pill Memorial Club were altered following feedback from residents whose access would be affected by the plans;
- (y) at the back of Sambourne Lane, Pill, soil nail works have been altered to lessen their impact on residents' properties;
- (z) memorials underneath the M5 Avonmouth Bridge will be protected during construction;
- (aa) the bridleway will be extended underneath the M5 Avonmouth Bridge through to Pill linking back onto the National Cycle Network ("**NCN**") route 41;
- (bb) the compound off Chapel Pill Lane was relocated to the north of the railway from the south to avoid use of the bridleway (and associated widening/upgrading) as an access track and reduce land requirements;
- (cc) the drainage design was revised, so that Pill Station and track drainage does not outfall into Markham Brook;

#### *Avon Gorge*

- (dd) amendments have been made to the DCO Scheme's proposals for the passenger railway through the Avon Gorge in order to minimise their impacts, for example:
  - (i) to reduce visual impacts, paladin (or mesh) fencing has been chosen instead of palisade fencing;
  - (ii) to reduce construction and operational impacts on the Whitebeam tree population to the side or above the railway, propagation and other mitigation measures have been carefully considered and progressed;
  - (iii) two additional planting sites for rare whitebeam saplings have been agreed with Network Rail ("**NR**") and the use of cuttings to propagate Avon Whitebeam is being undertaken;
  - (iv) to allow for continued vehicular access for the National Trust to its land adjacent to the railway, the proposed works to the bridge known as "Quarry Underbridge No. 2" have been altered (so that Quarry Underbridge No. 2 will not be re-built);

- (ee) a translocation and planting strategy aims to collect Bristol Rock-cress seed and translocate plants. Any affected will be replaced on a 2:1 basis, with management and monitoring of the transplanted plants for five years after planting;
- (ff) rather than managing Rhododendron and Laurel, positive management will be implemented with the Forestry Commission by selective felling, re-coppicing, and installation of deer fencing;
- (gg) consideration to be given at detailed design of construction to Quarry Underbridge No.2 by rail mounted crane to avoid ecological impacts to the quarry floor;
- (hh) compensation of 1.6 hectares of positive management is proposed for losses of Special Area of Conservation (“**SAC**”) woodland and grassland;
- (ii) the height of track was revised to ensure it remains at its current level and flood compensation provided in the Clanage Road compound for flood water displacement by the ramp. This avoids flood risk to third parties;

#### *Ashton Vale*

- (jj) pedestrian safety improvements have been added to highway proposals in the vicinity of the "**Ashton Vale Level Crossing**"; and
- (kk) design improvements for Ashton Vale Road junction, in order to mitigate traffic impacts resulting from increased closures of the Ashton Vale Level Crossing once the passenger railway has been re-opened. These design improvements include the extension of the left-hand turning lane on Winterstoke Road, and an upgrade of traffic signals.

## **1.5 Conclusion**

- 1.5.1 This Report accurately represents the Applicant's public consultation on the DCO Scheme.
- 1.5.2 Through extensive formal consultation under the 2008 Act and informal consultation, all in compliance with the relevant legislation and guidance, the Applicant has fulfilled its duty to consult. In doing so the Applicant has considered or had regard to consultee responses, and in consequence has incorporated them where appropriate into the DCO Scheme's proposals.

## 2 OVERVIEW OF THE CONSULTATION PROCESS

### 2.1 Pre-Application Consultation Process

2.1.1 In accordance with the Inspectorate's Advice Note 14 on Consultation Reports (2012), this Chapter 2 provides an overview of the whole pre-application consultation process that the Applicant has undertaken in compliance with the relevant legislation and guidance.

2.1.2 Figure 1 below sets out the Applicant's main consultation activities since its intention to promote the DCO Scheme was announced as set out in Table 1-1. Figure 1 also shows when investigations or decisions were made by the Applicant in developing the proposals for the DCO Scheme.

#### FIGURE 1 - AN OVERVIEW OF THE APPLICANT'S MAIN CONSULTATION ACTIVITIES

**Note:** In this Figure 1, the boxes coloured grey indicate activities related to DCO Scheme proposals that form part of the Application as submitted to the Inspectorate (as opposed to proposals that were dropped from the DCO Scheme).

	Q1	Q2	Q3	Q4
2012	Consultation on policy decisions to pursue re-opening the railway to Portishead			
2013	NSDC Sites & Policies Development Plan Document Micro-consultation (including Portishead Station site options)			

	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>
<b>2014</b>		NSDC's Appraisal Report on Portishead Station site options	Location of Portishead Station Micro-consultation	NSDC's Feasibility Report on a level crossing at Quays Avenue, Portishead
<b>2015</b>	Location of Portishead Station – decision by NSDC	Stage 1 Consultation  DCO Scheme Boundary Micro-consultation		Re-design of Pill station emerges  NSDC Transport Assessment (“TA”- ES Appendix 16.1, DCO Application Document Reference 6.25) identifies that for a half hourly service alternative highway access is required to Ashton Vale Industrial Estate (as an alternative to the Ashton Vale level crossing)

	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>
<b>2016</b>	Design and Layout of Pill Station Micro-consultation			Alternative Highway Access to the Ashton Vale Industrial Estate (Part 2 – Options Short-list) Micro-consultation
	Alternative Highway Access to Ashton Vale Road Industrial Estate (Part 1 – Options Long-list) Micro-consultation			
<b>2017</b>	DCO Scheme reduced to 1 train per hour (removing need for alternative highway access to Ashton Vale Industrial Estate)			Stage 2 Consultation  Additional Stage 2 Consultation: land affected by proposed TROs (Permanent Traffic Regulation Order DCO Document 2.31)  Additional Stage 2 Consultation: Unidentified Pipeline, Portishead

	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>
<b>2018</b>	<p>Additional Stage 2 Consultation: EqlA identified</p> <p>Additional Stage 2 Consultation: Extension of Stage 2 Consultation (for Consultees that did not respond to Stage 2 Consultation)</p> <p>Additional Stage 2 Consultation: Ashton Vale Industrial Estate (Level Crossing Works Impacts)</p>	<p>Additional Stage 2 Consultation: Red Line Boundary changes</p> <p>Additional Stage 2 Consultation: Sheepway</p> <p>Additional Stage 2 Consultation: Clanage Road Compound</p> <p>Additional Stage 2 Consultation: Red Line Boundary changes</p>	<p>Additional Stage 2 Consultation: Highway Subsoil Rights</p> <p>Additional Stage 2 Consultation: Highway Subsoil Rights and Haven View access</p>	<p>Additional Stage 2 Consultation: Utilities</p>
<b>2019</b>	<p>Additional Stage 2 Consultation: Portishead and Leigh Woods Access</p>	<p>Additional Stage 2 Consultation: Crockerne House, Pill and land at Quays Avenue, Portishead</p>	<p>Additional Stage 2 Consultation: Access across Pill Memorial Club car park</p>	

- 2.1.3 The Applicant's pre-application consultation activities to develop the DCO Scheme's proposals have included periodic NSDC reports detailing activity outcomes. These outcomes, which have informed the DCO Scheme's proposals, are detailed in this Report.

### **3 INTRODUCTION**

#### **3.1 Purpose of this Report**

- 3.1.1 This Report details how the Applicant, in carrying out pre-application consultation for the DCO Scheme, has complied with the 2008 Act, other relevant legislation and guidance.
- 3.1.2 The Applicant has prepared this Report pursuant to Sections 37(3)(c) and (7) of the 2008 Act.
- 3.1.3 This Report details the Applicant's approach, during the DCO Scheme's pre-application stage, to:
  - (a) statutory or formal consultation, compliant with Sections 42, 47 and 48 of the 2008 Act, and with the duty under Section 49 of the 2008 Act to take into account responses to consultation and publicity in shaping project proposals and deciding the terms in which the final form Application should be made; and
  - (b) non-statutory or informal consultation, the responses to which the Applicant has also taken into account, in the same manner as for the purposes of Section 49 of the 2008 Act.

#### **3.2 The Applicant and the DCO Scheme as part of the MetroWest Programme**

- 3.2.1 The Applicant is promoting the DCO Scheme as part of the wider "**MetroWest Programme**". The MetroWest Programme:
  - (a) is sponsored jointly by the West of England Councils and WECA, together working with NR, Great Western Railway and the wider rail industry; and
  - (b) aims to introduce frequent West of England local rail services by making better use of existing railway lines and re-opening viable disused lines.
- 3.2.2 Within the MetroWest Programme, the DCO Scheme to re-open the Portishead Branch Line is intended both to enhance the local rail network and to provide a foundation on which further such enhancements can be developed over the medium term.
- 3.2.3 The MetroWest Programme includes:
  - (a) "**MetroWest Phase 1**", consisting of:
    - (i) the DCO Scheme, including railway stations at Portishead and Pill, in order for NR (as an approved railway operator) to operate an hourly passenger train service between Portishead and BTM, with station stops



at Portishead, Pill, Parson Street and Bedminster, and with possible additional morning and afternoon peak time trains;

- (ii) upgrading the Severn Beach Line, including a half-hourly train service for all stations to Avonmouth (including an hourly service for St. Andrews Road and Severn Beach stations); and
  - (iii) upgrading the Bath Spa to Bristol Line, including half-hourly train services for Keynsham and Oldfield Park stations.
- (b) "**MetroWest Phase 2**", a railway project intended to follow MetroWest Phase 1, and to involve the re-opening of the Henbury Line for an hourly spur passenger service, and to increase train services between Bristol and Yate for a half-hourly service. The MetroWest Phase 2 proposals include new railway stations at Henbury, North Filton and Ashley Down;
- (c) the Portway Park & Ride station scheme;
- (d) a range of new station or station re-opening schemes, subject to their own business cases; and
- (e) smaller scale localised enhancement schemes.

3.2.4 The Applicant's DCO Scheme proposals for development consent include:

- (a) new railway between Portishead and Station Road, Portbury and new railway between old Portbury Station and Portbury Junction;
- (b) the new Portishead Station;
- (c) Trinity Primary School bridge;
- (d) works at The Drove at Portbury;
- (e) a road rail access point, at Easton in Gordano;
- (f) works to bridleway at Royal Portbury Dock Road and Marsh Lane, Easton in Gordano;
- (g) flood attenuation works west of the M5 at Easton in Gordano;
- (h) haul roads south of (a);
- (i) cycle path diversions and compounds at Sheepway together with any use of neighbouring Order land as a temporary compound;
- (j) a temporary construction compound north of the A369 at Portbury; and construction haul roads;

- (k) a permanent access from A369 at Portbury, temporary vehicle turning circle east of the Drove and north of the A369 Portbury Hundred;
- (l) a temporary construction compound under the M5 Special Road Avonmouth Bridge;
- (m) a temporary construction compound and haul road at Lodway;
- (n) demolition of garages at Avon Road, Pill;
- (o) temporary diversion of bridleway to the west of Avon Road, Pill;
- (p) temporary compound beneath Pill Viaduct;
- (q) temporary construction compound at Chapel Pill Lane, Ham Green together with any use of neighbouring Order land as a temporary compound;
- (r) temporary haul roads to the north and south of Shipway Gate Farm, Sheepway;
- (s) improvements to the existing agricultural access from Shipway Gate Farm, Sheepway;
- (t) the diversion of Quays Avenue, Portishead, highway works at Harbour Road and Quays Avenue, Portishead; and new highway drain;
- (u) footpaths parallel to the disused Portishead Branch Line railway;
- (v) public realm works and car parks at Portishead;
- (w) a pond within the Portbury Wharf Ecological Park, Portbury;
- (x) a pond and ecological works south of Sheepway, Portbury;
- (y) a pond and ecological works to the west of the M5, Easton in Gordano;
- (z) works to the existing railway and to construct a railway between Portbury Junction and Pill Junction;
- (aa) installation of signalling equipment on the Bristol Port Company's railway;
- (bb) works to replace an underbridge to the north of Avon Road, Pill;
- (cc) Pill Station; car park at Pill Station and permanent maintenance compound and road rail access point;
- (dd) a bridleway from under the M5 Avonmouth Bridge to meet National Cycle Network route no. 41 on the east side of the M5 Special Road, Pill;

- (ee) a permanent maintenance access at Ham Green;
- (ff) modifications to an existing bus stop and temporary compound at Pill Memorial Club, Lodway;
- (gg) the reconstruction of Quarry Bridge No. 2 and the associated temporary compound in the Avon Gorge, together with the minor works to the railway between Pill Tunnel and Clifton Overbridge.
- (hh) a permanent road rail access point and compound, temporary construction compound at Clanage Road and new permanent access to the highway of Clanage Road, at Bower Ashton in Bristol;
- (ii) a new public cycle track ramp from the A370 Ashton Road to Ashton Vale Road;
- (jj) works to the public highway at the junction of Winterstoke Road and Ashton Vale Road, Bristol; and
- (kk) a temporary construction compound at the rail freight facility at South Liberty Lane, Bristol.

### 3.3 Structure of the Report

- 3.3.1 The structure of this Report per chapter is as shown above at Table 1-2, covering consultation process, the Applicant's formal and informal consultation, and the Applicant's regard had to consultee responses at all stages.
- 3.3.2 This Report's Chapters 10 to 13, which report the Applicant's consideration of consultee responses, are arranged according to:
  - (a) the issues raised by consultees; and
  - (b) the DCO Scheme's actions or proposals to address those issues.
- 3.3.3 It should be noted that following the formal Stage 1 (pursuant to Section 47 only) and formal Stage 2 Consultations and several of the informal Micro-consultations (as listed above at Table 1-1), the Applicant published a report summarising consultee responses for the particular stage of formal consultation or Micro-consultation. In each such report, the Applicant included the full consultee responses from prescribed statutory bodies; from non-statutory organisations or groups; and from members of the public. Each such report is appended to this Report as follows:
  - (a) **Appendix I4** – Portishead Rail Station Location Scheme Consultation Report, MetroWest Phase 1, October 2014 (informal consultation);

- (b) **Appendix I5** – Pill Station and Ashton Vale Industrial Estate alternative access Micro-consultations Report, MetroWest Phase 1, June 2016 (informal consultation);
- (c) **Appendix I6** – Ashton Vale Industrial Estate alternative access report on second Micro-consultation, MetroWest Phase 1, January 2017 (issued in draft) (additional and shortlisted options, informal consultation);
- (d) **Appendix I7** – Report on DCO Stage 1 Consultation, MetroWest Phase 1, December 2015 (Section 47 formal consultation and Section 42 informal consultation); and
- (e) **Appendix I8** – DCO Stage 2 Consultation Report, MetroWest Phase 1, July 2018 (Section 47 formal consultation and Section 42 formal consultation).

3.3.4 It should also be noted that this Report refers to a number of other Application documents, particularly the Environmental Impact Assessment documents (DCO Application Part 6, DCO Application Document Reference 6.1-6.26) and the draft DCO (DCO Application Document Reference 3.1). Attention to these other documents is important for understanding how the Applicant has had regard to consultee responses.

### 3.4 From Application Submission to Examination

- 3.4.1 Under Section 55 of the 2008 Act, following the submission of the Application to the Inspectorate, the Inspectorate has 28 days to accept or refuse the Application ("**the Acceptance Period**"). If the Inspectorate accepts the Application, it notifies the Applicant and the Application goes forward for examination ("**Examination**") by a panel of examiners appointed by the Inspectorate on behalf of the Secretary of State.
- 3.4.2 Acceptance of the Application triggers a number of procedural steps from the end of the Acceptance Period, including the opportunity for interested parties ("**IPs**") to register to be involved in the Examination process. Information on how to register as an IP is available on the Inspectorate's website at <http://infrastructure.independent.gov.uk>. Alternatively, a copy of the registration form can be requested from the Inspectorate's helpline on 0303 444 5000.
- 3.4.3 Registering as an IP ensures IPs the opportunity to take part in the Examination by providing further evidence or comments on any issues of concern relating to the Application. IPs can provide comments on the DCO Scheme in the form of written representations, which can be sent to the Applicant before Examination, but should be sent to the Inspectorate after Examination begins.

- 3.4.4 The Inspectorate and the Applicant will keep IPs informed of progress of the Examination, including when it concludes, and will notify them of the Examination's panel of examiners' final decision on the Application.
- 3.4.5 Following acceptance of the Application, the process up to, including and after Examination is in summary as follows:
- (a) the Applicant must publish in the prescribed manner a notice of the Application's acceptance, such notice stating the date by which written representations must be received by the Inspectorate;
  - (b) interested parties that wish to submit written representations must register in the prescribed manner within the deadline published in the acceptance notice;
  - (c) within approximately three months following the end of the response period, the Inspectorate will hold a preliminary meeting to establish how the Application will be examined and what issues are to be the focus of the Examination. The preliminary meeting marks the start date of the six-month period for the Examination;
  - (d) the Examination may require further written representations from interested parties, or involve hearings where interested parties can make further representation on issues of interest to the examiners;
  - (e) following the Examination, the examiners will provide a recommendation to the Secretary of State on whether or not to grant development consent.
- 3.4.6 Following development consent determination by the Secretary of State, and assuming consent is awarded, throughout the DCO Scheme's construction and operational phases the Applicant would expect to continue to consult relevant bodies and interested parties as appropriate.

## **4 LEGAL AND REGULATORY CONTEXT**

### **4.1 The Consultation Report: Requirements under the 2008 Act**

4.1.1 Under Section 37(3)(c) of the 2008 Act, a consultation report is required to accompany an application for development consent.

4.1.2 Section 37(7) of the 2008 Act requires a consultation report to give details of:

- (a) what an applicant has been done in compliance with Sections 42, 47 and 48 of the 2008 Act in relation to a proposed application that has become the application;
- (b) any relevant responses received to formal consultation; and
- (c) the account taken of any relevant responses.

4.1.3 The required consultation report therefore reports how an applicant has fulfilled its duty to consult under the 2008 Act.

4.1.4 Under Section 42 of the 2008 Act, an applicant should consult the required statutory or prescribed bodies; under Section 47, the local community; and under Section 48, the general public by means of a public notice of the proposed application. This Report details these statutory requirements as follows:

- (a) Chapter 7 details the consultation requirements under Section 42;
- (b) Chapter 8 details the consultation requirements under Section 47; and
- (c) Chapter 9 details the consultation requirements under Section 48.

4.1.5 Under Section 50 of the 2008 Act, an applicant must have regard to any relevant guidance issued by the Secretary of State.

### **4.2 Other relevant Legislation and Guidance**

4.2.1 To develop its approach to consultation on the DCO Scheme and preparing this Report, in addition to carefully considering the consultation requirements under the 2008 Act, the Applicant has considered the relevant legal requirements specified in the APFP Regulations and the EIA Regulations.

4.2.2 The Applicant has also considered the following guidance:

- (a) the DCLG Pre-Application Guidance (2015), where relevant in providing guidance on consultation reports. (The Applicant notes that this DCLG guidance states that where an applicant has not been able to follow the DCLG guidance, it should explain why in its consultation report.)

- (b) the Inspectorate's Advice Note 6 on Application Documents (2016); and
- (c) the Inspectorate's Advice Note 14 on Consultation Reports (2012).

4.2.3 This Report's Chapters 5 to 13 include information on how the Applicant has taken into account and followed the guidance or advice notes specified above.

### **4.3 Statement of Compliance**

4.3.1 Statements of Compliance conclude this Report's Chapters that set out the Applicant's consultation activities under Sections 42, 47 and 48 of the 2008 Act (Chapters 7, 8 and 9 respectively), or the relevant consultee responses and the Applicant's regard had to them under Sections 42, 47 and 48 (Chapters 10, 11 and 12 respectively).

4.3.2 These Statements of Compliance seek to confirm that in undertaking pre-application consultation under the 2008 Act, the Applicant has adhered to applicable legislation and guidance.

4.3.3 The Statements of Compliance are collated in this Report's concluding Chapter 15 to demonstrate that, to the best of the Applicant's knowledge and using best endeavours, the Applicant, in completing the pre-application consultation process for the DCO Scheme, has adhered to all relevant requirements set out in the legislation and accompanying guidance.

### **4.4 Data Protection**

4.4.1 NSDC follows its own strict data protection protocols as a local authority, which include clear privacy policies published on its website at <https://www.n-somerset.gov.uk/privacy-cookies/how-we-use-your-personal-data/privacy-notice-and-data-protection/>

4.4.2 Since 25 May 2018, the GDPR has been in force. It applies to NSDC as a local authority, and consultee details held by NSDC fall within the GDPR's definition of "data", covering "any data that can be used to identify an individual, and so includes names and email addresses".

4.4.3 The Applicant ensured that its existing arrangements for data handling were compliant when the GDPR came into force.

4.4.4 It is important that the data controller (being the Applicant in holding data) can identify what data it has, where it came from, and the lawful basis for processing this data. The lawful basis for the Applicant's purposes can be found at GDPR Article 6 Paragraph 1:

*"(1) Processing shall be lawful only if and to the extent that at least one of the following applies:*

...

*c) processing is necessary for compliance with a legal obligation to which the controller is subject;*

*d) processing is necessary in order to protect the vital interests of the data subject or of another natural person".*

- 4.4.5 In the case of the DCO Scheme, pursuant to GDPR Article 6 Paragraph 1, the Applicant is processing data for compliance with its legal obligations to consult under the 2008 Act.
- 4.4.6 The GDPR requires data held for the purposes of carrying out a legal obligation to consult to be:
- (a) held as long as necessary for the purpose;
  - (b) kept up to date;
  - (c) regularly reviewed for retention or deletion; and
  - (d) securely deleted, where appropriate.
- 4.4.7 In practice, for the purposes of the DCO Scheme, GDPR therefore requires the Applicant to maintain a clear and logical audit trail for the processing and handling of data; the same is required of any third parties involved in the DCO Scheme that may hold such data on behalf of the Applicant. The Applicant and relevant third parties are compliant with this requirement in undertaking to ensure that:
- (a) relevant data is securely, clearly and logically stored and reviewed to ensure it is up to date; and
  - (b) any details that are no longer required for the DCO Scheme are deleted.



## **4.5 The Applicant's Approach to Consultation (general principles)**

4.5.1 In consulting for the DCO Scheme, the Applicant is committed to honest and open engagement. It seeks to ensure that stakeholders including local communities have the chance to participate in shaping the DCO Scheme by sharing their views on it with the Applicant and influencing its proposals in a meaningful and timely manner.

4.5.2 The Applicant's general principles for consultation, as stated in NSDC's 'Research Governance Framework' (see Appendix K1), are that it must:

- (a) have a clearly stated purpose;
- (b) use methods which are cost-effective and appropriate for the stated purpose;
- (c) effectively plan and manage consultation;
- (d) be inclusive;
- (e) be fair, by:
  - (i) consulting before decisions are taken;
  - (ii) providing consultees with enough relevant information and time to consider it; and
  - (iii) taking conscientiously into account consultee responses or results of consultation;
- (f) offer respondents a summary of results of consultation.

- 4.5.3 The Applicant believes that it has applied all the general principles for consultation stated above at all stages of the DCO Scheme's consultation, including the preparatory stages (involving the creation of the SoCC) and the subsequent processes of consulting and having regard for consultee responses.

#### **4.6 Social Media and Traditional Media**

- 4.6.1 To deliver an effective and inclusive consultation programme for a varied audience, the Applicant has used a variety of communication tools including social media.
- 4.6.2 Social media has featured in all DCO Scheme communication activities, with the Applicant following its "Social Media Protocol" included in this Report's Appendix K2. The Applicant has given social media an important role because of how effectively it can facilitate engagement with a larger and more diverse range of stakeholder groups, including those considered 'harder to reach' (for example the young, the old, those with mobility or other accessibility issues, and those who may not routinely engage with local community organisations, community groups and local issues). The Applicant believes that its use of social media has likely facilitated the DCO Scheme's engagement with a wider demographic than otherwise.
- 4.6.3 The Applicant's main social media platform has been Twitter (the DCO Scheme's handle is @MetroWestRail). On Twitter, the Applicant published a steady stream of regular public updates in the lead up to and during the consultation periods.
- 4.6.4 Thereby the Applicant's use of social media has supported and supplemented its use of more traditional forms of communication for consultation purposes, such as a "MetroWest Newsletter" in which the Applicant has periodically published project updates; the Applicant has also used press releases, email updates and posters on significant DCO Scheme developments.
- 4.6.5 Overall, the benefits of social media for the Applicant's DCO Scheme consultation and engagement have included:
- (a) facilitating instant or fast engagement through regular and detailed DCO Scheme updates;
  - (b) improving accessibility by directing interested parties to published sources of detailed information and documentation on the DCO Scheme's website;
  - (c) generating wider discussion of key issues of the DCO Scheme on digital platforms;
  - (d) being environmentally friendly, with digital communication reducing paper waste;

- (e) providing suitable digital platforms for accessing visual aids on the DCO Scheme such as infographics, photography or video;
- (f) reaching a wider demographic than traditional town hall meetings and newsletters; and
- (g) allowing information to be accessed anytime, anywhere, provided a given consultee has access to an internet-enabled device.

- 4.6.6 Examples of the Applicant's use of social media to consult on the DCO Scheme are included in each consultation stage's report, see this Report's Appendices I4 to I8.
- 4.6.7 The Applicant considers that the effectiveness of its social media engagement is shown in hashtags that consultees have tweeted including "#MetroWest" and "#TravelWest".
- 4.6.8 Further information about the Applicant's use of social media for both informal and formal consultation can be found in this Report's Chapters 5 (section 5.3) and 8 (section 8.3).

## **5 NON-STATUTORY CONSULTATION**

### **5.1 Overview**

- 5.1.1 This Chapter 5 sets out the Applicant's non-statutory or informal consultation (in addition to its statutory or formal consultation under the 2008 Act) carried out up to the end of Stage 2 Consultation on 4 December 2017.
- 5.1.2 Chapter 13 sets out the Applicant's informal consultation following Stage 2 Consultation.

### **5.2 Guidance Taken into Account for Informal Consultation**

- 5.2.1 The DCLG Pre-Application Guidance (2015) (at paragraph 18) recognises that early consultation engagement with local communities, local authorities and statutory consultees can bring about significant benefits for all parties, for example by enabling:
- (a) an applicant to identify and resolve issues at an early stage;
  - (b) members of the public to influence project proposals;
  - (c) the local community to understand the potential nature and local impacts of a proposed DCO project; or
  - (d) potential mitigating measures to be considered.
- 5.2.2 The DCLG Pre-Application Guidance (2015) also recognises (at paragraph 25) that:
- (a) applicants will often need detailed technical input from expert bodies to assist with identifying and mitigating social, environmental, design and economic impacts of projects, alongside other important matters;
  - (b) technical input from expert bodies will often be needed in advance of formal compliance with the pre-application consultation requirements; and
  - (c) early engagement with expert bodies to seek technical input can help to avoid unnecessary delays and costs of having to make changes to project proposals at later stages of the DCO application process.

## 5.3 Summary of Non-Statutory Consultation

### Non-DCO Scheme consultation

- 5.3.1 The re-opening of the Portishead Branch Line has been included in sub-regional and local transport policy for many years. Therefore the principle and some main features (such as railway alignment) of re-opening the Portishead Branch Line have been subject to a series of non-DCO Scheme consultations and public engagements.
- 5.3.2 For the avoidance of doubt, these non-DCO Scheme consultations and public engagements have been separate to those carried out by the Applicant as part of its dedicated consultation and engagement for the DCO Scheme.
- 5.3.3 The non-DCO Scheme consultations or engagements referred to above have included those for:
- (a) the West of England Joint Transport Study ("**JTS**") and Joint Spatial Plan ("**JSP**");
  - (b) local authority planning policies or documents, including:
    - (i) NSDC Sites & Policies Development Plan Consultation;
    - (ii) Core Strategies;
    - (iii) Local Plans;
    - (iv) Sites and Policies Plans;
    - (v) Supplementary Planning documents; and
    - (vi) Neighbourhood Development Plans;
  - (c) the West of England Joint Local Transport Plan 3 ("**JLTP3**");
  - (d) the West of England Joint Local Transport Plan 4 ("**JLTP4**");
  - (e) the West of England Strategic Economic Plan ("**SEP**");
  - (f) West of England Multi-Area Agreement ("**MAA**"), Local Economic Assessment ("**LEA**") and Local Enterprise Partnership ("**LEP**") Business Plan; and
  - (g) MetroWest Programme stakeholder meetings (including engagement with rail interest groups).

- 5.3.4 Each of these non-DCO Scheme consultations or engagements have been reported to or approved through the appropriate local governance bodies, including:
- (a) the West of England Joint Committee;
  - (b) the WECA Board;
  - (c) Local Authority Executive or Full Council meetings;
  - (d) the West of England Joint Transport Board ("**the West of England JTB**", which is the decision-making body for transport schemes jointly promoted by West of England councils, and on which sits representatives of each of the West of England councils);
  - (e) the Strategic Rail Programme Board for the West of England;<sup>2</sup>
  - (f) relevant local authority or WECA Scrutiny Panels.

5.3.5 Reports relating to meetings and subsequent decisions of the appropriate governance bodies referred to above are available online at:

- (a) [www.travelwest.info/metrowest](http://www.travelwest.info/metrowest)
- (b) [www.n-somerset.gov.uk](http://www.n-somerset.gov.uk)
- (c) [www.westofenglandlep.co.uk](http://www.westofenglandlep.co.uk)
- (d) [www.westofengland-ca.gov.uk](http://www.westofengland-ca.gov.uk)

5.3.6 The key outcome of the non-DCO Scheme consultations or engagements as above has been the preservation of the alignment of the disused Portishead Branch Line railway between Portishead town centre and Pill. This preservation has ensured that development has not taken place in, or adjacent, to the disused railway corridor so as potentially to prevent the reopening of the Portishead Branch Line. Such development could have included the erection of new residential or commercial buildings with the effect of building over or severing the corridor, or a change of land use policy which could have prohibited retention of the corridor's historical railway use.

#### DCO Scheme non-statutory or informal consultation

5.3.7 Separate to the non-DCO Scheme consultation summarised above at paragraphs 5.3.1 to 5.3.6, the Applicant has carried out significant DCO Scheme

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<sup>2</sup> Previously called the Rail Programme Board.

non-statutory or informal consultations referred to in this Report as Micro-consultations.

- 5.3.8 The Applicant's DCO Scheme informal consultation by means of Micro-consultations has informed the Applicant's proposals, and thereby helped to shape the DCO Scheme. It has also given the Applicant opportunities to receive, address and resolve specific consultee concerns raised prior to the DCO Scheme's statutory or formal consultation under the 2008 Act.
- 5.3.9 The principal topics of the Applicant's informal Micro-consultations on the DCO Scheme (as listed in this Report's Table 1-1 in Chapter 1, and as detailed further in later Chapters of this Report) included:
- (a) the location of Portishead Station;
  - (b) the DCO redline boundary;
  - (c) the design and layout of Pill Station; and
  - (d) alternative highway access to the Ashton Vale Industrial Estate.
- 5.3.10 The Applicant's informal Micro-consultations on the DCO Scheme were targeted at specific local areas where it was necessary to present a number of options to the local community and stakeholders. These non-statutory consultations were publicised as Micro-consultations in order to help keep consultees' responses focused on the specific local issues at hand, rather than DCO Scheme-wide issues. The outcomes of these Micro-consultations helped shape the final design.
- 5.3.11 The publicity for the informal Micro-consultations referred to above was through the following means:
- (a) letters (delivered to addresses in the local vicinity);
  - (a) posters (placed at multiple locations in the relevant local community areas);
  - (b) online (the TravelWest website held details of each consultation);
  - (c) social media (the Applicant used the Twitter accounts of MetroWest and MetroBus to promote the informal consultations, and its tweets were retweeted by a number of accounts); and
  - (d) councillor briefings (the Applicant briefed town and ward councillors either electronically or in person).

## **5.4 The Non-Statutory or Informal Micro-consultations**

5.4.1 This section provides further details of the Applicant's informal Micro-consultations.

### Location of Portishead Station Micro-consultation

5.4.2 The Location of Portishead Station Micro-consultation was the Applicant's first informal consultation on the DCO Scheme. It focused on location options for the proposed new Portishead Station.

5.4.3 The new Portishead Station is proposed as a terminus. Its siting and configuration are important because the modelling of the proposed passenger railway timetable and other aspects of the DCO Scheme depend partly upon them.

5.4.4 Passenger services ceased to serve Portishead in 1964 (as part of the reduction of the national rail network recommended by Dr Richard Beeching's report "The Reshaping of British Railways" (1963)). Before 1964, Portishead railway station as part of the old Portishead Branch Line had been on two separate sites. From 1867 to 1954, the original station site was in the north of the town serving the Portishead docks; in 1954, the railway station was moved closer to the town centre. It is this town centre site, and the related railway corridor leading south-eastwards through the town and towards Pill, which was reserved in local plans as a possible future railway station site and local transport hub, pending further assessment of site suitability.

5.4.5 During the late 1990s and early 2000s, significant amounts of new-build housing were built on the eastern side of Portishead, on both sides of the reserved railway corridor leading south-eastwards towards Pill. At this time the railway corridor was retained except for the construction across it of a highway, being a new link road known as Quays Avenue, built to improve access to the new-build housing. Planning permission for the new Quays Avenue across the railway corridor was granted on the understanding that a level crossing could be installed over it, enabling the Portishead Branch Line if re-opened for passenger services to cross Quays Avenue.

5.4.6 After the construction of Quays Avenue, national policy on level crossings changed to improve public safety, becoming more restrictive so that the relevant public body responsible for approving new level crossings – the Office of Rail Regulation (now the Office of Rail and Road ("ORR")) – would only grant approval of a new level crossing in "exceptional circumstances". NSDC prepared a technical assessment of a new level crossing over Quays Avenue (see Appendix I1), assessing safety and traffic impacts, and submitted the assessment to the ORR in January 2015. The ORR decided that the



circumstances set out in the technical assessment were not exceptional, and therefore in a letter dated March 2015 (see Appendix 2 of Appendix I2) stated that it would not approve a new level crossing over Quays Avenue.

- 5.4.7 Accordingly, in the event that proposals should be taken forward to develop as a new railway station the Portishead town centre site reserved for such a station, the developer would need to put in place significant infrastructure (such as a bridge or road closure), and this need should be a material consideration for selecting any new station site. Therefore this need was included in an NSDC report (this Report's Appendix I2) that was prepared to aid the consultation and decision-making processes as described in paragraphs 5.4.8 to 5.4.16.
- 5.4.8 Prior to the ORR's decision not to approve a new level crossing over Quays Avenue, in February 2013 NSDC undertook an informal Micro-consultation on its "Sites & Policies Development Plan Document" (Consultation Version). As part of this Micro-consultation, NSDC published an evidence paper entitled "Re-opening Portishead Railway Line and Options for the Location of Portishead Railway Station" (2013) (see this Report's Appendix I3). The evidence paper explained the DCO Scheme background, and proposed three potential station location sites together with qualitative summary tables for each site.
- 5.4.9 NSDC considered the responses to the consultation referred to above at paragraph 5.4.8, and identified a number of significant delivery challenges associated with the proposed station sites.
- 5.4.10 As a result, NSDC further considered potential sites, including additional locations. NSDC assessed factors including highway access and relevant planning policies, and it identified a total of six potential sites.
- 5.4.11 NSDC subsequently prepared a site options appraisal report (a copy of which is included as Appendix B to this Report's Appendix I4) which assessed all six different potential Portishead railway station site locations. NSDC scored each site option, taking into consideration relevant planning policies, environmental and social impacts and deliverability. NSDC then took forward the three highest scoring site options for the Location of Portishead Station Micro-consultation in June 2014. At this stage the reserved town centre site was ruled out and not taken forward.
- 5.4.12 The Location of Portishead Station Micro-Consultation opened on 16 June 2014 for a six-week period, closing on 28 July 2014. As the Micro-consultation pre-dated the understanding that the DCO Scheme was required to go through the DCO application process, the APFP Schedule 1 description of statutory bodies was not followed. However, the West of England MetroWest Communications Team (working on behalf of NSDC and the three other authorities in the West of England) had significant experience of consulting on major schemes, and so a

list of consultees was compiled by the team (in consultation with all four West of England Councils) to ensure all known relevant bodies were notified. This list was used to write to all identified bodies notifying them of the consultation and how to respond to it. NSDC also advertised the Micro-consultation to the local community, local residents and the general public through a postcard mailout (to all properties within 400m of the station location options), leaflets, press release, Councillor briefings, TravelWest website, social media and a newsletter. Public exhibitions were also held during the consultation period and supported by a series of stakeholder meetings with the following:

- (a) local transport groups, including the Friends of Suburban Bristol Railways and the Portishead Rail Group;
- (b) transport forums, including the Bristol Airport Forum and the SGC Public Transport Forum;
- (c) neighbourhood partnerships;
- (d) town and parish councils;
- (e) local landowners;
- (f) local businesses and organisations, including the Bristol Port Company and Trinity Primary School;
- (g) environmental bodies or groups, including the Environment Agency and Natural England;
- (h) formal meetings or committees, including the West of England JTB.

5.4.13 In October 2014 the Applicant published online a report on the Location of Portishead Rail Station Micro-consultation (a copy of which is at this Report's Appendix I4). The Applicant advertised the report's publication through social and traditional media, and also notified consultees that had provided contact details during the consultation process.

5.4.14 Following NSDC's publication of the report on the Location of Portishead Rail Station Micro-consultation, NSDC selected the site option known as "2b" (located east of the realigned Quays Avenue) as the DCO Scheme's chosen site for a new Portishead Station (see this Report's Appendix I2).

5.4.15 NSDC selected site option 2b as the most popular based on the consultation responses, and in consideration of the ORR's decision not to approve a level crossing on Quays Avenue.

5.4.16 NSDC's selection of site option 2b was endorsed and confirmed through the DCO Scheme's governance process. Therefore, from October 2014 the

Applicant progressed the DCO Scheme's proposals using site option 2b for a new Portishead Station.

#### DCO Scheme Boundary Micro-consultation

- 5.4.17 The DCO Scheme Boundary Micro-consultation was the Applicant's second non-statutory or informal consultation on the DCO Scheme. It focused on the DCO Scheme's land boundary, inviting comments on the DCO Scheme's initial land boundary proposals as publicised for Stage 1 Consultation (details of which are at this Report's Chapter 8).
- 5.4.18 The DCO Scheme Boundary Micro-consultation opened on 22 June 2015 for a six-week period and closed on 3 August 2015. The Applicant consulted on the DCO Scheme's boundary the consultees listed in Appendix F of the Stage 1 Consultation Report (see Appendix I7).

#### Design and Layout of Pill Station Micro-consultation

- 5.4.19 The Design and Layout of Pill Station Micro-consultation was the Applicant's third non-statutory or informal consultation on the DCO Scheme. It took place for 28 days in February 2016.
- 5.4.20 In June 2015, within the DCO Scheme's proposals that the Applicant consulted on for Stage 1 Consultation (detailed further in Chapter 8 of this Report), the Pill Station site was proposed at its historical location, but with pedestrian access via a new pedestrian bridge connecting Monmouth Road (to the north) with a pedestrian ramp leading to the renovated railway station platform (to the south). On the proposals for Pill Station, the consultee responses to Stage 1 Consultation were mixed with particular concerns regarding:
- (a) whether there was a real need or justification to construct the proposed new pedestrian bridge over the railway when there are already two bridges over the railway in close proximity;
  - (b) the location of the pedestrian entrance to the proposed new pedestrian bridge; and
  - (c) the distance disabled users would need to travel from the proposed new Pill Station car park (on the north side of the railway) over the proposed new pedestrian bridge to the railway platform (on the south side of the railway).
- 5.4.21 Partly as a result of these consultee responses on the proposals for Pill Station, the Applicant considered alternatives for the design of Pill Station, including how it could be improved through using the site of the former Pill Station House (adjacent to Pill Station on the south side of the railway).

- 5.4.22 In doing so, the Applicant assessed whether demolition of the existing building on the former Pill Station House site could enable development of a small forecourt and disabled parking on the south side of Pill Station, next to the Station's proposed renovated railway platform. The Applicant also assessed whether such demolition could create opportunities for urban design works for a re-designed entrance to Pill station. The Applicant's assessment was driven by the potential to remove the need for the proposed new pedestrian bridge, thereby allaying some of the concerns raised by consultees reducing costs and avoiding some potentially difficult engineering constraints.
- 5.4.23 The Applicant assessed that the impacts of the new Pill Station entrance design as proposed at Stage 1 Consultation could be adverse for the locality in a number of ways, including in relation to traffic flows and parking. The Applicant felt that these potential impacts were significant enough to require further consultation with local residents and businesses, to seek their views on design options.
- 5.4.24 The further consultation that resulted was the Design and Layout of Pill Station Micro-Consultation, which consulted only on project proposals impacting the local vicinity (as opposed to the impacts of the DCO Scheme as a whole).
- 5.4.25 Lasting 28 days in February 2016, the Design and Layout of Pill Station Micro-Consultation invited consultees to review four design options, and to provide responses by email or letter. The publicity materials to inform consultees about the design options and how to respond included letters, online materials, posters and a one-day public exhibition. Attendance figures for this one-day public exhibition were consistent with the expected numbers from the targeted publicity; 40 people arrived throughout the day.
- 5.4.26 The key outcome from the Design and Layout of Pill Station Micro-Consultation was that the consultees who responded, preferred new design proposals to the originally proposed design involving a new pedestrian bridge. Of the three alternative designs for a Pill Station forecourt that the Applicant consulted on, the Applicant decided to take forward the most popular forecourt design as identified through the consultee responses.
- 5.4.27 In June 2016, the Applicant published online a detailed report on the Design and Layout of Pill Station Micro-Consultation and its outcomes (a copy of which is at this Report's Appendix I5). The Applicant advertised the report's publication through social and traditional media, and those consultees that had provided contact details and requested to be kept up to date were written to.

Alternative Highway Access to the Ashton Vale Industrial Estate (Part 1 – Options Long-list & Part 2 – Options Short-list) Micro-consultations

- 5.4.28 The Alternative Highway Access to the Ashton Vale Industrial Estate Micro-consultations were the Applicant's fourth and fifth non-statutory or informal consultations on the DCO Scheme. They took place in February 2016 (Part 1) and November 2016 (Part 2). They focused on local impacts of potential alternative highway access to the Ashton Vale Industrial Estate (**the industrial estate**) in the event that this was needed in consequence of increased closures of the Ashton Vale Level Crossing as a result of from the DCO Scheme.
- 5.4.29 The industrial estate is located in south Bristol. Its only highway access is on its east side. This access is along the Ashton Vale Road that runs through the Industrial Estate, and links to the A3029 on the industrial estate's east side. The access includes the Ashton Vale Level Crossing, over the Ashton Vale Road and near the industrial estate's entrance. The Ashton Vale Level Crossing passes over the existing 9km of the freight line between Pill and Parson.
- 5.4.30 In June 2015, when the Applicant carried out the Stage 1 Consultation, it understood that the DCO Scheme's proposals at the time for two passenger trains per hour on the freight line, and therefore over the Ashton Vale Level Crossing, would not significantly change the amount of time the Level Crossing would need to close to highway traffic. However, the Applicant's subsequent traffic modelling indicated that the proposed two passenger trains per hour would require the Level Crossing to close for significantly longer than otherwise, impacting adversely on local traffic flows. Accordingly, the Applicant considered incorporating into the DCO Scheme an alternative highway access to the industrial estate, entering it from the west, and potentially allowing for the Level Crossing to close to all traffic permanently.
- 5.4.31 The Applicant was aware that this potential alternative highway access to the industrial estate could (in its construction, maintenance and/or operation) impact adversely on the local community. The adverse impacts would in particular effect landowners and business occupiers of the industrial estate, doing so especially if the Ashton Vale Level Crossing was permanently closed. To help understand fully such adverse impacts, the Applicant carried out two Micro-consultations on alternative highway access options.
- 5.4.32 The first Alternative Highway Access to the Ashton Vale Industrial Estate Micro-consultation (Part 1) began in February 2016, and lasted 28 days. It invited consultee responses by email or letter on six alternative highway access design options and two pedestrian bridge options. The Applicant distributed locally a range of publicity materials including letters, online materials and posters, and held a local exhibition. The Applicant also wrote to relevant statutory bodies such as utilities providers whose apparatus or services could be disturbed by the

construction of a new alternative highway access. From the consultee responses, the Applicant concluded that there was majority local support for an alternative highway access to the industrial estate, although consultee preferences on access highway design option were varied (see this Report's Appendix I5 for further details of the consultee responses).

- 5.4.33 In June 2016, the Applicant published online a report on the Alternative Highway Access to the Ashton Vale Industrial Estate Micro-Consultation (Part 1) (a copy of which is at this Report's Appendix I5). The Applicant advertised its publication through social and traditional media, and those consultees that had provided contact details and requested to be kept up to date were written to.
- 5.4.34 The second Alternative Highway Access to the Ashton Vale Industrial Estate Micro-Consultation (Part 2) began in November 2016, and lasted 28 days. Part 1 of the Micro-consultation concluded that there were no fundamental issues with any of the alternative highway options, although some could be considered more popular than others. Following Part 1 of the Micro-consultation, the options were developed further and narrowed down to two. Further development work after the Part 1 Micro-consultation revealed another road option which involved remodelling the existing A370 / B3128 junction to allow the diversion of an existing slip road as access into the industrial estate. This new option was considered significant enough to consult on and so it consulted further on two of the alternative highway access design options from Part 1 of the Micro-consultation, alongside the new seventh alternative highway access design option.
- 5.4.35 From the consultee responses to the Part 2 Micro-consultation, the Applicant again concluded that there was majority local support for an alternative highway access to the industrial estate, although consultee preferences on highway access design option, were varied (see this Report's Appendix I6 for further details of the consultee responses).
- 5.4.36 In January 2017, the Applicant published online a report on the Alternative Highway Access to the Ashton Vale Industrial Estate Micro-consultation (Part 2) (a copy of which is at this Report's Appendix I7). The Applicant advertised its publication through social and traditional media, and those consultees that had provided contact details and requested to be kept up to date were written to.
- 5.4.37 However, this Micro-consultation Part 2 report (at this Report's Appendix I6) remained in draft form because by January 2017 the Applicant had decided that an alternative highway access to the industrial estate was no longer required. The Applicant had progressed towards this decision in late 2016 because of emerging cost estimates for a two passenger trains per hour scheme, with the cost estimates being provided by NR as part of its "Governance for Railway Investment Projects ("**GRIP**") Stage 3" process). The reduction to one passenger

train per hour changed the Applicant's assessment of increased need to close the Ashton Vale Level Crossing as a result of the DCO Scheme, and removed the need for alternative highway access to the industrial estate.

- 5.4.38 By February 2017, therefore, the Applicant had decided to propose changing the DCO Scheme's proposals to one passenger train per hour. In March 2017, the West of England JTB formally decided that the DCO Scheme would proceed as a one passenger train per hour scheme, and the proposals for alternative highway access to the industrial estate were formally dropped from the DCO Scheme. Nonetheless, the DCO Scheme retained a proposal for a pedestrian ramp to mitigate for adverse impacts of any increased closure of the Ashton Vale Level Crossing arising from the DCO Scheme.

#### Consideration of a Possible Ashton Gate Railway Station

- 5.4.39 Since the Applicant's earliest informal consultation on the DCO Scheme, some members of the public and stakeholders have suggested that the DCO Scheme should include a new railway station at Ashton Gate.
- 5.4.40 Throughout its promotion of the DCO Scheme, partly in response to consultee suggestions, the Applicant has periodically considered including an Ashton Gate Station within the DCO Scheme. However, the Applicant has consistently identified numerous constraints of land acquisition, capital cost, time and preparing a viable business case that, at all stages of formulating DCO Scheme proposals, have precluded the inclusion of an Ashton Gate Station.
- 5.4.41 Regarding land and capital cost in particular, developing as part of the DCO Scheme an Ashton Gate Station large enough to serve the likely large numbers of passengers attending Bristol City Football Club home games (at the existing Ashton Gate Stadium) is significantly beyond the Applicant's capacity.
- 5.4.42 The Applicant has recorded consultee suggestions for an Ashton Gate Station, together with the Applicant's responses at the time, in all its relevant consultation reports (see this Report's Appendices I4 to I8).
- 5.4.43 The Applicant notes that BCC, as the Local Planning Authority ("**LPA**"), may at a later date pursue a station at Ashton Gate separate from the DCO Scheme. BCC published a report titled "Bristol New Stations High Level Assessment Study – Ashton Gate" (available online at <https://travelwest.info/projects/metrowest/new-stations-package>) which concluded there was no viable business case to build a new station at Ashton Gate as part of MetroWest Phase 1. However the design of MetroWest Phase 1 has taken into account the aspiration for a station by not locating railway assets at this location, which otherwise would increase the cost of a station. The future delivery of the station will require separate funding,

business case, land assembly and major processes. Therefore, a station at Ashton Gate is outside the limits of the DCO Scheme.

## **5.5 Conclusion**

- 5.5.1 The Applicant has therefore undertaken significant non-statutory or informal consultation. It has had regard to the consultee responses, which have shaped its proposals for the DCO Scheme. Where possible during its informal consultation, the Applicant has sought to resolve consultee concerns prior to commencing formal statutory consultation under the 2008 Act.



## **6 APPROACH TO STATUTORY CONSULTATION UNDER SECTIONS 42, 47 AND 48 OF THE 2008 ACT**

### **6.1 Introduction**

6.1.1 This Chapter 6 sets out the Applicant's approach to statutory or formal consultation for the DCO Scheme under Sections 42, 47 and 48 of the 2008 Act.

6.1.2 The Applicant's consultation activities pursuant to Sections 42, 47 and 48 of the 2008 Act are detailed in Chapters 7, 8 and 9 respectively. These Chapters provide information required by Section 37(7)(a) of the 2008 Act and the DCLG Pre-Application Guidance (2015).

### **6.2 Approach to Statutory or Formal Consultation**

6.2.1 The Applicant adopted a multi-stage approach to statutory or formal consultation. This multi-staged approach allowed for the DCO Scheme's proposals to evolve iteratively through the Applicant's consideration and regard for consultee input, in keeping with the DCLG Pre-Application Guidance (2015) so that consultee responses could meaningfully contribute to the DCO Scheme's proposals.

6.2.2 The Applicant carried out its formal consultation in three main stages, being:

- **"Stage 1 Consultation"**, from 22 June 2015 to 3 August 2015 (pursuant to Section 47 only);
- **"Stage 2 Consultation"**, from 23 October 2017 to 4 December 2017; and
- **"Additional Stage 2 Consultation"**, being several further periods of consultation at different times following Stage 2 Consultation.

#### Stage 1 Consultation

6.2.3 The Applicant's Stage 1 Consultation was compliant with Section 47 of the 2008 Act, and was supported by informal consultation (as shown in Chapter 5 above).

#### Stage 2 Consultation

6.2.4 The Applicant's Stage 2 Consultation was also compliant with Section 47 of the 2008 Act, and supported by informal consultation (as shown in Chapter 5 above). However, Stage 2 Consultation was the stage of formal consultation at which the Applicant complied in parallel with the requirements of Sections 42 and 48 of the 2008 Act.

### Additional Stage 2 Consultations

- 6.2.5 The Applicant's Additional Stage 2 Consultation periods were compliant with Section 42 of the 2008 Act, being further periods of consultation on specific topics.
- 6.2.6 All the Applicant's stages of formal consultation were supported by various published materials and public exhibitions or events to help consultees understand the DCO Scheme's proposals, and to encourage their engagement in submitting responses. The Applicant provided multiple means of consultee responses, including:
- (a) online questionnaires;<sup>3</sup>
  - (b) a dedicated email address;
  - (c) a dedicated telephone number; and
  - (d) relevant postal address.
- 6.2.7 The Applicant has considered all consultee responses from all stages of formal consultation, including responses it received after any deadlines publicised for responses to be submitted. Also, where possible, the Applicant accommodated extensions to response submission deadlines.

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<sup>3</sup> Online questionnaires were only made available during the Stage 1 and Stage 2 Consultation periods.

## **7 FORMAL CONSULTATION UNDER SECTION 42 OF THE 2008 ACT**

### **7.1 Introduction**

- 7.1.1 Chapter 7 sets out the Applicant's consultation activities, undertaken primarily in its Stage 2 Consultation (as referred to above in Chapter 6), to comply with its duty to consult under Section 42 of the 2008 Act. The dates these consultation activities took place are shown below in Table 7-1.

**TABLE 7-1 - CONSULTATION DATES COMPLYING WITH SECTION 42 OF THE 2008 ACT**

<b>Date</b>	<b>Name of Consultation</b>
23 October 2017 to 4 December 2017	Stage 2 Consultation
7 December to 15 January 2018	Additional Stage 2 Consultation: land affected by proposed TROs
18 December to 26 January 2018	Additional Stage 2 Consultation: Unidentified Pipeline, Portishead
26 January to 27 February 2018	Additional Stage 2 Consultation: EqlA identified
1 February 2018 to 3 March 2018	Additional Stage 2 Consultation: Extension of Stage 2 Consultation (for Consultees that did not respond to Stage 2 Consultation)
19 February 2018 to 24 March 2018	Additional Stage 2 Consultation: Ashton Vale Industrial Estate (Level Crossing Works Impacts)
29 March 2018 to 27 April 2018	Additional Stage 2 Consultation: Red Line Boundary
4 April 2018 to 4 May 2018	Additional Stage 2 Consultation: Sheepway
2 May 2018 to 4 June 2018	Additional Stage 2 Consultation: Clanage Road Compound
11 June 2018 to 21 July 2018	Additional Stage 2 Consultation: Red Line Boundary changes
10 July 2018 to 10 August 2018	Additional Stage 2 Consultation: Highway Subsoil Rights and Haven View access
22 October 2018 to 23 November 2018	Additional Stage 2 Consultation: Utilities
15 February 2019 to 19 March 2019	Additional Stage 2 Consultation: Portishead and Leigh Woods Access

19 July 2019 to 19 August 2019	Additional Stage 2 Consultation: Crockerne House, Pill and land at Quays Avenue, Portishead
30 August 2019 to 1 October 2019	Additional Stage 2 Consultation: Access across Pill Memorial Club car park

7.1.2 This Chapter provides information required by Section 37(7)(a) of the 2008 Act and the DCLG Pre-Application Guidance (2015).

7.1.3 The Chapter concludes with a Statement of Compliance summarising the Applicant's compliance with relevant legislation and guidance in carrying out its duties under Section 42 of the 2008 Act.

## 7.2 Legislative Context

### The Duty to Consult under Section 42

7.2.1 Section 42 of the 2008 Act requires applicants to consult the following persons about a proposed application for development consent:

- (a) such persons as may be prescribed, being those listed in Schedule 1 to the APFP Regulations in relation to proposed development in England;
- (b) the Marine Management Organisation in relation to development affecting waters in, or adjacent to, England up to the seaward limits of the territorial sea;
- (c) each local authority that is within Section 43 of the 2008 Act, being local authorities under Section 43(1) within whose boundaries the proposed development is located, and those under Section 43(2) who share a boundary with such authorities;
- (d) the Greater London Authority if the development land is in Greater London (not relevant to the DCO Scheme); and
- (e) each person who is within one or more categories set out in Section 44 of the 2008 Act, being such persons who the applicant knows after diligent enquiry is:
  - (i) an owner, lessee, tenant or occupier of the land, defined as "Category 1" persons under Section 44(1);
  - (ii) interested in the land or has power to sell and convey the land or to release the land, defined as "Category 2" persons under Section 44(2);
 or

(iii) entitled to make a "relevant claim" if the DCO sought by the applicant were to be made and fully implemented, defined as "Category 3" persons under Section 44(4)).

- 7.2.2 When an applicant consults a person pursuant to Section 42, it must under Section 45(1) notify that person of the deadline for receipt of responses to the consultation. This deadline must, under Section 45(2), be a minimum of 28 days commencing on the day after the day on which the person receives the consultation documents. Under section 45(3), the consultation documents mean those the applicant must supply to the relevant person under Section 42 for the purpose of consulting that person.
- 7.2.3 The DCLG Pre-Application Guidance (2015) (at paragraph 26) states that applicants may wish also to seek the views of other persons who are not statutory consultees under the 2008 Act, but who may be significantly affected by the proposed development.
- 7.2.4 Before commencing consultation under Section 42, an applicant must, under Section 46 of the 2008 Act, notify the Secretary of State of the proposed application. The applicant must do so by supplying the Secretary of State with information in relation to the proposed application as if the Secretary of State were a consultee under Section 42.

### **7.3 Identifying Section 42 Consultees**

- 7.3.1 This section 7.3 describes how the Applicant identified the proper consultees under Section 42 of the 2008 Act, being the relevant prescribed bodies, local authorities and significantly affected persons during the Stage 2 Consultation Period and any additional consultees identified and consulted during the Additional Stage 2 Consultation periods.

#### Prescribed bodies for Section 42 consultation

- 7.3.2 The prescribed bodies identified pursuant to Section 42 for the Stage 2 Consultation period and during any Additional Stage 2 Consultation Periods are listed below in Table 7-2. They comprise the main prescribed public or regulatory bodies listed in Schedule 1 to the APFP Regulations (in relation to proposed development in England) pursuant to Section 42 of the 2008 Act. These bodies are prescribed consultees because they have specific technical expertise or regulatory responsibility for a given area of public interest. Full details of all statutory consultees are included in Appendix B1. LNG Portable Pipeline Services Ltd was identified as a prescribed body, however it was discovered that the company no longer had a gas licence and were dissolved as a company on 14 March 2017. As a result they were not consulted and the Applicant wrote to

the Treasury Solicitor because the property and rights formerly vested in the Company may, following its dissolution, have been deemed bona vacantia.

**TABLE 7-2 – PRESCRIBED BODIES CONSULTED UNDER SECTION 42 OF THE 2008 ACT**

<b>APFP SCHEDULE 1 DESCRIPTION</b>	<b>NAME OF RELEVANT ORGANISATION</b>
Welsh Ministers	Welsh Ministers
The Health and Safety Executive	Health and Safety Executive
The National Health Service Commissioning Board	NHS England
	NHS England South (South West office)
The relevant Clinical Commissioning Group	North Somerset Clinical Commissioning Group
	Bristol Clinical Commissioning Group
Natural England	Natural England
The Historic Buildings and Monuments Commission for England	Historic England (national offices)
	Historic England (South West office)
The Relevant Fire and Rescue Authority	Avon Fire and Rescue Service
The Relevant Police Authority	Avon and Somerset Police and Crime Commissioner
The Relevant Parish Council(s)	Abbots Leigh Parish Council
	Long Ashton Parish Council
	Portbury Parish Council
	Portishead Town Council
	Pill and Easton In Gordano Parish Council
	Avonmouth & Lawrence Weston Neighbourhood Partnership
	Henbury, Brentry and Southmead Neighbourhood Partnership

<b>APFP SCHEDULE 1 DESCRIPTION</b>	<b>NAME OF RELEVANT ORGANISATION</b>
	Henleaze, Stoke Bishop and Westbury-on-Trym Neighbourhood Partnership
	Bishopston, Cotham and Redland Neighbourhood Partnership
	Central, Clifton and Harbourside Neighbourhood Partnership
	Ashley, Easton and Lawrence Hill Neighbourhood Partnership
	Greater Bedminster Community Partnership
	Filwood, Knowle and Windmill Hill Neighbourhood Partnership
	Dundry View Neighbourhood Partnership
	Horfield and Lockleaze Neighbourhood Partnership
The Environment Agency	The Environment Agency Wessex (North) Region
Relevant AONB Conservation Boards	Cotswolds AONB
	Mendip Hills AONB
The Civil Aviation Authority	The Civil Aviation Authority
The Highways Agency (now Highways England)	Highways England Company Ltd.
	Highways England – South West
The Relevant Highways Authority	Bristol City Council
	North Somerset Council
The Coal Authority	The Coal Authority
The Relevant Internal Drainage Board	North Somerset Levels Internal Drainage Board
	Lower Severn Internal Drainage Board
The British Waterways Board	Canal and River Trust
Public Health England, an executive agency to the Department of Health	Public Health England

<b>APFP SCHEDULE 1 DESCRIPTION</b>	<b>NAME OF RELEVANT ORGANISATION</b>
The Crown Estate Commissioners	The Crown Estate
The Forestry Commission	Forestry Commission
	Forestry Commission South West England (Area Office)
	Forestry Commission South West England (Forest District Office)
The Secretary of State for Defence	Ministry of Defence
<b>RELEVANT STATUTORY UNDERTAKERS<sup>4</sup></b>	
The National Health Service Commissioning Board	NHS England (Bristol, North Somerset, Somerset and South Gloucestershire Local Area Team)
	NHS England (South)
Local Area Team	Bristol, North Somerset, Somerset and South Gloucestershire Local Area Team
Ambulance Trusts	South Western Ambulance Service (previously Great Western Ambulance Service) <sup>5</sup>
Railways	Network Rail Infrastructure Ltd
	Highways England Historical Railways Estate
Road Transport	Clifton Suspension Bridge Trust
Dock / Harbour	Bristol Harbour Authority
	Bristol Port Company
Licence Holder (Chapter 1 Of Part 1 Of Transport Act 2000)	NATS En-Route Safeguarding
Universal Service Provider	Royal Mail Group
Relevant Homes and Communities Agency	Homes and Communities Agency
Water and Sewage Undertakers	Bristol Water

<sup>4</sup> Includes all consultees identified in the Scoping Opinion by the Inspectorate (see Appendix J2).

<sup>5</sup> The Great Western Ambulance Service was acquired by neighbouring Foundation Trust South Western Ambulance Service on 1 February 2013.



APFP SCHEDULE 1 DESCRIPTION	NAME OF RELEVANT ORGANISATION
	Wessex Water Ltd.
Public Gas Transporters <sup>6</sup>	Energetics Gas Limited
	ES Pipelines Ltd
	ESP Connections Ltd
	ESP Networks Ltd
	Fulcrum Pipelines Ltd
	Independent Pipelines Ltd
	Indigo Pipelines Ltd
	National Grid Plc
	Quadrant Pipelines Ltd
	SSE Pipelines Ltd
	Scotland Gas Networks Plc (Edinburgh)
	Southern Gas Networks Plc (Surrey)
	Wales and West Utilities Ltd
Electricity Distributors with Compulsory Purchase Order (" <b>CPO</b> ") Powers	Eclipse Power Networks Limited
	Energetics Electricity Ltd
	Energy Assets Power Networks Ltd
	ESP Electricity Ltd
	Fulcrum Electricity Assets Ltd
	Harlaxton Energy Networks Ltd
	Independent Power Networks Ltd
	Leap Electricity Networks Ltd
	Murphy Power Distribution Ltd
	The Electricity Network Company Ltd
	UK Power Distribution Ltd
	Utility Assets Ltd
	Energy Assets Networks Limited (formerly Utility Distribution Networks Ltd)
	Vattenfall Networks Limited
	Western Power Distribution (South West) Plc

<sup>6</sup> LNG Portable Pipeline Services Ltd (who were a listed entity) no longer hold a gas licence and were dissolved as a company on 14 March 2017 so were not consulted.

APFP SCHEDULE 1 DESCRIPTION	NAME OF RELEVANT ORGANISATION
Electricity Transmitters with CPO Powers	National Grid Electricity Transmission Plc
The Secretary of State for Transport	Department For Transport
Other	The Joint Nature Conservation Committee (JNCC Support Co)
	Marine Management Organisation
	The Maritime and Coastguard Agency
	West of England Joint Committee
	Trinity House Corporation
	English Heritage

#### Additional bodies for consultation under Section 42 of the 2008 Act

- 7.3.3 For completeness of consultation under Section 42 of the 2008 Act, the Applicant consulted some additional bodies further to those listed in Table 7-3 above. These additional bodies, being beyond those who the Applicant is required to consult under Sections 42, 43 and 44 of the 2008 Act, may be considered as "non-statutory".
- 7.3.4 These additional bodies are listed below in Table 7-4. They include WECA, which the 2008 Act does not define as a local authority for the purposes of statutory consultation, but which the Applicant decided to consult as if it were a local authority consultee under Section 43 of the 2008 Act. They also include bodies considered by the Applicant to be "appropriate additional consultees". Full details of all these consultees are included in Appendix B2.

**TABLE 7-3 - APPROPRIATE ADDITIONAL BODIES CONSULTED UNDER SECTION 42 OF THE 2008 ACT**

Description	Consultee
<b>Other Consultees – A (non-statutory consultees)</b>	
Local Government	WECA
Train Operating Companies / Freight Operating Companies	Great Western Railway

	South Western Railway
	Arriva Cross Country (Arriva Group Limited)
	DB Cargo (UK) Limited
	Freightliner Limited
	GB Railfreight (GB Railways Limited)
	Direct Rail Services Limited
	Mendip Rail Limited
	Colas Rail Limited
	London & Continental Railways Limited
Railway Property	Historical Railways Estate
Airports	Bristol Airport Limited
Police	Port of Bristol Police
	Avon and Somerset Constabulary
	Avon and Somerset Constabulary Traffic Management
Local access forums	North Somerset Local Access Forum
	South Gloucestershire, Bath and North-east Somerset and Bristol City Joint Local Access Forum
	Bristol Public Rights of Way Liaison Group
Local interest parties	The National Trust
	The Society of Merchant Venturers
<b>Other Consultees – B (non-statutory consultee groups)</b>	
Campaign / interest groups	Friends of Bristol Suburban Railways

	Portishead Railway Group
	Clifton & Hotwells Improvement Society
	Friends of Parson Street Station
<b>Other Consultees – C (NSDC-identified consultees)</b>	
Health	Avon and Wiltshire Mental Health Partnership NHS Trust
	North Somerset Community Partnership
	Bristol Community Partnership
	University Hospitals Bristol NHS Foundation Trust
Government Agencies	Office of Rail and Road
Utilities	Interoute Networks Ltd
	Skanska area 2 (representing HE)
	BT Openreach
	C. A. Telecom UK Limited
	Cable & Wireless Limited
	CityFibre Holdings Limited
	Envoy Asset Management Limited
	Vodafone
	KCOM Group Plc (Kingston communications)
	Sky PLC
	MCI WorldCom Ltd (Verizon UK Limited)
	Virgin Media

	Instalcom
	CLH Pipelines
	GTC
Local affected parties	Trinity Primary School, Portishead
<b>Other Consultees – D (individually written to or required meetings)</b>	
Campaign / local interest groups	Sustrans
	Friends of Watch House Hill
	Avon Gorge and Downs Wildlife Project
	Avon Wildlife Trust
	British Horse Society
	Sevenside Community Rail Partnership
	North Somerset disability access group
	Bristol disability access group
	South West Equality Disability Network
	Bristol Cycle Forum
	North Somerset Cycle Forum
Transport Police	British Transport Police
Local businesses	Ashton Gate Stadium (Bristol Sport)
	Ashton Court Estate
Environment	Forest of Avon
	West of England Nature Partnership
	Abbots Leigh Wildlife Group

Equalities Identified	Ashton Park School
	Harbourside Family Practice (based at Marina Health Centre, Portishead)
	North Somerset Community Partnership (includes bases at Marina Health Centre in Portishead and Pill Health Clinic)
	Haven Lodge, Portishead
	Busy Bees Nursery, Portishead
	Bright Horizons Nursery (formally Teddies Nursery), Bristol
	Pill Methodist Chapel
	Salvation Army
	Pill Baptist Church
	Christ Church
	Bristol Women's Voice
	Bristol Disability Equality Forum
	Bristol BME Voice
	Bristol Lesbian, Gay and Bisexual and Transgender Forum
	Bristol Older People's Forum
	North Somerset Black, and Minority Ethnic Network
	North Somerset Partnership
Business groups	Federation of Small Businesses
	Business West
	Portishead Chamber of Commerce

	Bristol Chamber of Commerce
MPs	Karin Smyth (Bristol South)
	Liam Fox (North Somerset)
Public transport	First Bristol, Bath and West

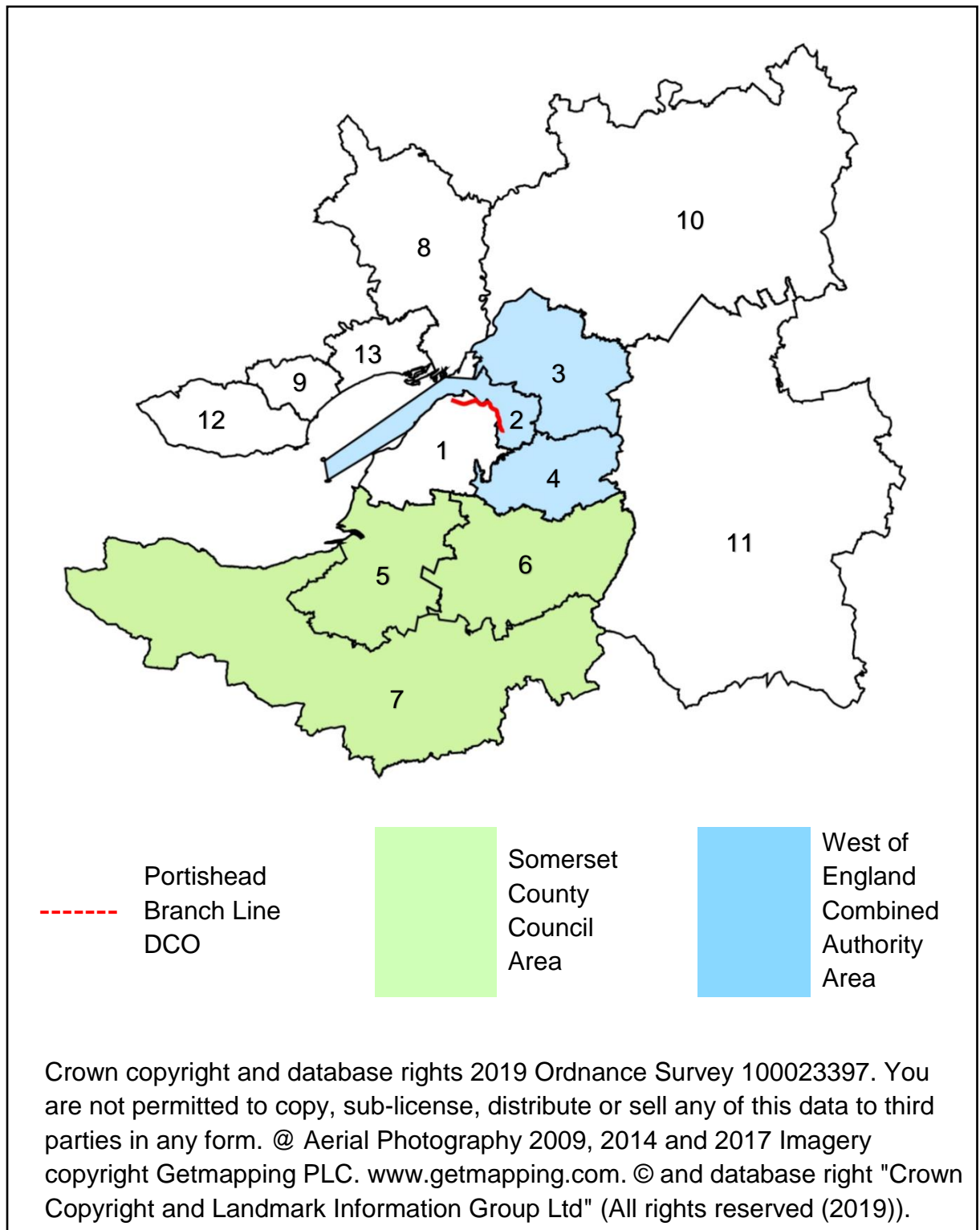
#### Local Authority consultees under Section 43 of the 2008 Act

7.3.5 Table 7-4 and Figure 2 below shows the host or neighbouring local authorities that the Applicant identified and consulted during the Stage 2 Consultation Period pursuant to Section 43 of the 2008 Act. For the avoidance of doubt, the Applicant included certain local authority consultees in Wales, treating the Bristol Channel and Severn Estuary as a boundary between the areas of the relevant Welsh authorities and the local authority areas of the DCO Scheme land. Full details of all statutory consultees are included in Appendix B1.

**TABLE 7-4 – HOST OR NEIGHBOURING LOCAL AUTHORITIES  
CONSULTED PURSUANT TO SECTION 43 OF THE 2008 ACT**

<b>Figure 2 ref no.</b>	<b>LOCAL AUTHORITY</b>	<b>LOCAL AUTHORITY TYPE</b>
1	North Somerset Council	Host
2	Bristol City Council	Host
3	South Gloucestershire Council	Neighbouring
4	Bath and North East Somerset Council	Neighbouring
5	Mendip District Council	Neighbouring
6	Sedgemoor District Council	Neighbouring
7	Somerset County Council	Neighbouring
8	Monmouthshire County Council	Neighbouring
9	City of Cardiff Council	Neighbouring
10	Gloucestershire County Council	Neighbouring
11	Wiltshire County Council	Neighbouring
12	Vale of Glamorgan Council	Neighbouring
13	Newport City Council	Neighbouring

**FIGURE 2 - MAP OF HOST AND NEIGHBOURING AUTHORITIES**





### Prescribed consultees under Section 44 of the 2008 Act

- 7.3.6 Section 44 of the 2008 Act sets out categories of persons with an interest in land ("**Landowners**") that applicants for development consent are required to consult.
- 7.3.7 To identify the relevant Landowners to consult during the Stage 2 Consultation period and during any Additional Stage 2 Consultation periods under Section 44, the Applicant appointed professional land referencing agents who made diligent inquiry periodically throughout the pre-application period. They did so by appropriate means including:
- (a) Land Registry searches against relevant titles for the DCO Scheme land;
  - (b) requesting information from local Landowners, for example through standard Request for Information ("**RFI**") forms sent by post;
  - (c) erecting local public notices inviting responses by local owners or occupiers; and
  - (d) referring to the Applicant's own records of persons with interests in the land where the Applicant is the freehold owner of the relevant land.
- 7.3.8 The Application Book of Reference ("**BoR**") (DCO Application Document Reference 4.3) lists the Landowners who the Applicant has identified as within the Section 44 categories of persons with an interest in land, and therefore who the Applicant is required to consult.
- 7.3.9 Subsequent to the Stage 2 Consultation period additional land interests were identified. Where interests had been omitted from the principal round of consultation those parties have been consulted formally under Section 42 in one of the Additional Stage 2 Consultation periods. However, where the holder of the interest in land has changed subsequent to the principal round of consultation the Applicant relies on the principal round of consultation as discharging its consultation requirement. All additional interests and all details of new owners have been included in the submitted Book of Reference (DCO Application Document 4.3) and will be notified once the application has been accepted, to enable them to engage in the examination of the application.
- 7.3.10 In order to comply with data protection duties and responsibilities, in this Report the Applicant has not identified personal details of individual Landowner consultees but has summarised their responses using a unique identifier per landowner. Each unique identifier is cross-referenced with the full landowner details included as Appendix B3 (which will only be made available to the Inspectorate).

7.3.11 643 Section 44 consultees were consulted during this period, included as Appendix B3.

#### **7.4 Undertaking Consultation under Section 42 of the 2008 Act**

##### The Principal Period of Consultation under Section 42

7.4.1 The Applicant's principal period of Section 42 consultation was its Stage 2 Consultation from 23 October 2017 to 4 December 2017 (as referred to above at paragraph 6.2.2). The Applicant's main Section 42 consultation period therefore amounted to 43 days, exceeding the minimum 28-day period required under Section 45(2) of the 2008 Act.

7.4.2 Prior to this period starting and consultees being contacted in a formal capacity, the Applicant was required to ensure correct contact details were held for each consultee. This was carried out in a two-stage process. Firstly, contact details including postal and email addresses were obtained for each consultee through various methods including telephone calls, emails, use of known contacts and internet searches. Secondly, these details were used to send all consultees a pre-consultation letter providing advance notification information of the Section 42 formal consultation. On the 6<sup>th</sup> September 2017, consultees identified in Tables 7-3, 7-4 and 7-5 were sent the pre-consultation letter (a copy of which is at this Report's Appendix E3) to advise them of the imminent start date of the principal period of Section 42 consultation, and asked them to confirm the following details (stated as default unless instructed otherwise):

- (a) that their preferred method of contact would be by the format the pre-application letter was sent (i.e. email or post), but a posted or emailed letter was offered as an alternative (with the request to provide an alternative address);
- (b) the contact and address would be the same as the address used for the pre-application letter; and
- (c) the consultation documents would be sent electronically, either on CD or via a download link, rather than paper copies.

7.4.3 Responses received were used to update contact details prior to being contacted in a formal capacity for the start of the consultation period on the 23<sup>rd</sup> October 2017.

7.4.4 Section 44 consultees were not sent the pre-application letter as the Applicant's land agents identified those using the process set out above in paragraph 7.3.7 held the most up-to-date contact details for them due to the nature of the work.

- 7.4.5 Pursuant to Section 42 of the 2008 Act, the Applicant sent consultation letters (copies of which are at this Report's Appendix E4) to all the consultees identified above in this Chapter's section 7.3, including Landowners (see Appendices B1, B2 and B3). The Applicant invited their comments on the DCO Scheme's proposals.
- 7.4.6 The Applicant posted its standard consultation letter to consultees by First Class post on 19 October 2017<sup>7</sup> or sent them by email on 20 October 2017 (if asked to do so from the pre-application letter described in 7.4.2). Therefore all letters or emails were sent prior to the commencement of the principal Section 42 consultation period on the 23 October 2017 (see Appendix E4).
- 7.4.7 In accordance with Section 45(2) of the 2008 Act, the Applicant's standard consultation letter stated the end date of the principal period of Section 42 consultation, being 4 December 2017, and a requirement for the Applicant to receive any consultee responses by that date. The letter also stated the means (with relevant details such as a weblink) by which consultees should submit responses to the Applicant, including by:
- (a) online message (through the DCO Scheme's online feedback questionnaire);
  - (b) post;
  - (c) email; and/or
  - (d) telephone.
- 7.4.8 The documents as listed below constituted the "Section 42 consultation documents" as required under Section 45(3) of the 2008 Act. These documents were listed in the Applicant's standard consultation letter, and were available to consultees (as the letter stated) throughout the main Section 42 consultation period, both online at [www.travelwest.info/metrowest](http://www.travelwest.info/metrowest) and in hard copy on local deposit.
- 7.4.9 The Section 42 consultation documents comprised:
- (a) formal notice (under Section 48 of the 2008 Act) of the MetroWest Phase 1 DCO Scheme proposals; this notice was enclosed with the consultation letter or email;
  - (b) MetroWest Stage 2 Consultation Leaflet outlining the proposals for the re-opening of the Portishead Branch Line as part of MetroWest Phase 1;

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<sup>7</sup> Please note that the Section 44 template letters are undated, however, proof of postage can be provided if required.

- (c) Preliminary Environmental Information Report ("**PEIR**"), including a Non-Technical Summary of PEIR's assessment of MetroWest Phase 1's potential environmental impacts;
- (d) Land Plan showing the land required for the MetroWest Phase 1 DCO proposals;
- (e) Works Plan illustrating the proposed works for the DCO Scheme proposals;
- (f) Temporary Traffic Regulation Orders ("**TTRO**") Plan showing the TTROs proposed as part of the DCO Scheme proposals;
- (g) Permanent TRO Plan ("PTRO") showing the permanent TROs proposed as part of the DCO Scheme proposals;
- (h) Public Rights of Way ("**PROW**") Diversions Plan showing the PROWs to be diverted or stopped-up as part of the DCO Scheme proposals;
- (i) visualisations illustrating what the DCO Scheme proposals will look like at Portishead Station, Pill Station and Ashton Vale once the Portishead branch line has been re-opened; and
- (j) a Non-Technical Summary of the draft DCO.

7.4.10 The Applicant's standard consultation letter explained to consultees that they could request their own hard copy of the Section 42 consultation documents, or electronic copies on a Universal Serial Bus ("**USB**") flash drive.

7.4.11 For those Section 42 consultees (prescribed bodies and the local authorities only) who did not respond to the Applicant's standard consultation letter, the Applicant sent them follow up correspondence in early 2018, offering them further time to respond if needed (a copy of the letter is at this Report's Appendix E4). This process has been detailed below as an Additional Section 42 Consultation period (see 7.4.12 – 7.4.13).

#### Additional Section 42 consultation periods

7.4.12 Following the Applicant's principal Section 42 consultation period from 23 October 2017 to 4 December 2017 (Stage 2 Consultation), the Applicant's ongoing consideration and evolution of project proposals gave rise to its identification of further consultees to consult during "Additional Stage 2 Consultation" periods (as referred to above at paragraph 6.2.2). At each "Additional Stage 2 Consultation" period, the Applicant consulted consultees as it had for Stage 2 Consultation, including giving consultees at least 28 days in which to respond to the Section 42 consultation documents (as listed in paragraph 7.4.9 above). It should be noted that in some instances as the design

of the application evolved the plans forming part of the Section 42 consultation documents were updated in advance of the Additional Stage 2 Consultation periods as appropriate.

7.4.13 The following sections describe each Additional Stage 2 Consultation period, identifying the relevant additional consultees and the issues the Applicant consulted them on.

7.4.14 In July 2018, the Applicant published online a report on the Stage 2 Consultation (see this Report's Appendix I8) and included responses from the first to the eighth Additional Stage 2 Consultation periods as described below. The Applicant advertised the report through social and traditional media and notified all consultees that had given contact details during the Stage 2 Consultation or Additional Stage 2 Consultation periods up to and including the eighth Additional Consultation period.

7.4.15 Each letter sent for the Additional Stage 2 Consultation Periods (as described below) gave details of the Section 42 consultation documents available to view (as set out in paragraph 7.4.9), how to view them and how and when to respond. The letters were accompanied by a copy of the notice pursuant to Section 48 and also stated that hard copies of the documents were available to view at a deposit location.

7.4.16 The responses received to each of the Additional Stage 2 Consultation Periods have been captured in Table 10-7 to the Consultation Report.

*Additional Stage 2 Consultation: land affected by proposed TROs*

7.4.17 This was the first Additional Stage 2 Consultation period, from 7 December to 15 January 2018 (as listed in this Report's Chapter 1 at Table 1-1).

7.4.18 The Applicant identified 11 Section 44 consultees that had not been consulted during the principal period of consultation under Section 42 (see paragraphs 7.4.1 – 7.4.7) and had an interest in land to be affected by proposed Traffic Restriction Orders ("**TROs**").

7.4.19 The Applicant sent the consultees (detailed in Appendix B3) letters on 11 December 2017 by first class post<sup>8</sup> (a copy of the template letter is at this Report's Appendix E4).

7.4.20 The responses received are captured in Chapter 10, Table 10-7.

*Additional Stage 2 Consultation: Unidentified Pipeline, Portishead*

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<sup>8</sup> Please note that the Section 44 template letters are undated, however, proof of postage can be provided if required

- 7.4.21 This was the second Additional Stage 2 Consultation period, from 18 December to 26 January 2018 (as listed in this Report's Chapter 1 at Table 1-1).
- 7.4.22 The Applicant identified 1 Section 44 consultee (detailed in Appendix B3) that had not been consulted during the principal period of consultation under Section 42 (see paragraphs 7.4.1 – 7.4.7). This is because an unidentified pipeline was found in Portishead with the possibility of it being owned by a consultee that was not previously consulted
- 7.4.23 The Applicant sent the consultee a letter on 18 December 2017 by first class post<sup>9</sup> (a copy of the letter is at this Report's Appendix E4).

*Additional Stage 2 Consultation: EqIA identified*

- 7.4.24 This was the third Additional Stage 2 Consultation period, from 26 January to 27 February 2018 (as listed in this Report's Chapter 1 at Table 1-1).
- 7.4.25 The Applicant identified 12 Section 42 consultees (detailed below and in Appendix B3) that had not been consulted during the principal period of consultation under Section 42 (see paragraphs 7.4.1 – 7.4.7). These were potentially affected parties identified through the drafting of the EqIA, as part of the ES.
- 7.4.26 The Applicant sent the consultees listed in Table 7-5 below letters on 26 January 2018 by first class post (a copy of the template letter is at this Report's Appendix E4).

**TABLE 7-5 - S42 CONSULTEES IDENTIFIED IN THE EQIA FOR ADDITIONAL STAGE 2 CONSULTATION PERIOD**

Schedule 1 description	Consultee
Equalities	Busy Bees Nursery
	Pill Methodist Chapel
	Salvation Army
	Pill Baptist Church
	Christ Church
	Bristol Women's Voice
	Bristol Disability Equality Forum

<sup>9</sup> Please note that the Section 44 template letters are undated, however, proof of postage can be provided if required

	Bristol BME Voice
	Bristol Lesbian, Gay and Bisexual and Transgender Forum
	Bristol Older People's Forum
	North Somerset Black, and Minority Ethnic Network
	North Somerset Partnership

*Additional Stage 2 Consultation: Extension of Stage 2 Consultation (for Consultees that did not respond to Stage 2 Consultation)*

- 7.4.27 This was the fourth Additional Stage 2 Consultation period, from 1 February to 3 March 2018 (as listed in this Report's Chapter 1 at Table 1-1).
- 7.4.28 The Applicant identified 25 S42 consultees (consisting of Prescribed Bodies, additional consultees, and Local Authorities, as listed in tables 7-3, 7-4 and 7-5 and contained within Appendices B1 and B2) that had not responded during the Stage 2 Consultation period. These are listed below in Table 7-6.

**TABLE 7-6 - S42 CONSULTEES IDENTIFIED FOR ADDITIONAL STAGE 2 CONSULTATION PERIOD**

Schedule 1 description	Consultee
The Relevant Fire and Rescue Authority	Avon Fire and Rescue Service
Ambulance Trusts	South Western Ambulance Service
Marine Management Organisation	Marine Management Organisation
Local authorities	Bath and North East Somerset Council
	Mendip District Council
	Sedgemoor District Council
	Somerset County Council
	Monmouthshire County Council
	City of Cardiff Council
	Newport City Council

	Vale of Glamorgan Council
	Wiltshire County Council
	Gloucestershire County Council
Train Operating Companies / Freight Operating Companies	Great Western Railway
	South Western Railway
	Arriva Cross Country (Arriva Group Limited)
	DB Cargo (UK) Limited
	Freightliner Limited
	GB Railfreight (GB Railways Limited)
	Direct Rail Services Limited
	Mendip Rail Limited
	Colas Rail Limited
	London & Continental Railways Limited
British Transport Police	British Transport Police
Public Transport operator	First Bristol, Bath And West

- 7.4.29 The Applicant sent the consultees referred to above in Table 7-6 a letter on 30 January 2018 by first class post or an email of the same date (as per paragraph 7.4.2) (a copy of the template letter and the template email is at this Report's Appendix E4).

*Additional Stage 2 Consultation: Ashton Vale Industrial Estate (Level Crossing Works Impacts)*

- 7.4.30 This was the fifth Additional Stage 2 Consultation period, from 19 February 2018 to 24 March 2018 (as listed in this Report's Chapter 1 at Table 1-1).
- 7.4.31 The Applicant identified 66 landowners and businesses on Ashton Vale Road industrial estate (detailed in Appendix B3) who were no longer included within the DCO redline boundary. This was due to the removal of the alternative highway option required for the previously proposed half hourly train service. Some respondents during the principal period of Stage 2 Consultation under Section 42 (see paragraphs 7.4.1 – 7.4.7) requested that all interested parties on



the industrial estate be consulted to ensure the possible issues were fully understood.

- 7.4.32 The Applicant sent the consultees letters on 19 February 2018 by registered post (a copy of the template letter is at this Report's Appendix E4). There was also a questionnaire attached (appended to the letter in Appendix E4) related to specific issues in the Ashton Vale area in particular the proposed works to the Ashton Vale Road level crossing. Consultees were asked to respond by 24 March 2018. 7 letters were returned as unknown owners, so these property addresses were written to by letter dated 9 March 2018 sent by first class post and given a further 28 days, being asked to respond by 13th April 2018.

*Additional Stage 2 Consultation: Red Line Boundary*

- 7.4.33 This was the sixth Additional Stage 2 Consultation period, from 29 March 2018 to 27 April 2018 (as listed in this Report's Chapter 1 at Table 1-1).
- 7.4.34 The Applicant identified 175 consultees (detailed in Appendix B3) that had either been previously consulted but were affected by the DCO redline boundary changes or were an additional third party that was identified pursuant to Section 44 that had not been consulted during the principal period of consultation under Section 42 (see paragraphs 7.4.1 – 7.4.7).
- 7.4.35 The Applicant sent the consultees letters on 27 March 2018 by first class post (a copy of the template letter is at this Report's Appendix E4)

*Additional Stage 2 Consultation: Sheepway*

- 7.4.36 This was the seventh Additional Stage 2 Consultation period, from 4 April 2018 to 4 May 2018 (as listed in this Report's Chapter 1 at Table 1-1).
- 7.4.37 The Applicant identified 1 consultee (detailed in Appendix B3) that had not been consulted during the principal period of consultation under Section 42 (see paragraphs 7.4.1 – 7.4.7) identified following a review of title and Land Registry information.
- 7.4.38 The Applicant sent the consultee a letter on 29 March 2018 by first class post (a copy of the template letter is at this Report's Appendix E4).

*Additional Stage 2 Consultation: Clanage Road Compound*

- 7.4.39 This was the eighth Additional Stage 2 Consultation period, from 2 May 2018 to 4 June 2018 (as listed in this Report's Chapter 1 at Table 1-1).
- 7.4.40 The Applicant identified 5 consultees (detailed in Appendix B3) that had an interest in land affected by the Clanage Road compound that not been consulted

during the principal period of consultation under Section 42 (see paragraphs 7.4.1 – 7.4.7).

- 7.4.41 The Applicant sent the consultees letters on 27 April 2017 by first class post (a copy of the template letter is at this Report's Appendix E4).

*Additional Stage 2 Consultation: Red Line Boundary changes*

- 7.4.42 This was the ninth Additional Stage 2 Consultation period, from 11 June 2018 to 21 July 2018 (as listed in this Report's Chapter 1 at Table 1-1).

- 7.4.43 The Applicant identified 64 consultees (detailed in Appendix B3) that had been previously consulted but were affected by the DCO Scheme's redline boundary.

- 7.4.44 The Applicant sent the consultees letters in three batches each ensuring that no less than 28 days to respond was provided. The first letter was sent on June 11 2019 by first class post asking for a response by 12 July 2018, the second letter was sent on June 12 2019 by first class post asking for a response by 14 July 2018 and a third letter sent on June 19 2019 asking for a response by 21 July 2018 (a copy of each the template letters<sup>10</sup> is at this Report's Appendix E4).

*Additional Stage 2 Consultation: Highway Subsoil Rights and Haven View access*

- 7.4.45 This was the tenth Additional Stage 2 Consultation period, from 10 July 2018 to 10 August 2018 (as listed in this Report's Chapter 1 at Table 1-1).

- 7.4.46 The Applicant identified 110 consultees (detailed in Appendix B3) that had not been consulted during the principal period of consultation under Section 42 (see paragraphs 7.4.1 – 7.4.7). These were found to have subsoil rights for apparatus at a number of locations affected by the DCO Scheme. There were also a number of consultees that had been previously consulted but were affected by the DCO Scheme's redline boundary changes, and some further identified third parties that may be affected by the DCO Scheme's proposals (detailed in Appendix B3).

- 7.4.47 The Applicant sent the consultees letters on 9 Jul 2018 by first class post (a copy of the template letter is at this Report's Appendix E4).

*Additional Stage 2 Consultation: Utilities*

- 7.4.48 This was the eleventh Additional Stage 2 Consultation period, from 22 October 2018 to 23 November 2018 (as listed in this Report's Chapter 1 at Table 1-1).

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<sup>10</sup> Please note that the Section 44 template letters are undated, however, proof of postage can be provided if required

- 7.4.49 Nine utility companies were identified as listed below in Table 7-7 (and included in Appendix B1) that had not previously been consulted during the principal period of consultation under Section 42 (see paragraphs 7.4.1 – 7.4.7), as a review of utility companies had scoped them out at the time due to not operating in the area. However, as a year had passed since the formal Stage 2 Consultation had occurred, it was considered prudent to contact them in case their coverage areas had changed.
- 7.4.50 The Applicant sent the consultees letters dated 18 October 2018 by first class post (a copy of which is at this Report's Appendix E4).

**TABLE 7-7 - S42 CONSULTEES IDENTIFIED FOR ADDITIONAL STAGE 2 CONSULTATION PERIOD**

<b>Consultee</b>
Eclipse Power Networks Limited
Energy Assets Power Networks Ltd
Fulcrum Electricity Assets Ltd
Harlaxton Energy Networks Ltd
Leep Electricity Networks Ltd
Murphy Power Distribution Ltd
UK Power Distribution Ltd
Energy Assets Networks Limited (formerly Utility Distribution Networks Ltd)
Vattenfall Networks Limited

*Additional Stage 2 Consultation: Portishead and Leigh Woods Access*

- 7.4.51 This was the twelfth Additional Stage 2 Consultation period, from 15 February 2019 to 19 March 2019 (as listed in this Report's Chapter 1 at Table 1-1).
- 7.4.52 Following continued discussion with statutory stakeholders in the Leigh Woods area, it was identified that the proposed temporary use of an access track in the Leigh Woods area for inspection of rock-faces in the Avon Gorge, together with limited vegetation clearance would be needed. 12 consultees (detailed in Appendix B3) in the vicinity were identified that could be affected by these proposals and were not consulted during the principal period of consultation under Section 42 (see paragraphs 7.4.1 – 7.4.7). Following a further review of title and Land Registry information the opportunity was also taken - to contact those that had not been previously consulted (as they did not have an interest at that time), and a total of 55 consultees were consulted (detailed in Appendix B3).

- 7.4.53 The Applicant sent the consultees letters on 12 February 2019 by first class post (copies of the template letters are at this Report's Appendix E4) which gave details of the Section 42 consultation documents available to view as well as land plans identifying the access track.

*Additional Stage 2 Consultation: Crockerne House, Pill and land at Quays Avenue, Portishead*

- 7.4.54 This was the thirteenth Additional Stage 2 Consultation period, from 19 July 2019 to 19 August 2019 (as listed in this Report's Chapter 1 at Table 1-1).
- 7.4.55 It was found that some residents have rights that may be affected by the works proposed for access to maintain and repair the viaduct at Pill.
- 7.4.56 At the same time additional land interests were found at Harbour Court, Serbert Road, Portishead relating to access and services potentially affected by the DCO Scheme.
- 7.4.57 The Applicant identified 13 consultees (detailed in Appendix B3) that had not been consulted during the principal period of consultation under Section 42 (see paragraphs 7.4.1 – 7.4.7).
- 7.4.58 The Applicant hand delivered letters on 18 July 2019 (despite them being labelled "By First Class Post") to the consultees referred to above at paragraph 7.4.55, and in addition sent letters by first class post to those consultees referred to in paragraph 7.4.56 (copies of the template for both letters are at this Report's Appendix E4).

*Additional Stage 2 Consultation: Access across Pill Memorial Club car park*

- 7.4.59 This was the fourteenth Additional Stage 2 Consultation period, from 30 August 2019 to 1 October 2019 (as listed in this Report's Chapter 1 at Table 1-1).
- 7.4.60 A small number of properties were that had the potential to use Pill Memorial Club's car park to access their properties.
- 7.4.61 The Applicant identified 13 consultees (detailed in Appendix B3) that had not been consulted during the principal period of consultation under Section 42 (see paragraphs 7.4.1 – 7.4.7).
- 7.4.62 The Applicant hand delivered the consultees letters on 29 August 2019 (copies of the template letter are at this Report's Appendix E4).

## **7.5 Consulting on specific issues under Section 44**

- 7.5.1 Early on in forming the DCO Scheme's proposals, the Applicant identified a number of persons (included within Appendix B3) with an interest in the DCO

Scheme land at Pill as having specific issues to be addressed. These were consulted formally at the relevant consultation stage as detailed above.

7.5.2 While the Applicant discussed these specific issues directly with the relevant persons with an interest in land on a without prejudice basis (such discussions are not detailed in this Report), the Applicant also held a series of publicised local drop-in events in Pill, each focused on a specific issue of concern to local consultees.

7.5.3 These publicised drop-in events were an opportunity for local consultees to discuss with DCO Scheme representatives any of their concerns on specific issues, with discussion of relevant technical detail. The dates of each drop-in event, the focus of the specific issue and the number of local consultee attendees are listed below in Table 7-9.

**TABLE 7-8 - SECTION 44 DROP-IN EVENTS AT PILL: DATES AND ATTENDEES**

Date of drop-in event	Reason for drop-in event	No. of attendees
8 August 2016	Pill - Subsoil rights	10
30 August 2017	Pill – Subsoil rights and access to Pill Viaduct	11
5 October 2017	Pill – Avon Road bridge construction issues	5
12 June 2018	Pill – Access to Pill Viaduct	4
4 October 2018	Pill – Arrangement of agreements for all issues above	26

## **7.6 Notifying the Secretary of State under Section 46 of the 2008 Act**

7.6.1 Prior to commencing consultation under Section 42 of the 2008 Act, pursuant to Section 46 the Applicant notified the Secretary of State of its intention to submit an application for development consent for the DCO Scheme. The Applicant did so by letter of notification to the Inspectorate.

- 7.6.2 The Applicant hand delivered the letter of notification to the Inspectorate on 18 October 2017, therefore complying with Section 46(2) requiring such notification before commencing consultation under Section 42. A copy of the letter of notification is at this Report's Appendix E1.
- 7.6.3 In accordance with Section 46(1), the Applicant enclosed in the letter of notification the same information in relation to the proposed application for development consent as the Applicant would supply as if the Secretary of State was a consultee under Section 42. Thereby the Applicant provided the Secretary of State, through the Inspectorate, with the same Section 42 consultation documents as it provided to the Section 42 consultees.
- 7.6.4 On 24 October 2017, the Inspectorate confirmed to the Applicant that it had received the notification letter (see Appendix E2).

## **7.7 Statement of Compliance**

- 7.7.1 The Statement of Compliance at this Report's Appendix A1 sets out how the Applicant has complied with the requirements of the 2008 Act, EIA Regulations and APFP Regulations in the preparation for, and carrying out of, Section 42 Consultation and the Section 46 notification.
- 7.7.2 The Statement of Compliance includes information on how the Applicant, in carrying out consultation under Section 42, has followed the DCLG Pre-Application Guidance (2015).
- 7.7.3 As stated in the Statement of Compliance at Appendix A1, the Applicant confirms that pursuant to Sections 42, 43 and 44 of the 2008 Act it has consulted all relevant prescribed consultees in relation to the DCO Scheme's proposals.

## **8 FORMAL CONSULTATION UNDER SECTION 47 OF THE 2008 ACT**

### **8.1 Introduction**

8.1.1 This Chapter 8 sets out the activities undertaken by the Applicant to comply with the provisions of Section 47 of the 2008 Act. It seeks to provide the information relevant to formal consultation pursuant to Section 47, as required under Section 37(7)(a) of the 2008 Act and the relevant parts of DCLG guidance on pre-application consultation.

8.1.2 This Chapter concludes with a statement of compliance summarising the Applicant's compliance with relevant legislation and guidance in carrying out its duties under Section 47 of the 2008 Act.

### **8.2 Legislative context**

8.2.1 Section 47(1) of the 2008 Act requires the applicant to prepare a SoCC (previously referred to in this Report at paragraph 1.1.16). The SoCC should set out how the applicant intends to consult the local community on the proposed application. The applicant must consult the relevant local authorities on the SoCC's content (under Section 47(2)) because their knowledge of the local area may influence decisions on the geographical extent of consultation, and the consultation methods that may be most effective in the local circumstances.

8.2.2 The applicant should request local authority responses to consultation on the SoCC's content to be submitted within a 28-day period (commencing on the day after the day on which the local authority receives the consultation documents). The relevant consultation documents must be provided to each local authority consultee at this stage, providing information which allows the authority to make an informed response to the SoCC consultation (pursuant to Sections 47(3) and 47(4)).

8.2.3 Section 47(5) requires the applicant to have regard to any response provided by the local authority that is received within the 28-day period referred to above at paragraph 8.2.2.

8.2.4 In preparing the SoCC, the Applicant must have regard to:

- (a) the EIA Regulations - Regulation 13 of the EIA Regulations 2017 (previously Regulation 10 of the EIA Regulations 2009) stipulates that the SoCC must set out whether the proposal is EIA development, and, if so, how the applicant intends to publicise and consult on preliminary environmental information; and

- (b) relevant guidance on pre-application procedure – guidance on preparing and publishing the SoCC has been provided by DCLG and is summarised in the Statement of Compliance at this Report's Appendix A1.

8.2.5 Once the SoCC has been finalised, notice of its deposit for public inspection must be published in a newspaper circulating in the vicinity of the proposed development land (pursuant to Section 47(6)(a) of the 2008 Act). In addition, the applicant must carry out its statutory or formal consultation in accordance with the proposals set out in the SoCC (under Section 47(7)).

### **8.3 Preparing the SoCC**

8.3.1 Under Section 47 of the 2008 Act, the Applicant must prepare a SoCC setting out how it proposes to consult people living within the vicinity of the DCO Scheme about the proposed application for development consent. The 2008 Act requires that the Applicant must:

- (a) under Section 47(2), before preparing the SoCC, consult each local authority that falls under the provisions of Section 43(1) of the 2008 Act (being each local authority within whose boundary the proposed development is located) about what is to be in the SoCC, with the deadline for any local authority response to such consultation, under Section 47(3), being the end of the period of 28 days that begins with the day after the day on which the local authority receives the consultation documents in relation to the SoCC;
- (b) under Section 47(5), in preparing the SoCC, have regard to any response from a relevant local authority under Section 43(1) on what is to be in the SoCC, with any such response being received within the deadline stated above;
- (c) under section 47(6), once the SoCC is prepared, make it available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land; publish in a newspaper circulating in the vicinity of the land a notice stating where and when the SoCC can be inspected; and publish the SoCC in such manner as may be prescribed; and
- (d) under Section 47(7), carry out its statutory consultation under the 2008 Act in accordance with the proposals set out in its SoCC.



- 8.3.2 As stated above in Table 1-1, the Applicant consulted on the DCO Scheme under the 2008 Act by carrying out the following periods of formal consultation:
- (a) Stage 1 Consultation from 22 June 2015 to 3 August 2015 (pursuant to Section 47 only);
  - (b) Stage 2 Consultation from 23 October 2017 to 4 December 2017; and
  - (c) Additional Stage 2 Consultation periods after 4 December 2017.
- 8.3.3 In carrying out its statutory or formal consultation, the Applicant had two versions of its SoCC, with each version applying to the relevant period/s of formal consultation:
- (a) the first version of the SoCC was "the Stage 1 SoCC" (as defined above at paragraph 1.1.16). The Stage 1 SoCC applied to the Stage 1 Consultation from 22 June 2015 to 3 August 2015;
  - (b) the second version of the SoCC was "the Stage 2 SoCC" (as defined above at paragraph 1.1.16). The Stage 2 SoCC applied to the Stage 2 Consultation from 23 October 2017 to 4 December 2017, and to the Additional Stage 2 Consultation periods after 4 December 2017.
- 8.3.4 Following Stage 1 Consultation, the Applicant updated the Stage 1 SoCC to produce the Stage 2 SoCC.
- 8.3.5 The Stage 1 and Stage 2 SoCCs were substantially similar. The updates to the Stage 1 SoCC to produce the Stage 2 SoCC were made in order to ensure that the SoCC reflected the following material changes to the project or its public engagement initiatives since the preparation of the Stage 1 SoCC:
- (a) amendments to the DCO redline boundary resulting from evolved project design and land requirements;
  - (b) updated proposals for works within the DCO redline boundary;
  - (c) updates to the Applicant's list of communities potentially affected by the DCO Scheme and to be consulted; and
  - (d) additional local exhibitions to help explain project proposals to the local community.

Compliance with Section 47(5) of the 2008 Act before Preparing the Stage 1 SoCC and the Stage 2 SoCC

- 8.3.6 In preparing both the Stage 1 SoCC and the Stage 2 SoCC, to ensure consultation pursuant to Section 47 with the local community within the vicinity of

the project land about the proposed application for development consent, the Applicant identified the members of the local community that it should consult.

8.3.7 The term “local community” includes all those groups that may be affected by the DCO Scheme. This includes - but not restricted to - the following:

- (a) Residents;
- (b) Students;
- (c) Employees;
- (d) Employers;
- (e) Business owners (who may own a business affected by the DCO Scheme but not work there);
- (f) Organisations / community groups (such as schools, clubs and charities);
- (g) Campaign groups (such as transport improvement groups e.g. Portishead Rail Group);
- (h) Regular visitors (such as those who have family or friends living in the area, or for business purposes).

8.3.8 The Applicant identified these members of the local community, as stated in the Stage 1 and Stage 2 SoCCs, as either "**Tier 1**" or "**Tier 2**" communities on the basis of their geographical proximity to the DCO Scheme land and/or their potential to be directly or indirectly affected by the DCO Scheme.

8.3.9 The Tier 1 and Tier 2 Communities as identified by the Applicant in the SoCCs were defined as follows:

- (a) **Tier 1** – local communities directly affected by the DCO Scheme because they are situated within 200 metres of the DCO redline boundary, or within 400 metres of the proposed Portishead and Pill railway stations. The Applicant set these geographical criteria for Tier 1 communities on account of the anticipated scope of the DCO Scheme’s construction and operational impacts including noise, air quality and landscape and visual impacts; and
- (b) **Tier 2** – local communities indirectly affected by the DCO Scheme, being situated outside the geographical areas of the Tier 1 Communities, and therefore (compared to Tier 1 Communities) deemed sufficiently far from the DCO redline boundary land so as not to be directly (or physically) affected by the DCO Scheme. The Tier 2 communities were situated more

than 200 metres from the DCO Scheme redline boundary, or more than 400 metres from the proposed Portishead and Pill railway stations.

- 8.3.10 While the Tier 1 Communities consisted of consultees the Applicant identified individually, to be notified personally of the DCO Scheme's statutory consultation, the Tier 2 Communities consisted of consultees not so identified but belonging to the public at large, to be notified by general means such as local newspaper notices or site notices.
- 8.3.11 The Stage 1 SoCC listed all the Tier 1 and Tier 2 Communities. The Stage 2 SoCC did the same.
- 8.3.12 However, the Applicant did not restrict its statutory consultation to the Tier 1 and Tier 2 Communities; anyone could comment on the DCO Scheme's proposals in response to the consultation information that the Applicant made widely available in order for consultation to be accessible and effective, an objective stated both in the Stage 1 SoCC and the Stage 2 SoCC.
- 8.3.13 In accordance with Section 47(2) of the 2008 Act, in preparing the Stage 1 SoCC the Applicant consulted the relevant local authorities (within whose boundary the proposed development is located) about the content of the SoCC. The deadline for any local authority response to this consultation was the end of the period of 28 days beginning with the day after the day on which the local authority received the consultation documents in relation to the SoCC. Before preparing the Stage 2 SoCC, the Applicant did the same.
- 8.3.14 The relevant local authorities for the purposes of the consultation on the content of the SoCCs are listed below in Table 8-1.

**TABLE 8-1 - LOCAL AUTHORITIES CONSULTED ON THE STAGE 1 AND STAGE 2 SOCCS PURSUANT TO SECTION 47(2) OF THE 2008 ACT**

Local authority	Authority status
North Somerset District Council	DCO host authority
Bristol City Council	DCO host authority

- 8.3.15 For completeness of consultation in preparing the SoCCs, the Applicant also consulted BANES and SGC about the content of the Stage 1 SoCC and the Stage 2 SoCC. The Applicant did so on the basis of BANES's and SGC's capacities as West of England Councils on whose behalf the Applicant was promoting the DCO Scheme at the time, and of wider MetroWest Programme proposals being within BANES's and SGC's boundaries. In addition, following the

creation of WECA in February 2017, the Applicant consulted WECA on the content of the Stage 2 SoCC.

- 8.3.16 Informally, the Applicant also consulted the West of England Councils' joint communications team and the Inspectorate about the content of the SoCCs.
- 8.3.17 It should be noted that the Applicant consulted local authorities on the Stage 2 SoCC in March 2016 and then again in November 2016, in anticipation of Stage 2 Consultation taking place in June 2016, and then February 2017. However, as the Stage 2 Consultation did not take place until October 2017 the Stage 2 SoCC was consulted on for a third time in August 2017. The Applicant had regard to all responses received on the Stage 2 SoCC in March 2016, November 2016, and August 2017.
- 8.3.18 In carrying out consultation with local authorities on the Stage 1 SoCC, on 18 May 2015 the Applicant sent each of the local authorities, set out above, an email enclosing a draft copy of the Stage 1 SoCC, requesting any comments on the best way to consult the local community. The Applicant requested that any comments be returned to it by 15 June 2015, thereby complying with Section 47(3) of the 2008 Act on deadline for responses. Copies of the emails enclosing the draft Stage 1 SoCC are included at this Report's Appendix C3.
- 8.3.19 In carrying out the final round of consultation with local authorities on the Stage 2 SoCC, the Applicant sent on 2 August 2017 each of the local authorities above an email enclosing a draft copy of the Stage 2 SoCC, the published Stage 1 SoCC and a report setting out the local authorities' comments on the Stage 1 SoCC complete with the Applicant's response to those comments, requesting any comments on the best way to consult with the local community. The Applicant requested that any comments be returned to it by 31 August 2017, thereby complying with Section 47(3) of the 2008 Act on deadline for responses. Copies of the emails enclosing the draft Stage 2 SoCC are included at this Report's Appendix D3. As noted above these comments were reviewed in addition to any earlier comments received from the local authorities as set out in paragraphs 8.3.17 above.
- 8.3.20 In addition, the Applicant consulted WECA on the Stage 2 SoCC by sending WECA a letter enclosing a draft copy of the Stage 2 SoCC on 2 August 2017, requesting comments as it had from the local authorities. A copy of the letter enclosing the draft Stage 2 SoCC sent to WECA is included at this Report's Appendix D3.
- 8.3.21 In accordance with Section 47(5) of the 2008 Act, in preparing the Stage 1 and Stage 2 SoCCs the Applicant had regard to all responses from the local authorities it consulted about the content of the SoCC, with such responses being received within the 28-day response period under Section 47(3). In doing

so, the Applicant drafted the final form Stage 1 SoCC and Stage 2 SoCC by considering comments made by the authorities and incorporating the comments in the finalised SoCCs as appropriate.

- 8.3.22 The local authorities' responses, and the Applicant's regard for them, are summarised below in Tables 8-2 (Stage 1 SoCC) and 8-3 (Stage 2 SoCC).

**TABLE 8-2 – LOCAL AUTHORITY RESPONSES TO DRAFT STAGE 1 SOCC AND APPLICANT'S REGARD HAD TO THOSE RESPONSES**

Local Authority Response to Draft Stage 1 SoCC	Applicant's Regard to Response
<b>Bristol City Council (June 2015 comments)</b>	
<p>The change involving the red line through the gorge so that the section would be delivered under PD rights, might raise some public concerns</p>	<p>For the Stage 1 Consultation, works through the Avon Gorge were considered routine upgrade works and could be carried out by NR using their permitted development rights and were therefore not consulted on. However by the time of the Stage 2 Consultation this was included in the DCO Scheme as associated development given the possible wider impacts of the scheme as a whole and views from the public were sought.</p>
<b>North Somerset Council (June 2015 comments)</b>	
<p>How will you keep members of the public informed as you proceed through the DCO process?</p>	<p>The SoCC contains a section titled "Keeping the public informed of the DCO process". This was updated</p>

Local Authority Response to Draft Stage 1 SoCC	Applicant's Regard to Response
	with specific website and social media addresses.
Ensure you have a list of hard to reach groups.	A list of HTR (referred to as Hard to Hear ("HTH") groups were identified through the EqlA process and consulted.

**TABLE 8-3 - LOCAL AUTHORITY RESPONSES TO DRAFT STAGE 2 SOCC (FROM MARCH 2016, NOVEMBER 2016 AND AUGUST 2017) AND APPLICANT'S REGARD HAD TO THOSE RESPONSES**

Local Authority Response to Draft Stage 2 SoCC (March 2016, November 2016 and August 2017)	Applicant's Regard to Response
<b>Bristol City Council (March 2016 comments)</b>	
It would be helpful if a clear explanation of each of the DCO Scheme components was provided in the 'Introduction' section of the SoCC. This must include an explanation of which components comprise the DCO application, which are not included in the DCO, and the interrelationship between these components. Such an explanation is required so the community are able to understand the DCO Scheme to which the SoCC relates, and its likely impact.	Some changes to the Introduction section were made to address these concerns.
At present it is not clear which elements of the overall 'MetroWest Phase 1 Proposals' are the subject of this consultation and the DCO. This is important in order to ensure that the responses received from the consultation are	Some changes to the Introduction section were made to address these concerns.

Local Authority Response to Draft Stage 2 SoCC (March 2016, November 2016 and August 2017)	Applicant's Regard to Response
<p>about the DCO rather than about those components which are not included in the DCO. It may be difficult for the promoter to demonstrate compliance with Section 49 of the Act (Requirement to take into account consultation responses) if responses are received about the wider scheme.</p>	
<p>As set out in PINS Advice Note 8.2, the purpose of the SoCC is to set out how the promoter proposes to consult the community on the DCO Scheme. The SoCC details the consultation the promoter intends to undertake with the community about the DCO Scheme. The promoter is required to carry out consultation with the community as set out in the SoCC. Once finalised, the promoter is required to publish a notice stating where and when the SoCC can be inspected. As such, the SoCC is a community facing document. Therefore, BCC consider that the structure of the SoCC should be accessible and easy to read. A suggested clear structure would be:</p> <ul style="list-style-type: none"> <li>(i) The DCO Scheme;</li> <li>(ii) Consultation Undertaken to Date; and</li> <li>(i) Proposed Consultation to be Undertaken.</li> </ul>	<p>Some changes to the SoCC were made to take this into account, for example to consolidate some of the text on previous consultations.</p>
<p>The SoCC is repetitive in the number of times it provides an explanation of consultation undertaken to date (e.g. page 1, page 8, page 9, page 10 and page 14). It is suggested that this could be rationalised into one section of the SoCC. A timeline illustrating consultation undertaken to date would be useful. This would assist the reader's understanding of the</p>	<p>Some changes to the SoCC were made to take this into account, for example to consolidate some of the text on previous consultations.</p>

Local Authority Response to Draft Stage 2 SoCC (March 2016, November 2016 and August 2017)	Applicant's Regard to Response
consultation undertaken to date on the DCO Scheme.	
I would make the point again that the promoter should ensure that the SoCC reflects BCC's Statement of Community Involvement (" <b>SCI</b> ").	BCC's SCI was taken into account when finalising the Stage 2 SoCC .
<b>Bristol City Council (November 2016 comments)</b>	
Officers are pleased to see that amendments have been made to the 'Introduction' section of the SoCC to provide clarity on each of the DCO Scheme components.	The Applicant noted this response.
Officers are pleased to see that amendments have been made to how the 'MetroWest Phase 1 Proposals' are referred to in the SoCC to provide clarity.	The Applicant noted this response.
The 'Previous consultation' section of the SoCC and structure is welcomed.	The Applicant noted this response.
The amendments and rationalisation of [the number of times it provides an explanation of consultation undertaken to date] sections is welcomed.	The Applicant noted this response.
Officers would be pleased to receive [consultation material such as exhibition details, leaflet etc.] directly.	The Applicant included links to the consultation material in the notification letter sent to consultees including BCC.
<b>Bristol City Council (August 2017 comments)</b>	



Local Authority Response to Draft Stage 2 SoCC (March 2016, November 2016 and August 2017)	Applicant's Regard to Response
BCC are pleased that comments provided to the promoter on previous iterations of the SoCC have been responded to in the SoCC.	The Applicant noted this response.
BCC would seek confirmation from the promoter on whether the WECA would be afforded local authority status for the project as per section 42 of the Act and BCC would request that this be confirmed in the SoCC.	As strategic transport is part of WECA's remit, the Applicant consulted WECA as a local authority for the purposes of section 42 of the Act. This was added to the final Stage 2 SoCC.
<p>BCC would advise that the promoter ensure that the following resources have been taken into account in preparation of the SoCC:</p> <ul style="list-style-type: none"> <li>• Guidelines for Pre Application Community Involvement May 2015:</li> <li>• Neighbourhood Planning Networks:</li> <li>• BCC SCI.</li> </ul>	All three documents were reviewed. The final Stage 2 SoCC was in line with all three documents and so no changes were required.
[BCC] would expect details of the ongoing consultations relating to the West of England Joint Spatial Plan and Joint Local Transport Plan to be included in the table	The final Stage 2 SoCC was updated to include the consultations planned for the JSP and JTS.
Bath and North East Somerset Council (March 2016 comments)	
Tier 2 communities are likely to include more than just the residents of Pill and Portishead. Residents close to the line and local stations between Bristol Temple Meads and Bath Spa will be indirectly impacted by the increase from hourly to half hourly train services. This is particularly relevant if you are seeking views on 'noise from passenger trains'. The display	It is not proposed to display further posters as suggested because it is felt that the scope of Tier 2 communities as defined is adequate and should receive primary focus.

Local Authority Response to Draft Stage 2 SoCC (March 2016, November 2016 and August 2017)	Applicant's Regard to Response
of posters and leaflet handouts at Bath Spa, Oldfield Park and Keynsham is therefore a suggestion.	
<p>The link below is to our Neighbouring Planning Protocol (superseding our previous SCI) which set outs our approach to consultation in the district.</p> <p><a href="http://www.bathnes.gov.uk/sites/default/files/sitesdocuments/Planning-and-Building-Control/Planning-Policy/NPP/npp_my_neighbourhood_adopted_2014.pdf">[http://www.bathnes.gov.uk/sites/default/files/sitesdocuments/Planning-and-Building-Control/Planning-Policy/NPP/npp_my_neighbourhood_adopted_2014.pdf]</a></p>	BANES Council's Neighbouring Planning Protocol was taken into account when finalising the Stage 2 SoCC.
The link to the online feedback form should take you directly to the relevant form and not just to the Metrowest Home page. Although it is fairly well laid out, some may find it difficult to navigate and therefore be dissuaded from commenting.	The link takes consultees to the information first so they can read the details before commenting.
Publication of the consultation on the 4 Unitary Authorities websites should be undertaken.	Agreed. This was carried out for the Stage 1 and Stage 2 Consultation stages.
South Gloucestershire Council (March 2016 comments)	
Attention is drawn to SGC's adopted Statement of Community Involvement ("SCI") which also includes an indicative list of consultees.	SGC's SCI was taken into account when finalising the Stage 2 SoCC. The indicative list of consultees was considered and broadly aligned with the APFP Schedule 1 consultees the Applicant

Local Authority Response to Draft Stage 2 SoCC (March 2016, November 2016 and August 2017)	Applicant's Regard to Response
	was consulting with so a comparison was made to ensure all relevant parties were considered.
In terms of terminology and use of the term 'hard to reach' ("HtR"), we have previously received equalities advice that HtR implies that a group may somehow be being difficult or evasive, whereas the term Hard to Hear suggests that they have a voice but the onus is on those consulting to improve their listening skills. We understand that 'Hard to Hear' is generally now the accepted term.	This was updated when finalising the Stage 2 SoCC.
Encouraging people to sign up to the MetroWest email newsletter is welcome, and it might be helpful if the web link to the subscription page was included alongside the relevant bullet on page 19.	This was updated when finalising the Stage 2 SoCC.
<p>Other consultations listed at page 18 of the draft SoCC. It is suggested that the list might also include:</p> <ul style="list-style-type: none"> <li>a) SGC Proposed Submission Policies Sites and Places Plan consultation summer 2016.</li> <li>b) While likely to be outside the MetroWest Phase 1 consultation, we question whether it might be appropriate to list the consultations planned for the JSP and JTS?</li> </ul>	The final Stage 2 SoCC was published in September 2017 as a result of scheme delay and so the consultation listed as (a) had already taken place. The final Stage 2 SoCC was updated to include the consultations planned for the JSP and JTS.
<b>South Gloucestershire Council (November 2016 comments)</b>	

Local Authority Response to Draft Stage 2 SoCC (March 2016, November 2016 and August 2017)	Applicant's Regard to Response
<p>It is acknowledged that some of the detailed comments made in response to the April 2016 consultation have been addressed, however it is disappointed that others have not. We suggest that the points previously made are revisited in the interests of engaging widely with potentially interested rail users, and also better enabling the Council's future role in assessing the adequacy of MetroWest Phase 1 consultations.</p>	<p>All points were revisited during the drafting of the Stage 2 SoCC for which comments were being sought. The Applicant was satisfied that interested parties outside of the vicinity of the project (Tier 2 communities) would be aware of the consultation by the methods outlined. Therefore the Applicant's response to these comments remain the same and were therefore not taken on board.</p>
South Gloucestershire Council (August 2017 comments)	
<p>It might be helpful if the Section on Preliminary Environmental Information could mention in general terms cumulative impact, both within the MetroWest project and in combination with other plans and projects in the area (Not suggesting projects are listed in the SoCC, but this would take account of other projects such as the consented National Grid Hinkley C Connection Project (also a NSIP), which may be relevant?</p>	<p>The Stage 2 SoCC contains a brief summary of the approach taken to the environmental impact assessment and points the reader to the Scoping Report and Scoping Opinion. The Stage 2 SoCC also points the reader to the updated Preliminary Environmental Information for any additional environmental guidance which would include information on cumulative assessments.</p>

<b>Local Authority Response to Draft Stage 2 SoCC (March 2016, November 2016 and August 2017)</b>	<b>Applicant's Regard to Response</b>
It is intended that there will be further Joint Spatial Strategy and Joint Transport Plan consultations late in 2017	The final Stage 2 SoCC was updated to include the consultations planned for the JSP and JTS.
<b>North Somerset Council (March 2016 comments)</b>	
Figure 1 – is it possible to have better definition for this plan?	This was updated in the final Stage 2 SoCC.

- 8.3.23 The Applicant received some responses to consultation on the draft Stage 1 and draft Stage 2 SoCCs (from March 2016, November 2016 and August 2017) that it did not incorporate into the final form Stage 1 and Stage 2 SoCCs. A summary of these responses that were not incorporated is set out here in Table 8-4.

**TABLE 8-4 - LOCAL AUTHORITY RESPONSES TO DRAFT STAGE 1 AND 2 SOCCS THAT THE APPLICANT DID NOT INCORPORATE INTO THE FINAL FORM STAGE 1 AND 2 SOCCS**

<b>Local Authority Response to Draft Stage 1 and 2 SoCC</b>	<b>Applicant's Regard to Response</b>
<b>Bristol City Council (Stage 2 SoCC comments, March 2016)</b>	
<p>The SoCC should be more specific in its proposed consultation methods. Specific comments are provided below.</p> <p>(i) Accessibility – the SoCC should confirm that consultation events will be accessible for all (including requirements for venues in accordance with the Equality Act 2010) and timed to promote attendance for as many members of the community as possible;</p>	The Applicant did not propose to include any further detail in the SoCC as the SoCC needed to be a public-friendly document, although the Applicant offered to share the information with BCC directly. This was done in the form of links to the

<b>Local Authority Response to Draft Stage 1 and 2 SoCC</b>	<b>Applicant's Regard to Response</b>
<ul style="list-style-type: none"> <li>(ii) Leaflets – it would be helpful to know the full locations and dates / times of leaflet distribution;</li> <li>(iii) Press adverts – the SoCC should detail what information would be included in press adverts; and</li> <li>(iv) Posters – it would be helpful if the SoCC identified which type of buildings (public buildings, community noticeboards for example) the posters would be placed.</li> </ul>	<p>consultation material contained in the notification letter sent to all consultees including BCC</p> <p>In addition, the Applicant commented that the Consultation Report would give details on how these elements of consultation were undertaken in practice so BCC will be able to satisfy the adequacy of consultation requirements.</p>
<b>Bath and North East Somerset Council (Stage 2 SoCC comments, March 2016)</b>	
<p>Tier 2 communities are likely to include more than just the residents of Pill and Portishead. Residents close to the line and local stations between BTM and Bath Spa will be indirectly impacted by the increase from hourly to half hourly train services. This is particularly relevant if you are seeking views on 'noise from passenger trains'. The display of posters and leaflet handouts at Bath Spa, Oldfield Park and Keynsham is therefore a suggestion.</p>	<p>The Applicant did not propose to display further posters as suggested because it felt that the scope of Tier 2 communities as defined was adequate and that Tier 1 communities should receive primary focus.</p>
<p>The link to the online feedback form should take you directly to the relevant form and not just to the Metrowest Home page. Although it is fairly well laid out, some may find it difficult to</p>	<p>The Applicant commented that the link takes consultees to the information first so they</p>

<b>Local Authority Response to Draft Stage 1 and 2 SoCC</b>	<b>Applicant's Regard to Response</b>
navigate and therefore be dissuaded from commenting.	can read the details before commenting.
<b>South Gloucestershire Council (Stage 2 SoCC comments, March 2016)</b>	
The methods of publicising the consultations are in a number of cases quite vague, referring to 'appropriate' publications, other 'strategic' locations, a 'broad range of stakeholder groups and organisations'. It might be helpful to be more specific about what is meant by these statements. This will enable Adequacy of Consultation to be more easily and unambiguously assessed by the Local Authorities post DCO submission.	The Applicant did not consider it appropriate to name specific locations / interest groups in case there is criticism from those that have not been named. Further the SoCC is not a suitable place for a long list of such names. However, the list of consultees will be provided in the Consultation Report.
In terms of what is being consulted on at Stage 2, we are puzzled by the listing of 'concerns about the DCO Scheme'? It might be worth clarifying what this means?	The Applicant considered that to suggest areas of concerns in the SoCC may discourage consideration of wider concerns not listed. Therefore the Applicant did not amend the SoCC. However for the Council's benefit, the Applicant suggested by email that concerns could include construction; operation; environmental; strategic fit and economic.
Since the travelling public from other areas may be interested in or affected by this project (potentially beneficially), it may be helpful also to display posters at other stations in the adjacent	The Applicant did not propose to display further posters as suggested because it is felt that the scope of Tier 2

Local Authority Response to Draft Stage 1 and 2 SoCC	Applicant's Regard to Response
authority areas and also broaden number and location of stations for leaflet handout.	communities was adequate as defined and that Tier 1 communities should receive primary focus.
<b>South Gloucestershire Council (Stage 2 SoCC comments, August 2017)</b>	
We consider that the SoCC does not include sufficient information to explain the nature and extent of the Tier 2 consultation arrangements, and that clear written and mapped information should be included in the SoCC	The Applicant felt that the extent of the Tier 2 consultation arrangements was adequate as defined as it was felt the Tier 1 communities should receive primary focus.
We suggest that the Phase 1 proposals should be publicised widely at stations on the WoE rail network area, so that people who may be affected either positively or negatively have the opportunity to comment	The Applicant felt that the extent of the Tier 2 consultation arrangements was adequate as defined as it was felt the Tier 1 communities should receive primary focus.
<b>North Somerset Council (Stage 2 SoCC comments, March 2016)</b>	
Stage 2 Consultation – Advertisements should also be placed in the North Somerset Times, which is also published as an on-line paper <a href="http://www.northsomersettimes.co.uk/home">http://www.northsomersettimes.co.uk/home</a>	The Applicant followed the same protocol as all other NSDC planning notices by publishing in the Western Daily Press and the Bristol Post which ensured adequate regional coverage.



<b>Local Authority Response to Draft Stage 1 and 2 SoCC</b>	<b>Applicant's Regard to Response</b>
<p>Structure of Statutory Consultation Leaflets - how many and over what period is this intended?</p>	<p>The Applicant did not propose to include any further detail in the SoCC as this needed to be a public-friendly document, although the Applicant was happy to share the information with the Council directly. In addition, the Consultation Report will give details on how these elements were undertaken in practice so NSDC will be able to satisfy the adequacy of consultation requirements.</p>
<p>North Somerset Libraries should include the mobile libraries. Timetable for this is on the following link, but should include: Tickenham, Failand, Abbot's Leigh, Leigh Woods, Portbury, Dundry, Winford.</p>	<p>The Applicant did not consider that this was necessary. The areas concerned are too far away with the exception of Abbots Leigh, Leigh Woods and Portbury which are within a relatively short distance of the other deposit locations; in addition the documents would take up considerable space and are not suited to a small mobile vehicle.</p>

8.3.24 In finalising the Stage 1 SoCC, the Applicant incorporated for publication the responses set out in Table 8-2 above.

8.3.25 In finalising the Stage 2 SoCC, the Applicant incorporated for publication the responses set out in Table 8-3 above.

- 8.3.26 This Report's Appendix C1 includes the final Stage 1 SoCC, and Appendix D1 the final Stage 2 SoCC.

**Compliance with Section 47(6) of the 2008 Act following SoCC preparation**

- 8.3.27 In compliance with Section 47(6) of the 2008 Act, once the Stage 1 SoCC and Stage 2 SoCC were prepared in final form, the Applicant made them available for inspection by the public in a way that was reasonably convenient for people living in the vicinity of the DCO redline boundary (see the Stage 1 SoCC in Appendix C1 and the Stage 2 SoCC in Appendix D1 for the inspection locations for each SoCC).
- 8.3.28 The Applicant published in newspapers circulating in the vicinity of the DCO redline boundary a notice stating where and when the SoCC could be inspected (an exercise carried each time for the Stage 1 and Stage 2 SoCCs). The Applicant did so by publishing notices in the newspapers listed below in Table 8-5, which shows the relevant newspapers for both the Stage 1 SoCC and the Stage 2 SoCC. Copies of relevant notices for the Stage 1 SoCC are at this Report's Appendix C2, and for the Stage 2 SoCC at Appendix D2.

**TABLE 8-5 – LOCAL NEWSPAPERS NOTICES STATING WHERE AND WHEN THE STAGE 1 AND STAGE 2 SOCCS COULD BE INSPECTED**

Publication	Distribution	Purpose	Publication date
<b>Stage 1 SoCC</b>			
Bristol Post	Local coverage - Bristol, South Gloucestershire, North Somerset and North East Somerset area	High readership, local newspaper targeting the Tier 1 Communities	18 June 2015
Western Daily Press	Regional coverage – Bristol, Bath and North East Somerset, North Somerset, South Gloucestershire, North	Regional coverage targeting the Tier 2 Communities	18 June 2015

	Somerset, Gloucestershire, Wiltshire and Somerset		
<b>Stage 2 SoCC</b>			
Bristol Post	Local coverage - Bristol, South Gloucestershire, North Somerset and North East Somerset area	High readership, local newspaper targeting the Tier 1 Communities	14 September 2017
Western Daily Press	Regional coverage – Bristol, Bath and North East Somerset, North Somerset, South Gloucestershire, North Somerset, Gloucestershire, Wiltshire and Somerset	Regional coverage targeting the Tier 2 Communities	14 September 2017

- 8.3.29 The Applicant published the notice for Stage 1 SoCC on 18 June 2015, and the notice for Stage 2 SoCC on 14 September 2017, in the prescribed manner.

Carrying Out Statutory or Formal Consultation in accordance with the SoCC

- 8.3.30 In accordance with Section 47(7) of the 2008 Act, the Applicant carried out its statutory or formal consultation in accordance with the proposals set out in its Stage 1 and Stage 2 SoCCs.

*Stage 1 Consultation*

- 8.3.31 Stage 1 Consultation under Section 47 of the Act took place from 22 June 2015 to 3 August 2015, running for 43 days.
- 8.3.32 During Stage 1 Consultation, the Applicant formally consulted the local community in accordance with the Stage 1 SoCC.
- 8.3.33 In parallel with Stage 1 Consultation, the Applicant informally consulted consultees identified pursuant to Section 42 of the 2008 Act (including those identified under Sections 43 and 44, as defined above at Chapter 7's section 7.3). A list of those consultees is included in Appendix F and a copy of the

template letter dated 17 June 2015 is included in Appendix E of the Stage 1 Consultation Report (see Appendix I7). It did so by means of the DCO Scheme Boundary Micro-consultation from 22 June 2015 to 3 August 2015 (as referred to in this Report's Chapter 5). In carrying out this Micro-consultation, the Applicant explained to consultees that it would welcome their views in response to Stage 1 Consultation, and formally consult them as Section 42 consultees at a later date (as part of Stage 2 Consultation). The Applicant was open to accepting consultee responses for a short time after the formal close of Stage 1 Consultation on 3 August 2015; any responses received after this date were taken into account.

8.3.34 For the Stage 1 Consultation period, the Applicant made available the following:

- (a) the Stage 1 SoCC;
- (b) a consultation information leaflet (a copy of which is at this Report's Appendix F2) detailing the DCO Scheme's programme and proposals, with visualisations of proposed development and details on how to respond to the consultation.
- (c) The Applicant sent letters to all relevant statutory bodies identified pursuant to Section 42 of the 2008 Act to notify them of the Stage 1 Consultation and how they could respond to it. In addition to writing or emailing their responses, a feedback questionnaire was made available for this stage to complete online or hard copy on request (see Appendix F1).

8.3.35 In relation to Stage 1 Consultation from 22 June 2015 to 3 August 2015, the following should be noted on DCO Scheme proposals:

- (a) the DCO Scheme, with its proposals to connect the re-opened Portishead Branch Line with the existing freight line, extends across the North Somerset and Bristol City Council local authority boundaries;
- (b) NR, for certain general types of railway works within its railway land boundary which includes the freight line land, do not need to apply to the LPA for planning permission because it has "**Permitted Development**" rights;
- (c) in mid-2015, NSDC anticipated that NR relying on its Permitted Development rights, could potentially carry out DCO Scheme works required on the freight line without applying for planning permission; as a result, the Applicant focused Stage 1 Consultation on elements of the DCO Scheme that it was anticipated development consent was required and not on such works that might be carried out under NR's Permitted Development rights; and

- (d) accordingly, Stage 1 Consultation focused on those other elements of the DCO Scheme, which were major physical works on the new section of railway to be re-opened between Portishead and the freight line, and works in the vicinity of Pill and Ashton Gate. Specifically, such elements of the DCO Scheme that were the subject of Stage 1 Consultation were:
- (i) Portishead Station (using the preferred "Option 2b" as described above at paragraphs 5.4.2–5.4.16) and associated infrastructure such as highway alterations;
  - (ii) a new footbridge across the railway by Trinity Primary School, Portishead;
  - (iii) impacts on the NCN Route 26;
  - (iv) emergency access route to Pill Tunnel;
  - (v) double tracking and bridge widening works through Pill; and
  - (vi) Ashton Gate level crossing works and closure of Barons Close pedestrian crossing.

Nonetheless, the Applicant still recorded and considered all consultee responses to Stage 1 Consultation (i.e. regardless of whether responses concerned works anticipated to be permitted under NR's Permitted Development rights, or other elements of the DCO Scheme).

8.3.36 To support Stage 1 Consultation, the Applicant held four public exhibitions during the consultation period. Table 8-6 below shows the venues, dates and attendance figures of these public exhibitions.

**TABLE 8-6 – STAGE 1 CONSULTATION PUBLIC EXHIBITIONS**

	Venue	Times and Date (all 2015)	No. of attendees
<b>1</b>	Engine Shed, Temple Meads, Bristol	2pm–7.30pm, 2 July	45
<b>2</b>	Somerset Hall, Portishead	2pm–7.30pm, 6 July	211
<b>3</b>	Somerset Hall, Portishead	2pm–7.30pm, 8 July	206

4	Community Centre, Pill	2pm–7.30pm, 10 July	137
			Total 599

8.3.37 In addition to the public exhibitions as above at paragraph 8.3.36, the Applicant supported Stage 1 Consultation by carrying out the following public engagement:

- (a) postcards – delivered to all identified consultees within the Tier 1 Communities (see the distribution map as Appendix F3), and handed out to local individuals or passers-by on the day of each Stage 1 Consultation Public Exhibition, and to local businesses;
- (b) posters – placed at multiple locations in the local community (see Appendix F2);
- (c) press release – issued before Stage 1 Consultation began, with multiple local news outlets covering the story (see Appendix F2);
- (d) the MetroWest Newsletter – launched for Stage 1 Consultation, and emailed to known interested parties, and to newsletter subscribers of the partner West of England scheme MetroBus (see Appendix F2);
- (e) the TravelWest website – hosted information on the DCO Scheme alongside other major West of England transport schemes, with a bespoke Stage 1 Consultation webpage (see Appendix F2);
- (f) social media – the MetroWest and MetroBus Twitter accounts promoted the Stage 1 Consultation (see Appendix F2);
- (g) councillor briefings – including briefing meetings in person with local authority councillors, and briefings by email for town and ward councillors;
- (h) governance meetings – public meetings of local authority bodies at which the DCO Scheme's governance processes were discussed.

8.3.38 Accordingly, the Stage 1 Consultation was carried out in accordance with the commitments stated in the Stage 1 SoCC.

8.3.39 In December 2015, the Applicant published online a report on the Stage 1 Consultation (see Appendix I7). The Applicant advertised the report through social and traditional media and notified all consultees that had responded to the Stage 1 Consultation and had given contact details.

- 8.3.40 The public responses to Stage 1 Consultation, and the Applicant's consideration of them, helped to evolve the DCO Scheme, as shown in the Stage 1 Consultation Report (see this Report's Appendix I7).

*Stage 2 Consultation – formal consultation*

- 8.3.41 Stage 2 Consultation took place from 23 October 2017 to 4 December 2017, running for 43 days. The Applicant was open to accepting consultee responses for a short time after the formal close of Stage 2 Consultation on 4 December 2017; any responses received after this date were taken into account. In addition to writing or emailing their responses, a feedback questionnaire was made available for this stage to complete online or hard copy on request (see Appendix G1).
- 8.3.42 During Stage 2 Consultation, the Applicant formally consulted:
- (a) all consultees identified pursuant to Section 42 of the 2008 Act (including those identified under Sections 43 and 44, as defined above at Chapter 7's section 7.3, and those who had been informally consulted as part of Stage 1 Consultation);
  - (b) the local community, in accordance with Section 47 of the 2008 Act.
- 8.3.43 For the Stage 2 Consultation, the Applicant made available the Section 42 consultation documents as listed at paragraph 7.4.9 above.
- 8.3.44 To support Stage 2 Consultation, the Applicant held six public exhibitions during the consultation period. Table 8-7 below shows venues, dates and attendance figures of these public exhibitions.

**TABLE 8-7 - STAGE 2 CONSULTATION PUBLIC EXHIBITIONS**

	Venue	Times and Date (all 2017)	No. of attendees
1	Somerset Hall, Portishead	12pm–8pm, 10 November	257
2	Engine Shed, Temple Meads, Bristol	12pm–8pm, 15 November	77
3	Trinity Primary School, Portishead	1pm–8pm, 21 November	137

4	Ashton Gate Stadium, Bristol	12pm–8pm, 22 November	36
5	Community Centre, Long Ashton	3.30pm–7.30pm, 23 November	20
6	Community Centre, Pill	12pm–8pm, 24 November	126
			Total 653

8.3.45 In addition to the public exhibitions as above at paragraph 8.3.44, the Applicant supported Stage 2 Consultation by carrying out the following public engagement:

- (a) postcards – delivered to all identified consultees within the Tier 1 Communities (see the distribution map as Appendix G3), and handed out to local individuals or passers-by on the day of each Stage 1 Consultation Public Exhibition, and to local businesses;
- (b) posters – placed at multiple locations in the local community (see Appendix G2);
- (c) Press release – issued before Stage 2 Consultation began, with multiple local news outlets covering the story (see Appendix G2);
- (d) the MetroWest Newsletter – a Stage 2 Consultation issue was distributed by email to MetroWest Newsletter subscribers (see Appendix G2);
- (e) the TravelWest website – hosted information on the DCO Scheme alongside other major West of England transport schemes, with a bespoke Stage 2 Consultation webpage (see Appendix G2);
- (f) social media - the MetroWest and MetroBus Twitter accounts promoted the Stage 2 Consultation. Facebook was used to advertise each of the public exhibitions listed at Table 8-7 above (see Appendix G2);
- (g) councillor briefings – including briefing meetings in person with local authority councillors, and briefings by email for town and ward councillors;
- (h) governance meetings – public meetings of local authority bodies at which the DCO Scheme's governance processes were discussed.



- 8.3.46 Accordingly, the Stage 2 Consultation was carried out in accordance with the commitments stated in the Stage 2 SoCC.
- 8.3.47 In July 2018, the Applicant published online a report on the Stage 2 Consultation (see this Report's Appendix I8). The Applicant advertised the report through social and traditional media and notified all consultees that had responded to the Stage 2 Consultation and given contact details.

## **8.4 Compliance with the EIA Regulations**

- 8.4.1 Regulation 12 of the EIA Regulations 2017 (previously Regulation 10 of the EIA Regulations 2009) states that the SoCC must set out whether the proposal is EIA development and, if so, how the applicant intends to publicise and consult on preliminary environmental information. The Stage 1 SoCC and Stage 2 SoCC set out this required information:

- (a) the Stage 1 SoCC stated the Applicant's intention to carry out an EIA, to provide and consult on preliminary environmental information, and to submit an ES in connection with the DCO Scheme;
- (b) the Stage 2 SoCC stated the preliminary environmental information was being made available in the PEIR for Stage 2 Consultation.

## **8.5 Statement of Compliance**

- 8.5.1 The Statement of Compliance at this Report's Appendix A1 sets out how the Applicant has complied with the requirements of the 2008 Act, EIA Regulations and APFP Regulations in the preparation for, and carrying out of, consultation under Section 47 of the 2008 Act.
- 8.5.2 The Applicant prepared the Stage 1 SoCC and Stage 2 SoCC in keeping with the DCLG Pre-Application Guidance (2015) by informally consulting widely with local authorities on SoCC content. The Applicant finalised the Stage 1 and Stage 2 SoCCs with due regard to local authority consultation responses and published them in the prescribed manner.
- 8.5.3 This Chapter 8 demonstrates that consultation was carried out in accordance with the Stage 1 and Stage 2 SoCCs, with all SoCC commitments being fulfilled.

## **9 FORMAL CONSULTATION UNDER SECTION 48 OF THE 2008 ACT**

### **9.1 Introduction**

9.1.1 This Chapter sets out the Applicant's activities to comply with its duty to publicise the proposed application for development consent under Section 48 of the 2008 Act. It provides the information regarding Section 48 publicity as required under Section 37(7)(a) of the 2008 Act and relevant parts of the DCLG Pre-Application Guidance (2015).

9.1.2 This Chapter concludes with a Statement of Compliance summarising the Applicant's compliance with relevant legislation and guidance in carrying out its Section 48 duties.

### **9.2 Legislative context**

9.2.1 Section 48(1) of the 2008 Act requires the applicant at the pre-application stage to publicise a proposed application in the prescribed manner. Regulation 4 of the APFP Regulations prescribes this manner. Regulation 4(2) sets out what the publicity must entail, including the applicant's publication of a notice (**the Section 48 Notice**).

9.2.2 Regulation 4(3) of the APFP Regulations prescribes the information that must be included in the Section 48 Notice. Regulation 4(3) states that the applicant must publish a notice of a proposed application:

- (a) for at least two successive weeks in one or more local newspapers circulating in the vicinity in which the proposed development would be situated;
- (b) once in a national newspaper; and
- (c) once in the London Gazette and, if land in Scotland is affected, the Edinburgh Gazette.

9.2.3 In preparing and publishing the Section 48 Notice, the Applicant must have regard to:

- (a) the EIA Regulations 2017, of which Regulation 13 (previously Regulation 11 in the EIA Regulations 2009) stipulates that where the application for development consent is an application for EIA development, the applicant must at the same time as publishing the notice of the proposed application under Section 48(1) send a copy of the notice to relevant consultees bodies and to any person notified to the applicant by the Inspectorate in accordance with Regulation 11(1)(c) of the EIA Regulations 2017 (previously 9(1)(c) of the EIA Regulations 2009); and

- (b) relevant paragraphs of the DCLG Pre-Application Guidance (2015), which (at paragraph 58) states that publicity pursuant to Section 48 of the 2008 Act is an integral part of the public consultation process under the 2008 Act, and that, where possible, the first of the two required local newspaper advertisements (referred to above at paragraph 9.2.2, being one local newspaper notice per each of the required two weeks) should coincide approximately with the beginning of statutory or formal consultation under Sections 42 and 47 of the 2008 Act.

### **9.3 The Section 48 Notice**

- 9.3.1 The Applicant prepared the Section 48 notice with reference to the relevant legislation and guidance as above in section 9.2. This Report's Appendix H1 contains a copy of the final Section 48 notice as published.
- 9.3.2 This Report's Statement of Compliance at Appendix A1 sets out the information, under Regulation 4(3) of the APFP Regulations, which must be included in the Section 48 Notice. The Statement of Compliance at Appendix A1 also explains where that information can be found in the Section 48 Notice.

### **9.4 Timing of publication**

- 9.4.1 In its approach to pre-application consultation for the DCO Scheme, the Applicant took into account the DCLG Pre-Application Guidance (2015)'s statement (referred to above at paragraph 9.2.3) that Section 48 publicity is an integral part of the public consultation process under the 2008 Act.
- 9.4.2 The Applicant carried out its publicity pursuant to Section 48 of the 2008 Act in parallel to its Stage 2 Consultation from 23 October 2017 to 4 December 2017. The deadline for the receipt of views on the Application in response to the Section 48 Notice was the same as for responses to Stage 2 Consultation under Sections 42 and 47 of the 2008 Act.

### **9.5 Publicising the Section 48 Notice**

- 9.5.1 To publish the Section 48 in the manner prescribed by Regulation 4(3) of the APFP Regulations (see paragraph 9.2.2 above), the Applicant published the notice in the publications and on the dates listed below in Table 9-1 (copies are included at Appendix H2).

**TABLE 9-1 – PUBLICATION DETAILS OF SECTION 48 NOTICE**

	<b>Newspaper or Gazette</b>	<b>Publication dates (all 2017)</b>
<b>1</b>	The Guardian (national newspaper)	23 October
<b>2</b>	London Gazette	23 October
<b>3</b>	Bristol Post (local newspaper)	23 October (first notice); 30 October (second notice)
<b>4</b>	Western Daily Press (local newspaper)	23 October (first notice); 30 October (second notice)

## 9.6 Consultation material

- 9.6.1 As stated on the Section 48 Notice (a copy of which is at this Report's Appendix H1), the Applicant made available for public inspection free of charge from 23 October 2017 to 4 December 2017 the Stage 2 Section 42 Consultation documents as listed above at paragraph 7.4.9. The Applicant made available these documents at the locations and during the hours set out below in Table 9-2.

**TABLE 9-2 – STAGE 2 SECTION 42 CONSULTATION DOCUMENTS: LOCATION AND HOURS OF PUBLIC AVAILABILITY**

<b>Location</b>	<b>Mon</b>	<b>Tues</b>	<b>Weds</b>	<b>Thurs</b>	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>
<b>Castlewood North Somerset Council Office,</b> Tickenham Road, Clevedon BS21 6FW	08-30 to 17-00	08-30 to 17-00	08-30 to 17-00	08-30 to 17-00	08-30 to 17-00	Closed	Closed

<b>Long Ashton Library,</b> Lovelinch Gardens, Long Ashton BS41 9AH	Closed	09-30* to 12-30; 13-30 to 17-00 (*10-00 on the 3 <sup>rd</sup> Tuesday of the month)	Closed	09-30 to 12-30; 13-30 to 17-00	Closed	09-30 to 13-00	Closed
<b>Pill Library,</b> Crockerne House, Underbanks, Pill BS20 0AT	Closed	09-30 to 12-30; 13-30 to 17-00	Closed	Closed	09-30 to 12-30; 13-30 to 17-00	09-30 to 13-00	Closed
<b>Portishead Library,</b> Horatio House, 24 Harbour Road, Portishead BS20 7AL	Closed	*09-30 to 17-00 (*10-00 on the 2 <sup>nd</sup> Tuesday of the month)	09-30 to 17-00	09-30 to 17-00	09-30 to 17-00	09-30 to 13-00	10-30 to 14-30
<b>Weston-super-Mare Library,</b> Town Hall, Walliscote Grove Road, Weston-super-Mare BS23 1UJ	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 19-00	Closed
<b>Bedminster Library,</b> 4 St Peter's Court, Bedminster Parade, Bristol BS3 4AQ	10-00 to 19-00	Closed	10-00 to 19-00	10-00 to 17-00	10-00 to 17-00	10-00 to 17-00	Closed
<b>Bristol Central Library,</b> College	10-00 to 19-00	10-00 to 19-00	Closed	10-00 to 19-00	10-00 to 17-00	10-00 to 17-00	13-00 to 17-00

Green, Bristol BS1 5TL							
<b>Marksbury Road Library,</b> Marksbury Road, Bedminster, Bristol BS3 5LG	Closed	10-00 to 17- 00	Closed	10-00 to 17- 00	Closed	11-00 to 17- 00	Closed
<b>Citizen Service Point,</b> Bristol City Council, 100 Temple Street, BS1 6AG	09-00 to 17- 00	09-00 to 17- 00	09-00 to 17- 00	09-00 to 17- 00	09-00 to 17- 00	Closed	Closed

9.6.2 The Applicant sent a copy of the Section 48 Notice to all consultation bodies listed in Tables 7-3 to 7-5, with a formal request for comments (pursuant to Section 42 of the 2008 Act) on the proposed application for development consent. While Tables 7-3 to 7-5 include the persons identified in accordance with regulation 9(1)(c) of the EIA Regulations 2009 (now regulation 11(1)(c) of the EIA Regulations 2017 (EIA Regulations 2017) ("**Regulation 9 List**") and contained within the Scoping Opinion (see Appendix J2) we have also listed them in Table 9-3 below. More information on the Applicant's fulfilment of this EIA Regulations requirement is provided in this Report at Chapter 14 including:

- (a) the procedures for determining whether an EIA is required (screening);
- (b) the scoping of the ES to be provided by an applicant to provide information on the likely significant environmental effects of the proposed development;
- (c) publicity for the ES;
- (d) procedures for consultation with statutory consultation bodies and third parties including the making of representations by them about the environmental effects of the development;
- (e) the process of requiring further and additional information;
- (f) the prohibition on the grant of development consent by the Secretary of State without taking into account the environmental information submitted.

**TABLE 9-3 - REGULATION 9 LIST OF CONSULTÉES<sup>11</sup>**

<b>SCHEDULE 1 DESCRIPTION</b>	<b>ORGANISATION</b>
The Health and Safety Executive	Health and Safety Executive
The National Health Service Commissioning Board	NHS England
	NHS England South (South West office)
The relevant Clinical Commissioning Group	North Somerset Clinical Commissioning Group
	Bristol Clinical Commissioning Group
Natural England	Natural England
The Historic Buildings and Monuments Commission for England	Historic England (South West office)
	Historic England (national office)
The Relevant Fire and Rescue Authority	Avon Fire and Rescue Service
The Relevant Police and Crime Commissioner	Avon and Somerset Police and Crime Commissioner
The Relevant Parish Council(s) or Relevant Community Council	Portbury Parish Council
	Portishead Town Council

<sup>11</sup> This is now Regulation 11 of the EIA Regulations 2017.

<b>SCHEDULE 1 DESCRIPTION</b>	<b>ORGANISATION</b>
	Pill and Easton In Gordano Parish Council
The Environment Agency	The Environment Agency Wessex (North) Region
The Civil Aviation Authority	The Civil Aviation Authority
The Relevant Highways Authority	Bristol City Council
	North Somerset Council
The Relevant Strategic Highways Company	Highways England – South West
The Coal Authority	The Coal Authority
The Relevant Internal Drainage Board	North Somerset Levels Internal Drainage Board
Public Health England, an executive agency to the Department of Health	Public Health England
The Crown Estate Commissioners	The Crown Estate
The Forestry Commission	Forestry Commission West England
The Secretary of State for Defence	Ministry of Defence
<b>RELEVANT STATUTORY UNDERTAKERS</b>	



<b>SCHEDULE 1 DESCRIPTION</b>	<b>ORGANISATION</b>
The National Health Service Commissioning Board	NHS England
Local Area Team	Bristol, North Somerset, Somerset and South Gloucestershire Local Area Team
Ambulance Trusts	South Western Ambulance Services (previously Great Western Ambulance) <sup>12</sup>
Railways	Network Rail Infrastructure Ltd
	Highways England Historical Railways Estate
Road Transport	Clifton Suspension Bridge Trust
Dock/Harbour	Bristol Harbour Authority
Civil Aviation Authority	Civil Aviation Authority
Licence Holder (Chapter 1 Of Part 1 Of Transport Act 2000)	NATS En-Route Safeguarding
Universal Service Provider	Royal Mail Group
Relevant Homes and Communities Agency	Homes and Communities Agency
Relevant Environment Agency	Environment Agency Wessex (North)

<sup>12</sup> The Great Western Ambulance Service was acquired by neighbouring Foundation Trust [South Western Ambulance Service](#) on 1 February 2013.

SCHEDULE 1 DESCRIPTION	ORGANISATION
	Region
Water and Sewage Undertakers	Bristol Water
Public Gas Transporters	Energetics Gas Limited
	ES Pipelines Ltd
	ESP Connections Ltd
	ESP Networks
	Fulcrum Pipelines Ltd
	Independent Pipelines Ltd
	LNG Portable Pipeline Services Ltd (not consulted) <sup>13</sup>
	National Grid Plc
	Quadrant Pipelines Ltd
	SSE Pipelines Ltd
	Scotland Gas Networks Plc
	Southern Gas Networks Plc
	Wales and West Utilities Ltd

<sup>13</sup> As LNG Portable Pipeline Services Ltd no longer had a gas licence and were dissolved as a company on 14 March 2017 they were not consulted.

<b>SCHEDULE 1 DESCRIPTION</b>	<b>ORGANISATION</b>
Electricity Distributors with CPO Powers	Energetics Electricity Ltd
	ESP Electricity Ltd
	Independent Power Networks Ltd
	The Electricity Network Company Ltd
	Utility Assets Ltd
	Western power Distribution (South West) Plc
Electricity Transmitters with CPO Powers	National Grid Electricity Transmission Plc
<b>SECTION 43 CONSULTEES</b>	
Local Authorities	North Somerset Council
	Bristol City Council
	South Gloucestershire Council
	Bath and North East Somerset Council
	Mendip District Council
	Sedgemoor District Council

SCHEDULE 1 DESCRIPTION	ORGANISATION
	Somerset County Council
	Monmouthshire County Council
	City of Cardiff Council

## 9.7 Statement of Compliance

- 9.7.1 As required under Section 48 of the 2008 Act, the Applicant publicised the Application by means of the Section 48 Notice to seek views from the general public on the DCO Scheme.
- 9.7.2 The Applicant prepared and published a Section 48 notice in the manner prescribed under the APFP Regulations, and it provided a minimum of 28 days for public responses to the notice.
- 9.7.3 In accordance with Regulation 13 of the EIA Regulations 2017 (previously Regulation 11 of EIA Regulations 2010), the Applicant supplied a copy of the Section 48 notice to the relevant consultees.

## **10 SUMMARY OF RESPONSES UNDER SECTION 42 OF THE 2008 ACT**

### **10.1 Introduction**

10.1.1 This Chapter 10 sets out how the Applicant has complied with its duty under Section 49 of the 2008 Act to take account of consultation responses received under Section 42 of the 2008 Act. This Report's Chapter 11 sets out how the Applicant has had regard for consultation responses received under Section 47 of the 2008 Act, and Chapter 12 the same under Section 48.

10.1.2 Pursuant to Sections 37(7)(b) and 37(7)(c) of the 2008 Act, this Chapter 10 provides the required information on relevant responses to the formal consultation and publicity under Sections 42 of the 2008 Act, and on the Applicant's account taken of any relevant responses.

10.1.3 This Chapter 10 is also in accordance with the DCLG Pre-Application Guidance (2015)'s requirements (at paragraph 80) for:

- (a) a summary of relevant responses to consultation (but not a complete list of responses);
- (b) a description of how the application was influenced by those responses, including any project changes as a result of responses and how significant relevant responses have been or will be addressed; and
- (c) an explanation as to why any significant relevant responses were not followed, including advice on impacts from a statutory consultee.

### **10.2 Legislative context**

10.2.1 Section 49(2) of the 2008 Act requires applicants to have regard to relevant responses to the consultation and publicity that has been undertaken under Sections 42, 47 and 48. A relevant response for the purposes of Section 42 is defined in Section 49(3)(a) as a response from a person consulted under Section 42 that is received by the applicant before the deadline imposed.

### **10.3 Summary of responses received**

10.3.1 Over the course of the DCO Scheme's pre-application period, 224 Section 42 consultees engaged with the DCO Scheme's project team during all stages of consultation as listed in this Report's Table 1-1. This includes:

- (a) the formal Stage 1 (pursuant to Section 47 only) and Stage 2 Consultations;
- (b) the Additional Stage 2 Consultation periods which took place after the end of Stage 2 Consultation on 4 December 2017;

- (c) the three Micro-consultations;
- (d) responses to the Inspectorate for the EIA Scoping Report; and
- (e) responses to specific issues at any other stage of the DCO Scheme's development.

10.3.2 Any engagement post-formal consultation Stage 2 and outside of the Additional Stage 2 Consultation periods have been summarised in Chapter 13.

10.3.3 The 34 consultees who responded to the consultation stages as referred to above at paragraph 10.3.1 are listed in Table 10-1.

**TABLE 10-1 – CONSULTEES THAT RESPONDED UNDER SECTION 42 OF THE 2008 ACT**

<b>APFP Regulations, Schedule 1 Description</b>	<b>Consultee</b>
Welsh Ministers	Welsh Ministers
The Health and Safety Executive	Health and Safety Executive
Natural England	Natural England
The Historic Buildings and Monuments Commission for England	Historic England
The Relevant Fire and Rescue Authority	Avon Fire and Rescue Service
The Relevant Parish Council(s)	Long Ashton Parish Council
	Pill and Easton-in-Gordano Parish Council
	Portishead Town Council

<b>APFP Regulations, Schedule 1 Description</b>	<b>Consultee</b>
The Environment Agency	The Environment Agency Wessex (North) Region
The Highways Agency (now Highways England)	Highways England – South West
The Relevant Highways Authority	North Somerset District Council (included in LPA's response, see Table 10-5)
	Bristol City Council (included in LPA's response, see Table 10-5)
The Coal Authority	The Coal Authority
The Relevant Internal Drainage Board	North Somerset Levels Internal Drainage Board
The British Waterways Board	Canal and River Trust
Public Health England, an executive agency to the Department of Health	Public Health England
Forestry Commission	Forestry Commission
<b>RELEVANT STATUTORY UNDERTAKERS</b>	
Ambulance Trusts	South Western Ambulance Service
Road Transport	Clifton Suspension Bridge Trust
Dock / Harbour	Bristol Port Company

<b>APFP Regulations, Schedule 1 Description</b>	<b>Consultee</b>
Licence Holder (Chapter 1 of Part 1 Of Transport Act 2000)	NATS En-Route Safeguarding
Universal Service Provider	Royal Mail Group Limited
Relevant Homes and Communities Agency	Homes England (formally Homes and Communities Agency)
Water and sewage undertakers	Bristol Water
	Wessex Water Ltd.
Public Gas Transporters	Independent Pipelines Ltd
	Quadrant Pipelines Ltd
	Wales and West Utilities Ltd.
Electricity Distributors with Compulsory Purchase Order Powers	Independent Power Networks Ltd
	The Electricity Network Company Ltd
	Harlaxton Energy Networks Ltd
	Western Power Distribution (South West) Plc
Electricity Transmitters with CPO Powers	National Grid Electricity Transmission Plc



<b>APFP Regulations, Schedule 1 Description</b>	<b>Consultee</b>
Other	Marine Management Organisation

Responses from additional bodies consulted under Section 42 of the 2008 Act

- 10.3.4 As described in paragraphs 7.3.3 and 7.3.4, additional bodies further to those listed in Table 7-2 were consulted as if they were consultees under Section 42 of the 2008 Act for completeness. These additional bodies, being beyond those who the Applicant is required to consult under Sections 42, 43 and 44 of the 2008 Act, may be considered as "non-statutory".
- 10.3.5 The 364 "non-statutory" consultees who responded to the consultations referred to above at paragraph 10.3.1 are listed in Table 10-2.

**TABLE 10-2 – ADDITIONAL "NON-STATUTORY" CONSULTÉES THAT RESPONDED UNDER SECTION 42 OF THE 2008 ACT**

<b>Description</b>	<b>Consultee</b>
<b>Other Consultees – A (non-statutory consultees)</b>	
Local Government	West of England Combined Authority
Train Operating Companies / Freight Operating Companies	Great Western Railway
	Arriva Cross Country (Arriva Group Limited)
	Direct Rail Services Limited
	Mendip Rail Limited
Airports	Bristol Airport Limited

Police	Avon and Somerset Constabulary
Local access forums	North Somerset Local Access Forum
	South Gloucestershire, Bath and North-east Somerset and Bristol City Joint Local Access Forum
	Bristol Public Rights of Way Liaison Group
Local interested parties	The National Trust
<b>Other Consultees – B (non-statutory consultee groups)</b>	
Campaign / interest groups	Friends of Bristol Suburban Railways
	Portishead Railway Group
<b>Other Consultees – C (NSDC-identified consultees)</b>	
Government Agencies	Office of Rail and Road
Utilities	BT Openreach
	Vodafone
	Sky PLC
	Virgin Media
	Instalcom
	CLH Pipelines

	GTC
Local affected parties	Trinity Primary School, Portishead
<b>Other Consultees – D (individually written to or required meetings)</b>	
Campaign / local interest groups	Sustrans
	British Horse Society
	North Somerset disability access group
	Bristol Cycle Forum
	North Somerset Cycle Forum
Transport Police	British Transport Police
Local business	Ashton Gate Stadium (Bristol Sport)
Equalities Identified	Ashton Park School
	Harbourside Family Practice (based at Marina Health Centre, Portishead)
	North Somerset Community Partnership (includes bases at Marina Health Centre in Portishead and Pill Health Clinic)
	Haven Lodge, Portishead
	Bright Horizons (formally Teddies Nursery)

Business Groups	Business West
Public Transport	First Bristol, Bath and West

Responses from Local Authority consultees identified pursuant to Section 43 of the 2008 Act

- 10.3.6 Table 10-3 shows the 7 host or neighbouring local authorities identified pursuant to Section 43 of the 2008 Act who responded to the consultation periods referred to above at paragraph 10.3.1.

**TABLE 10-3 - LOCAL AUTHORITIES THAT RESPONDED UNDER SECTION 43 OF THE 2008 ACT**

LOCAL AUTHORITY	LOCAL AUTHORITY TYPE
North Somerset District Council	Host
Bristol City Council	Host
South Gloucestershire Council	Neighbouring
Bath and North East Somerset Council	Neighbouring
Mendip District Council	Neighbouring
Sedgemoor District Council	Neighbouring
Gloucestershire County Council	Neighbouring

Responses from those with an interest in the land pursuant to Section 44 of the 2008 Act

- 10.3.7 131 consultees who the Applicant identified pursuant to Section 44 of the 2008 Act responded to the consultation periods referred to at paragraph 10.3.1 above. Due to data protection, individuals have not been identified within this report but a unique identifier alongside a summary of their responses and the regard the Applicant has given to them has been included. Appendix B3 contains full details of the landowner to which the unique identifier is cross-referenced with (and will not be made available to the public).

Summary of responses

- 10.3.8 Of the consultees listed above in Tables 10-1, 10-2, and 10-3, and those responding under Section 44 of the Act, 14 notified the Applicant that they had no responses. Many other comments made were outside of the scope of the DCO Scheme or required clarification; these can be viewed in Stage 2 Consultation Report (at this Report's Appendix I8).
- 10.3.9 Issues and regard had to responses by the Applicant are discussed in Table 10-4, grouped by consultee. Comments have been grouped into two categories of engagement:
- (a) informal comments received outside of the formal consultation stages, including comments received:
    - (i) on the EIA Scoping Report;
    - (ii) during Stage 1 of the Section 47 consultation;
    - (iii) during the three Micro-consultations; and
    - (iv) during engagement on specific issues at any other stages of the DCO Scheme's development but not including the Additional Stage 2 Consultation periods (responses for which are captured in Table 10-7) or ongoing discussions which are captured in Chapter 13.
  - (b) formal comments received during the Section 42 Stage 2 formal consultation period from October to December 2017.
- 10.3.10 A small number of Section 42 consultees responded outside of the formal consultation period. This was because of continued engagement (mainly in the case of utility companies and Section 44 consultees) or because they were late with their response. These were not included in the Stage 2 Consultation Report but have been summarised in this report in Chapter 13.

- 10.3.11 During the Stage 2 Consultation period, the Applicant formally consulted consultees in accordance with the Stage 2 SoCC.
- 10.3.12 Tables 10-4, 10-5, and 10-6 only summarises comments which have influenced the development of the DCO Scheme (except in circumstances where the only comments made by individual consultees were regarded as noted by the Applicant; for example to register their support. These comments have been included for completeness to demonstrate a response was received). A full list of comments and the DCO Scheme's regard had to those comments are appended to the individual reports produced after each stage of consultation (Appendices 14 – 18).
- 10.3.13 The first column of Tables 10-4 to 10-6 corresponds to the issue number as set out Appendix J of the Stage 2 Consultation Report (Appendix 18). Where no issue number is provided this indicates that the Applicant has included additional points from the consultation responses that were not summarised in the Stage 2 Consultation Report to ensure that this Report is as comprehensive as possible.

**TABLE 10-4 - SECTION 42 CONSULTEE RESPONSES**

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the Applicant
<b>Health and Safety Executive</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	HSE1.1i	Two Major Accident Hazard Pipelines traverse the proposed development near Lodway which need to be taken account of.	A description of utilities near the DCO Scheme and the need for removal and diversion is discussed in the ES Chapter 4- Description of the Proposed Works (DCO Application Document Reference 6.7). A summary of utilities and commentary on impacts is provided in the ES Chapter 15- Soils, Agriculture, Land Use and

			Assets (DCO Application Document Reference 6.18). Consultation with utility companies informed the highways and railway designs. An assessment of major accidents has been undertaken see Table 4 of ES Appendix 4.5 – Major Accidents and Disasters (DCO Application Document Reference 6.25)
<i>Formal consultation</i>			
	HSE2.1f	Two Major Accident Hazard Pipelines traverse the proposed development near Lodway which need to be taken account of.	See response to HSE1.1i
2.1	HSE2.2f	Unable to provide specific LUP advice...until details of any proposed alterations/upgrades to [two Major Accident Hazard Pipelines (Natural Gas) Operator Wales and West Utilities which traverse...in the vicinity of Lodwey (sic)] are made available to HSE, by the Applicant / Pipe-line Operator....However providing appropriate risk reduction measures are employed, which	A Wales and West pipe runs approximately 1100mm below the proposed construction compound at Lodway. After discussions with Wales and West, no diversion is required, but protection measures are to be put in place. This has been captured in this table with the other Wales and West engagement.

		includes adequate separation distances for pipelines which run parallel with any proposed track routing, it would be unlikely that HSE would advise against the current proposal.	
2.2	HSE2.3f	Land associated with the proposed Portishead Railway Station falls within the HSE Outer Consultation Zone of Coleman (UK). Case specific " <b>LUP</b> " [Land Use Planning] advice was offered once further details of the proposed land use relating to the permanent land acquisition was made.	Noted.
2.3	HSE2.4f	Hazardous Substances Consent would be required if the site is intending to store or use any of the Named Hazardous Substances or Categories of Substances and Preparations at or above the controlled quantities set out in schedule 1 of [The Planning (Hazardous Substances) Regulations 2015].	This has been detailed in the Master Construction Environmental Management Plan (" <b>CEMP</b> ") (DCO Application Document Reference 8.14, and ES Appendix 4.2) and licences will be applied for as required.



		Further information should be sought from the relevant Hazardous Substances Authority for the proposed development.	
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Natural England</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	NE1.1i	Stated they were generally satisfied with the approach to the assessment in the Scoping Report.	Noted.
	NE1.2i	Stated that the potential indirect effects of the proposed development on greater and lesser horseshoe bats needs to be considered (also relating to SACs).	Effects on bats are considered in Section 9.6 of ES Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12), with the survey reports in Appendix 9.2 - Bat Technical Appendix (DCO Application Document Reference 6.25)
	NE1.3i	Advised that a habitat survey (equivalent to Phase 2) is carried out on site.	A flora survey has been completed in ES Appendix 9.10, Flora Survey: Avon Gorge Woodlands SAC / Avon Woods Site of Special Scientific Interest

			<p>(“<b>SSSI</b>”)(DCO Application Document Reference 6.25). . More detailed habitat surveys were not considered necessary in other areas of the DCO Scheme.</p>
	NE1.4i	<p>Advised that ornithological, botanical and invertebrate surveys should be carried out at appropriate times in the year.</p>	<p>An Extended Phase 1 Habitat survey and ornithological surveys were undertaken and are documented in ES Appendices 9.1 and 9.3a-c respectively (DCO Application Document Reference 6.25) . An invertebrate survey was carried out in 2011 by another party for the disused section of the railway line and has informed this assessment. Further invertebrate surveys were not carried out as explained in the ES Chapter 9- Ecology and Biodiversity (DCO Application Document Reference 6.12).</p>
	NE1.5i	<p>Stated that the ES should have regard to the requirements under the NPPF relating to Ancient Woodland.</p>	<p>The DCO Scheme will lead to a loss of ancient woodland within the Avon Gorge Woodlands SAC. The extent of loss, mitigation and compensation is discussed in the Avon Gorge Vegetation Management Plan (“<b>AGVMP</b>”) at ES Appendix 9.11, (DCO Application Document Reference 8.12) and the Report to Inform Habitats Regulation Assessment (“<b>RIHRA</b></p>

			<p><b>Report”)</b> at ES Appendix 9.12, DCO Application Document Reference 5.5) The benefits of the development are also discussed in the HRA Report.</p>
	NE1.6i	<p>Stated that for Portbury Nature Reserve the indirect effect of the Scheme on birds in the Severn Estuary designated site should be considered</p>	<p>This has been assessed and no indirect impacts of the DCO Scheme on birds is expected, as detailed in the ES Chapter 9- Ecology and Biodiversity (DCO Application Document Reference 6.12).</p>
	NE1.7i	<p>Stated that for Avon Gorge Woodlands SAC (and SSSI) full details required for works through the Avon Gorge Woodlands SAC. Stated a need to define the limit of the works and extent of vegetation removal. Stated a need to consider the protection of interest features along the tow path and adjacent areas in Leigh Woods. Stated a need for protection and management of rare species on cliff faces affected by the project. Stated a need for the treatment and management of invasive species. Stated that the impact</p>	<p>A description of the works is presented in the ES Chapter 4- Description of the Proposed Works (DCO Application Document Reference 6.7), and the impacts of the DCO Scheme are considered in Section 9.6 of the ES Chapter 9 DCO Application Document Reference 6.12. The AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) quantifies the impact of construction works on the habitat and important species, sets out how interest features will be protected and managed, stipulates management of non-native species and includes compensation measures such as planting rare whitebeam saplings.</p>

		of replacing security fencing should be considered, particularly in relation to rare whitebeams present along the edge of the railway line in some places.	
	NE1.8i	Stated that for the HRA Report and Avon Gorge Woodlands SAC a need to study bats in the Avon Gorge, although not a qualifying feature of the SAC. Stated that the HRA Report needs to include the assessment of works in the Portbury Wharf Nature Reserve on the Severn Estuary SPA and Ramsar site, the impact on horseshoe bats in relation to the two bat SACs (Mendips and Bath and Bradford SACs) and works through the Avon Gorge Woodlands SAC.	Effects on bats are considered in Section 9.6 of the ES Chapter 9 - Ecology and Biodiversity (DCO Application Document Reference 6.12) with the survey reports in ES Appendix 9.2- Bat Technical Appendix (DCO Application Document Reference 6.25). Various surveys of protected species and the flora of the Avon Gorge Woodlands SAC are presented in ES Appendices 9.1 to 9.10 (DCO Application Document Reference 6.25) . Consideration of the potential impacts is provided in the ES Chapter 9 - Ecology and Biodiversity (DCO Application Document Reference 6.12). A HRA Report has been completed (ES Appendix 9.12, DCO Application Document Reference 5.5).
	NE1.9i	Stated that if a European Protected Species (" <b>EPS</b> ") licence is likely to be required, a shadow licence should be in	Shadow licence applications have been prepared for badger, bats and GCN and have been submitted to Natural England under current licensing

		place prior to DCO submission.	arrangements. Alternatively, NSDC as promoters of the DCO Scheme could apply to NSDC for consent under Natural England's District licensing scheme for GCN, once this becomes operational.
	NE1.10i	<p>Stated that the EIA should include an assessment of the project on the local landscape character area. Stated that the assessment methodology should follow the Guidelines for Landscape and Visual Impact Assessment ("<b>GLVIA</b>"), by the Landscape Institute and IEMA, 3rd Edition. Stated that the use of Landscape Character Assessment is encouraged. Stated that new development should consider the character and distinctiveness of the area, with the siting and design of the development reflecting local design characteristics and using local materials. Stated that the assessment should include the cumulative effect of the developments with</p>	<p>The Landscape and Visual Impact Assessment ("<b>LVIA</b>") at ES Chapter 11 (DCO Application Document Reference 6.14) includes an assessment of the potential effects on the National Character Areas, local landscape character areas described by NSDC, and site-specific landscape character areas developed as part of this LVIA.</p> <p>The methodology used is in line with the methodology set out in GLVIA 3rd Edition, as explained in Sections 11.1 and 11.3 of ES Chapter 11 - LVIA (DCO Application Document Reference 6.14)</p> <p>The cumulative impacts on ecology is considered in the ES Chapter 9 - Ecology and Biodiversity (DCO Application Document Reference 6.12), HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5), and ES Chapter 18 - In-combination and Cumulative Effects Assessment (DCO</p>

		other relevant developments in the area, and should refer to the National Character Areas.	Application Document Reference 6.21).
	NE1.11i	Stated that an assessment of noise is needed to assess the impacts on designated sites and wildlife.	The impact of noise on designations and wildlife is presented in the ES Chapter 9 - Ecology and Biodiversity (DCO Application Document Reference 6.12)
	NE1.12i	Stated the need for preparation of an interim HRA and SSSI Assent to work in the Avon Gorge Woodlands SAC / Avon Woods SSSI to remove vegetation in winter/spring 2016 to facilitate the inspection of structures and earthworks as part of the design studies.	A HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5) was completed and agreed with Natural England. The vegetation clearance and surveys of structures was completed in 2016.
	NE1.13i	Stated that regarding the Avon Gorge SAC they understood that the DCO Scheme will cause temporary disturbance to the Avon Gorge and will result in the loss of a number of individual whitebeam trees, but they also recognise the positive opportunities that the scheme can	Three whitebeam sites have been identified on NR land for whitebeam trees that have been propagated by the DCO Scheme.

		<p>bring to the designated site, for example:</p> <ul style="list-style-type: none"> <li>• The management of invasive and unfavourable species,</li> <li>• The reduction of scrub encroachment for important areas of grassland,</li> <li>• The identification and awareness generation of important habitat features,</li> <li>• The development of skills to promote the in situ and ex-situ propagation of whitebeam</li> <li>• The further development of a collaborative working partnership between stakeholders and landowners, particularly the Forestry Commission, to further the conservation objectives of the Avon Gorge.</li> </ul>	<p>Positive opportunities have been incorporated into the development of the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) . NE has also asked for consideration of the other important botanical species in the Avon Gorge, which are identified in the Flora Survey: Avon Gorge Woodlands SAC / Avon Woods SSSI, ES Appendix 9.10 (DCO Application Document Reference 6.25)</p> <p>NR has attended the Avon Gorge and Downs Wildlife Project meeting. Attendance of NR at one of the meetings to update the group of progress toward the site objectives is recommended by Natural England in the NR Site Management Strategy, Vegetation Management Plan, and Habitats Risk Assessment for the Avon Gorge (ES Appendix 9.15, DCO Application Document Reference 6.25)</p>
	NE1.14i	Regarding North Somerset and Mendip SAC they recognised that lesser and greater horseshoe bats	Additional radio tracking bat surveys were undertaken in June 2018 and the results are included in the Bat Technical Appendix (ES Appendix 9.2,

		<p>regularly occur between Portbury Common and Royal Portbury Dock and the disused railway line appears to be an important corridor for bats with movement between the line and Brockley Hall Stables SSSI, a link with the North Somerset and Mendip SAC.</p> <p>Accordingly, they requested that an additional radio tracking survey for bats be undertaken to further understand the importance of the rail corridor.</p>	<p>DCO Application Document Reference 6.25).</p>
	NE1.15i	<p>Stated that they broadly accepted the approach to protected species and had been made aware that licences will be required for bats, badgers, dormice and great crested newts.</p> <p>Asked that a summary of this approach and the likely time frame for the application of licences be sent to their central licensing team for consideration.</p>	<p>Shadow licences have been prepared for bat, badger and GCN and shared with Natural England. During the detailed design stage for construction works to third party rock faces within the Avon Gorge Woodlands, the sites will be assessed for dormouse potential and if there is any potential to affect dormice (including disturbance) the Applicant or the contractor (depending on the programme) will submit and obtain a licence in advance of the licensable activities commencing, if necessary.</p>



	NE1.16i	Requested that all materials should be removed from site after completion of the DCO Scheme.	As detailed in the Code of Construction Practice (“ <b>CoCP</b> ”) at ES Appendix 4.1 (DCO Application Document Reference 8.15) and Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14), all plant, materials, temporary buildings/ fencing, and vehicles will be removed and the surface of the ground, including the soil depth and structure, restored as near as practicable to its original condition.
	NE1.17	Concerned that the DCO Scheme’s vegetation management in the gorge could cause ash die back to spread.	The widespread incidence of ash die-back disease in the Avon Gorge since 2016 could result in death of mature ash trees along the railway in the next few years. However, the general assumption is not to clear ash affected by ash die-back disease unless they are a risk to the railway and where practical, natural regeneration of ash should be encouraged. This is detailed in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).
<i>Formal consultation</i>			
3.1	NE2.1f	Stated they highly valued the information and survey work which	Further project details confirmed and impacts assessed in ES Chapter 9-

		has been provided regarding the Avon Gorge SSSI / SAC within the NR ownership. However, await further project details to be able to advise on the likely significance.	Ecology and Biodiversity (DCO Application Document Reference 6.12) and the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).
3.2, 3.3 and 3.7	NE2.2f	<p>Stated they were not able to thoroughly assess the impacts on the notified features due to unavailability of final details of route alignment and other specifics.</p> <p>Stated they need to see full proposals to determine whether mitigation measures are suitable.</p> <p>Stated that more information was required on the impacts and mitigation for the operations listed in Table 4.5 of the PEI Report (rock picking, modifications to the vertical and horizontal alignment replacing steel sleepers, ballast replacement, installing signals, and trenching and cabling).</p>	Following the formal consultation period, more information was provided to NE, including draft versions of the ES Chapter 9- Ecology and Biodiversity (DCO Application Document Reference 6.12) which provided further details. This has been assessed in the ES Chapter 9 ES Chapter 9- Ecology and Biodiversity (DCO Application Document Reference 6.12), the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) and the RIHRA (ES Appendix 9.12, DCO Application Document Reference 5.5)
	NE2.3f	Stated that they highly value the information	Further details provided and recognised throughout the

		<p>and survey work provided regarding the Avon Gorge SSSI/SAC within the NR ownership. Stated that they still await further project details to advise on the likely significance. Stated that in terms of the proposed mitigation measures (once the final package is agreed) NE need to see the full proposals, to be able to assess their suitability in terms of off-setting the impacts. Stated that they would like to engage with the specific discussions surrounding development of these measures. Stated that the likelihood of the measures being successful will clearly be an important factor in assessing whether they provide enough off-setting to determine the projects overall impact.</p> <p>Stated that permanent works within the Avon Gorge Woodlands SAC have the potential to affect features of SSSI / SAC interest, so there should be supporting information and details to show</p>	<p>HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5) in respect of potential impacts and proposed mitigation/compensation in the Avon Gorge SAC.</p> <p>Discussions were had and their comments taken into account and included in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).</p>
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		that any locations of sensitivity will be given protection.	
3.8	NE2.4f	Support the conclusion that the disused railway line as a linear landscape feature is important at a Regional level for movement of bats from the SACs.	LSE identified for the North Somerset and Mendips Bat SAC and the potential for adverse effects on integrity discussed in Section 7 of the ES Chapter 9 - Ecology and Biodiversity (DCO Application Document Reference 6.12).
	NE2.5f	Concerned of the effects of the proposed fencing through the Avon Gorge to the landscape and visual impacts, both during operation and its installation.	<p>New fencing in the Avon Gorge will be paladin and vegetation will be allowed to regrow around it after installation.</p> <p>Fencing is required for the DCO Scheme to prevent trespass in particular. Some proposed sections of fencing were removed at outline design following feedback to reduce the amount of vegetation clearance required. More sections may be removed during the detailed design stage. There are, however, benefits to fencing by managing public access and disturbance to the SAC, which is highlighted as a pressure/threat in Natural England's Site Improvement Plan, so the DCO Scheme will continue to work closely with</p>

			<p>stakeholders to ensure the correct balance is achieved.</p> <p>Fencing type options are determined by NR's safety requirements along the track. There is insufficient space alongside the track within the Avon Gorge for planting which would be wide enough to form an effective visual screen. The effect of DCO Scheme elements on receptor sites around the Avon Gorge is presented in the ES Chapter 11 LVIA (DCO Application Document Reference 6.14).</p>
3.11	NE2.6f	<p>Concerned about the impacts to bats, specifically:</p> <ul style="list-style-type: none"> <li>• separate consideration of impacts on Greater Horseshoe and Lesser Horseshoe Bats because of their different needs and ecology</li> <li>• Bat surveys are incomplete and are required to determine hibernation sites, the importance of local tunnels, and the likely impacts of development on them.</li> </ul>	<p>The survey reports in the Bat Technical Appendix (ES Appendix 9.2, DCO Application Document Reference 6.25) were amended regarding horseshoe bats. Further bat surveys were completed. Effects on bats are considered in the ES Chapter 9 - Ecology and Biodiversity (DCO Application Document Reference 6.12).</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
<b>Historic England</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	HE1.1i	Concerned that there may be impacts on the historic environment and considers that an EIA is required	An EIA has been undertaken and is reported in ES Chapter 8 - Cultural Heritage (DCO Application Document Reference 6.11) which presents information on the identification and assessment of likely significant effects in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 and 2017.
	HE1.2i	Identified a number of assets that may be affected by the DCO Scheme.	The ES Chapter 8 - Cultural Heritage (DCO Application Document Reference 6.11) and the Cultural Heritage Gazetteer at ES Appendix 8.1 (DCO Application Document Reference 6.25) consider the impacts on designated and non-designated assets. Berkley Castle, which was identified by HE, has not been assessed further as it lies near Stroud, Gloucestershire. Due to the distance and intervening topography it will not be

			affected by the DCO Scheme.
		The assessment needs to consider the potential impact on all heritage assets including designated heritage assets and their settings and non-designated features of interest. The assessment should cover buildings, historic open spaces, historic features and the wider historic landscape including below-ground archaeology.	The ES Chapter 8 - Cultural Heritage (DCO Application Document Reference 6.11) and the Cultural Heritage Gazetteer at ES Appendix 8.1 (DCO Application Document Reference 6.25) consider the impacts on designated and non-designated assets.
	HE1.3i	Stated that the assessment methodology should follow Historic England Guidance <i>The Setting of Heritage Assets</i> Advice Note 3 and be undertaken by a recognised heritage professional.	The Historic England guidance has been employed for the assessment of the impacts to designated assets in the ES Chapter 8 - Cultural Heritage (DCO Application Document Reference 6.11) and the Cultural Heritage Gazetteer at ES Appendix 8.1 (DCO Application Document Reference 6.25).
	HE1.4i	Stated that the assessment needs to consider: the impact on landscape, direct impacts on historic sites and areas; indirect impacts on setting and long views; use of photomontages;	Direct and indirect impacts on the heritage assets, historic landscape and the impact on the historic setting of heritage assets are presented in the ES Chapter 8 - Cultural Heritage (DCO Application Document Reference 6.11) and the Cultural Heritage

		<p>potential for buried archaeology; effects on landscape amenity; and cumulative effects.</p>	<p>Gazetteer at ES Appendix 8.1 (DCO Application Document Reference 6.25).</p> <p>The potential effects on the setting of listed buildings are addressed in the ES Chapter 11 - LVIA (DCO Application Document Reference 6.14).</p> <p>The assessment on landscape, setting and views for historical assets also forms part of LVIA in the ES Chapter 11 - LVIA (DCO Application Document Reference 6.14).</p> <p>While photographs of the DCO Scheme and its surrounds are provided in the Cultural Heritage Gazetteer at ES Appendix 8.1 (DCO Application Document Reference 6.25) photomontages have only been prepared for Portishead and Pill as there are few locations which afford views of heritage features and their setting in the context of the railway. These are included in the Design and Access Statement ("<b>DAS</b>"- DCO Document Reference 8.1).</p>
		<p>Photomontages should include long distance views of assets of interest with proposed development accurately scaled in same view. Effects on</p>	<p>A range of general views of the landscape have been selected and are shown in ES Appendices 11.1 (General Views) and 11.2 (General Summer and Winter Views) (DCO Application Document Reference 6.25). This</p>



		landscape amenity should be considered.	includes a description of the potential changes. A number of photomontages are presented the DAS (DCO Application Document Reference 8.1).
	HE1.5i	Stated that the local authorities' conservation and archaeology advisors should be closely involved throughout the preparation of the ES.	The local authorities' archaeological and conservation advisors have been consulted by email on 16 September 2015 and on 15 December 2016, according to ES Chapter 8- Cultural Heritage (DCO Application Document Reference 6.11). They will be fully informed of the historic impact assessment and will be kept regularly updated on the process of the DCO Scheme application.
	HE1.6i	The scheme has potential to affect Listed buildings, Registered Parks and Gardens and Scheduled Monuments. The ES should consider direct and indirect impacts on all heritage assets potentially affected, including historic landscapes, registered landscapes, conservation areas and potential for buried archaeology. The assessment should follow Historic England	The ES Chapter 8- Cultural Heritage (DCO Application Document Reference 6.11) assesses the impacts of the DCO Scheme on a wide range of designated and non-designated heritage assets.

		guidance and be undertaken by a professional heritage consultant.	
	HE1.7i	The assessment needs to include cumulative impacts on historic assets.	The cumulative impacts on heritage assets is considered in the ES Chapter 8- Cultural Heritage (DCO Application Document Reference 6.11).
<i>Formal consultation</i>			
4.3	HE2.1f	<p>Raised concerns about the visual impact upon setting from the proposed security fencing on both sides of the railway. Also concerned about the cumulative impact of fencing, the proposed communications mast and new signals which could draw attention to the operating railway, together with the DCO Scheme's frequency of passenger trains. Advised that the impact of new equipment and design/finishes of fencing is carefully considered.</p>	<p>New fencing in the Avon Gorge will be paladin and vegetation will be allowed to regrow around it after installation.</p> <p>Fencing is required for the DCO Scheme to prevent trespass in particular. Some proposed sections of fencing were removed at outline design following feedback to reduce the amount of vegetation clearance required. More sections may be removed during the detailed design stage. There are, however, benefits to fencing by managing public access and disturbance to the SAC, which is highlighted as a pressure/threat in NE's Site Improvement Plan, so the DCO Scheme will continue to work closely with stakeholders to ensure the correct balance is achieved.</p>

			<p>Fencing type options are determined by NR's safety requirements along the track. There is insufficient space alongside the track within the Avon Gorge for planting which would be wide enough to form an effective visual screen. The effect of DCO Scheme elements on receptor sites around the Avon Gorge is presented in the ES Chapter 11 - LVIA (DCO Application Document Reference 6.14).</p>
	HE2.2f	<p>Raised concerns over the impact of the 3-5m clearance from each of the running rails through the Avon Gorge and requested visuals to appreciate the levels of impact and details and locations of the proposed lighting associated with signalling etc.</p>	<p>NR will be undertaking woodland management works, in accordance with their Site Management Statement ("<b>SMS</b> ") that has been approved by Natural England; the clearance from the running rail is a NR standard that will be covered by this Statement for the Operational Freight Line.</p>
4.4	HE2.3f	<p>Would be useful to have confirmation of exactly where the Global System for Mobile Communications – Railway ("<b>GSM-R</b>") repeater masts are to be positioned in the vicinity of the Clifton Suspension Bridge.</p>	<p>Some changes have been made to the original proposals. The proposed mast will now have two antennas one mounted at 5 m and one mounted at 8 m. In addition there will be two repeater antennas mounted at the southern portal of Sandstone Tunnel at 5 m from the ground. Although these amended proposals</p>

			have not been shared with Highways England to date, they expressed no concern at the time with standard railway equipment within the railway corridor. This will be included within a Statement of Common Ground (" <b>SoCG</b> ").
Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
<b>Avon Fire and Rescue</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	FR1.1i	Raised concerns that if the Ashton Vale Road level crossing barriers being down for longer or more frequent periods and impeded access on Winterstoke Road then they would have concerns	The TA at ES Appendix 16.1 (DCO Application Document Reference 6.25) has examined this area in detail. The proposed mitigation will ensure there will be no detriment to the existing highway level of service.
	FR1.2i	Stated that emergency services would require access to Trinity [School] footbridge. It was stated that access could be made sufficient for ambulances to access the bridge and the nearby road access	A point of access has been included on the southern side of the track, with vehicle and foot access to the bridge from both sides. This is included on the S051 Trinity Footbridge Proposed Landscaping General Arrangement plan (DCO Document Reference 2.15).

		could be used for fire engines.	
	FR1.3i	Concerned that the rail access point at Sheepway would be inadequate for Fire Engines which would require a turning circle or hammerhead for their Fire Engines. However they advised that this access point is not essential.	The design of the access and compound has been enlarged. It now provides sufficient vehicular access for Fire Engines. This is shown on the Sheepway Bridge Maintenance Compound and Landscaping Plan (DCO Document Reference 2.49).
	FR1.4i	Stated that an emergency access point at the western side of Pill Tunnel would need to be weight bearing for 14 tonnes. Advised that their communications system would need testing to see if they could penetrate Pill tunnel, otherwise they would require a leaky feeder.	An access point was constructed pre-application in discussion with NSDC and NR. The facilities consisted of a series of access gates and a parking / turning circle, but the ground was unable to bear the required weight without significant engineering so would be used by NR as an access point only and will allow emergency services access if required. Emergency vehicles will be able to use the eastern access point for Pill Tunnel which is to be constructed to cater for heavy goods vehicles (" <b>HGV</b> ") and their load bearing. There will be sufficient space for Fire Engines and turning space. Communications were tested and agreed.

	Ref. no.	Summary of comments	Regard had by the applicant
<b>Pill and Easton-in-Gordano Parish Council</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	PI1.1i	Requested noise barriers be installed to the rear of Avon Road where there are already complaints about noise from freight traffic.	<p>The approach to determining whether mitigation is required is set out in the ES Chapter 13, and presents the results of the noise impact assessment. The need for noise barriers in Portishead and at old Portbury Station and the residual effects are also discussed.</p> <p>The DCO Scheme does not consider the freight operations.</p>
	PI1.2i	Concerned that car park charging may cause rail users to use the surrounding streets for parking to the detriment of those living nearby. Requested consideration of some form of resident parking scheme on the nearby streets, or some system of refund for those who have purchased a train ticket.	The impacts on parking provision are discussed within the ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). There will be post-implementation monitoring of parking provision within Portishead and Pill (discussed at Table 16.8 of ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). The TA at ES Appendix 16.1 (DCO Application Document

			Reference 6.25) also discusses the impact of the scheme on local roads and parking. NSDC is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking.
	PI1.3i	Concerned about safety at the junction of Lodway, Station Road and Heywood Road in view of increased station traffic.	The bus stops at this location need upgrading and have been added to the DCO Scheme proposals. This work will have a positive impact on visibility and should make the junction safer.
	PI1.4i	Requested that the lighting installed on the station, the car park and drop-off areas should be energy efficient and be designed to cause minimal light pollution to nearby residential properties.	The lighting has been designed to be sympathetic to the surrounding area and will use energy efficient technology. Light-Emitting Diode (" <b>LED</b> ") lights can be dimmed overnight.
	PI1.5i	Requested that the majority of construction materials and plant arrive by rail. Concerned that access by heavy construction traffic to the station site will cause problems. Suggested early construction of Pill junction and of the dual tracking in the station itself.	A range of scenarios have been considered and assessed. Highway and transport related impacts of the proposal are outlined in the ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19)..  A Construction Traffic Management Plan (" <b>CTMP</b> ") (DCO Application Document

			Reference 8.13- also contained within Appendix K of the TA, ES Appendix 16.1, DCO Application Document Reference 6.25) sets out details of construction routes for the delivery and removal of wastes.
	PI1.6i	Concerned about the widening works to the bridge near Lodway Close and that there should be the minimum of disruption to the cycle route and footpaths in the vicinity.	<p>The design of the bridge accords with rail industry guidance and technical requirements. Various installation methods have been considered balancing the construction needs and impacts to residents, with only a confined space which limits options. For public safety and construction staff safety reasons it is likely that the sections of cycle path NCN Route 26 via the M5 railway underbridge and the other underbridges will have to be closed during construction. At Pill NCN Route 41 will be closed during the replacement of Avon Road Bridge with a diversion through Jenny's Meadow and the footpath under the bridge closed. Diversion routes have been identified and a plan showing them will be submitted with the application, see the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) They will also be publicised during construction.</p>



			<p>Closures of NMU routes and provision of diversion routes are also outlined in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). The ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) outlines the mitigation measures for the scheme, including the impacts on cyclists and pedestrians.</p>
	PI1.7i	<p>Stated that parked cars cause an obstruction to large vehicles on Station Road and there was concern about inhibiting access, particularly for emergency vehicles.</p>	<p>Parking restrictions (double yellow lines) have been included at key places including Station Road. These have been adjusted throughout the DCO Scheme's development to allow 2 or 3 cars to park on the bridge. They have also been extended to one side of the Co-op shop and around the corner where the lane widths are narrowest. This has been detailed in the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) and the TA (ES Appendix 16.1, DCO Application Document Reference 6.25), and included on the Permanent Traffic Regulation Order Plans (DCO Document Reference 2.31).</p>

	PI1.8i	Concern regarding impact of parking restrictions on local businesses.	<p>Impacts on parking provision are discussed within Section 16.6 of the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). There will be post-implementation monitoring of parking provision within Portishead and Pill (discussed in Table 16.8 of the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19)).</p> <p>Section 7 of the TA (ES Appendix 16.1, DCO Application Document Reference 6.25), discusses the impact of the scheme on local roads and parking.</p>
	PI1.9i	Suggested liaison with library services about using the car park next to Pill Library as a temporary compound. Stated that the library building is now being used as a children's centre.	The car park has been added within the DCO redline for use as a temporary micro-compound for works to Pill Viaduct, so the landowners were formally consulted under the Section 42 process.
	PI1.10i	Stated that for the diversion of cyclists NCN Route 26, plenty of warning would be required for using the Breaches due to its narrowness, horses would need to be	The diversion will be well sign posted for traffic and there will also be warnings to cars about cyclists using the highway diversions. The diversion routes were discussed with the North Somerset PROW team and

		prevented from using Avon Road bridge during construction and discussions should take place with the LPA.	<p>the Local Access Forum, and advanced notices will be advertised as referenced in the CTMP (DCO Application Document Reference 8.13).</p> <p>Closures of NMU routes and provision of diversion routes are outlined in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). Section 16.7 of the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) outlines the mitigation measures for the scheme, including the impacts on cyclists and pedestrians.</p>
	PI1.11i	Opposed to lighting on the bridleway extension under the M5 as this would encourage anti-social behaviour.	The bridleway extension will not be lit.
	PI1.12i	Advised that there are two separate memorials in place under the M5 Avonmouth Bridge.	It was agreed that the memorials could be fenced off during construction, in consultation with Highways England. This has been included in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14).
<i>Formal consultation</i>			

7.3	PI2.1f	<p>Concerned about the health and safety of local residents and visitors, both during the period of construction from an increase in traffic movements, and then after the line is in operation. In particular the number of different users of all ages—pedestrians, cyclists and motorists — in tight spaces and with minimal room for parking.</p>	<p>All the construction concerns as listed below have been addressed in the CTMP (DCO Application Document Reference 8.13), specifically:</p> <ul style="list-style-type: none"> <li>• Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner;</li> <li>• Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods;</li> <li>• Ensure that the impact and disruption to the local communities and tourists is minimised;</li> <li>• Minimise construction trips where possible;</li> <li>• Ensure the continued monitoring, review and subsequent improvement of the CTMP (DCO Application Document Reference 8.13) and mitigation measures;</li> <li>• Limit the impacts on the Strategic Road Network (“<b>SRN</b>”) and the Local Road Network (“<b>LRN</b>”);</li> <li>• Limit the impacts on the natural and built environment.</li> </ul> <p>All the operational concerns as listed below have been addressed in the TA (ES Appendix 16.1, DCO Application Document</p>
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			<p>Reference 6.25)., detailed in section 9:</p> <ul style="list-style-type: none"> <li>• New Highway works comply to standards in Design Manual for Roads and Bridges (“<b>DMRB</b>”) and Manual for Streets.</li> <li>• Informal crossing points have been provided between the new car park and station at safe crossing points to encourage pedestrians to cross the road at suitable locations. The path on Back Lane/ Monmouth Rd has been extended so there is a continuous safe walking route between the car park and station.</li> <li>• Double yellow lines are being provided to reinforce use of station car parks and minimise detrimental impacts on local residents and businesses.</li> </ul>
7.4	PI2.2f	<p>Concerned about the proximity of the cycle path to the work taking place on the railway, and requested vigilant and continual assessment so that commuters and other users feel completely protected from any dangers during working hours. Stated the need to ensure continuous access along the route to the</p>	<p>A continuous route has been included between Pill and Portishead in the DCO Scheme proposals but will be diverted at times during construction. Diversion routes will be clearly signed and advance notification given. The Diversion route plans have been included in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).</p>

		Royal Portbury Dock estate and to Portishead as an important commuter corridor.	
7.5	PI2.3f	<p>Concerned about the disruption to residents and requested impacts are minimised.</p> <p>Requested particular consideration to parking spaces outside houses, especially in adjacent roads which have a high percentage of elderly residents.</p>	<p>The contractor will be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting. The CTMP (DCO Application Document Reference 8.13) sets out the principles that the contractors have and a more detailed CTMP will need to follow. Road closures will be advertised in advance as per NSDC's statutory process.</p>
7.6	PI2.4f	<p>Consideration should be given to a residents' only parking zone in many of the roads surrounding the station (subject to detailed consultation), possibly administered by the Parish Council. The spaces identified near to the Co-op should be limited to short term parking only.</p>	<p>Traffic, parking and related issues have been considered in detail in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) . This has informed the DCO Scheme proposals needed and although a resident's parking scheme may help control parking, the volumes of traffic and parking assessed in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) shows it is not a necessary for the delivery of the DCO Scheme.</p>

			<p>Currently there is no policy for a parking permit scheme to be introduced by NSDC. However, this may be reviewed in the future. A parking permit scheme requires funding to set-up and administer and the costs of this would have to be met those taking part in the permit scheme. Although there were residents that supported parking permits, there was less support for having to pay the cost of the permits.</p>
7.7 (part)	PI2.5f	<p>Concerned about congestion to the area around the Co-op, Sambourne Lane, the new car park, and the bus stop outside The Memorial Club by commuters to and from the railway station. Suggested traffic modelling.</p>	<p>Traffic, parking and related issues have been considered in detail in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) . This has informed the DCO Scheme proposals. Modelling has been undertaken and indicates that the DCO Scheme does not have a significant impact on the Station Road / Heywood Road junction and it works well within capacity. The TA (ES Appendix 16.1, DCO Application Document Reference 6.25) shows traffic volume increases to be small in 2021 and 2036 on Station Road.</p> <p>The ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) considers</p>

			the transport effects during operation and mitigation measures.
7.7 (part)	PI2.6f	Requested improvements to the junction of Station Road, Heywood Road and Lodway, in particular to safety and accessibility of the bus stop outside the Memorial Club.	This area was highlighted as an area of concern by several consultees, including equalities groups who stated the bus stop needed upgrading to serve a railway station. Crossing points, pavement widths, and dropped kerbs were assessed on the route between the bus stop and station. As a result of this assessment the DCO Scheme is now proposing works to the bus stops to ensure they are adequate. Bus stops on both sides of Heywood Road have been redesigned, in particular the southern side where adjacent land is required to widen and provide a shelter and enough space for wheeled users.
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Portishead Town Council</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	PT1.1i	Requested a case be prepared for consideration by the	Following the consultation on the station location options, there was further assessment



		<p>ORR for a low speed level crossing over Quays Avenue to achieve a central location for a station.</p>	<p>of the feasibility of a level crossing at Quays Avenue and this was submitted to the ORR (see Appendix I1 of this Report). The formal response of the ORR was that “it would not contemplate a level crossing”. In light of this, a decision was made in March 2015 by the North Somerset Executive to proceed with the station location on the edge of a realigned Quays Avenue (see Appendix I2 of this Report)</p>
	PT1.2i	<p>Requested parking provisions be made for visitors to the health centre due to loss of on-street parking Harbour Road.</p>	<p>The consultation responses received about perceived on-street parking impacts included diverse opinions about what is needed. All the responses have been considered and a short stay parking provision has been included, as well as a discounted permit scheme for the Health Centre.</p> <p>Disabled parking spaces have also been added directly opposite the health centre adjacent to a signalised crossing.</p>
	PT1.3i	<p>Requested provisions for cyclists using the trains.</p>	<p>It is envisaged that bicycles may be allowed on trains, however, the trains operating the MetroWest Phase 1 service will form part of the train operators’ wider fleet covering a large geographic area. Decisions about the on-board facilities are made by</p>

			the train operator, in the context of passenger needs of the wider train service network.
	PT1.4i	Concerned for the structure of the sloped footbridge (by Trinity Primary School) for wheelchair users.	The ramps have been designed to the relevant accessibility standards for all users. The designs were shared with the NSDC Accessibility Officer who consulted with the Disability Forum on the ramps, and there was an acceptance of the need for a compromise between length and gradient.
	PT1.5i	Requested parking provision for construction traffic to eliminate already congested on-street parking, particularly in The Vale (Portishead).	The consultation responses received about perceived on-street parking impacts included diverse opinions about what is needed. All the responses have been considered and the CTMP (DCO Application Document Reference 8.13) has been produced. The CTMP (DCO Application Document Reference 8.13) states parking will be provided for staff on site and staff will be briefed not to park on local roads. The proposed car park off Harbour Road (previously referred to as car park B in consultation materials) for Portishead station will be laid out for construction staff parking during the construction phase.

	PT1.6i	Requested the introduction of a minibus around the town linked to the train times.	Alterations to existing bus services to serve the new station and the provision of any new bus services, are matters for commercial consideration by bus operators.
	PT1.7i	Concerned that drivers wishing to avoid parking charges park in local residential roads for free.	The consultation responses received about perceived on-street parking impacts included diverse opinions about what is needed. The TA (ES Appendix 16.1, DCO Application Document Reference 6.25) sets out the parking options considered. The analysis recognises that there is a risk that a proportion of station users may choose to avoid using the rail station car parks and may instead park on the nearby roads. It therefore identifies a range of options that could resolve this. The permanent TROs (double yellow line parking restrictions) on Harbour Road, Phoenix Way and Quays Avenue as included in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) will be implemented through the DCO Scheme as part of the DCO; other measures that are outside the remit of the DCO are for consideration by NSDC as the Highway Authority after the DCO

			Scheme has been implemented.
<i>Formal consultation</i>			
8.3	PT2.1f	Requested that any actions taken at this stage will not jeopardise the future development of two trains per hour when funds become available.	<p>The ongoing design work for the DCO Scheme has been careful not to include works which would prevent upgrading to a more frequent service in the future, subject to a separate business case funding and planning consents.</p> <p>This work shows that no changes would be needed to the railway between Portishead and Pill. While works to upgrade railway and highway infrastructure would be needed between Pill and Parson Street Junction.</p>
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Environment Agency Wessex (North) Region</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	EA1.1i	Stated a requirement for a robust Flood Risk Assessment (“ <b>FRA</b> ”) that quantifies current and future flood risk.	An FRA has been prepared and is at ES Appendix 17.1 (DCO Application Document Reference 5.6).

	EA1.2i	Stated a requirement for prior site investigation and preparation of an appropriate strategy for the management of contaminated land to reduce any potential impacts on controlled waters.	The land-use history of the DCO Scheme has been documented and ground investigation undertaken to inform the design to allow for risks posed by land contamination. This is described in the Land Contamination Summary Report (ES Appendix 10.2, DCO Application Document Reference 6.25), and sections 10.4 and 10.6 of ES Chapter 10 - Geology, Hydrogeology, Ground Conditions and Contaminated Land (DCO Application Document Reference 6.25).
	EA1.3i	Stated a requirement should be included in the DCO necessitating a Flood Risk Management Plan.	A Flood Risk Management Plan included as Appendix T of the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6), has been prepared for the operation of the DCO Scheme and has been submitted with the DCO application. The contractor will be required to produce a construction stage flood plain which takes into consideration the findings of the FRA and these plans.
	EA1.4i	Stated that if Essential Infrastructure is in Flood Zone 3 or 3B then it needs to demonstrate that in a 1	The FRA modelling indicates that the line would have to close in this flood event for the 60 year design life with climate change. However, the DCO Scheme is restricted by the historic alignment of the

		in 20 year flood event it can stay operational	line. The modelling shows that the line is forecast to flood once in every 1-2 years in 60 years' time. The modelling has assumed no strategic flood defence solution for the River Avon. During the development of the FRA, modelling was undertaken to test a scenario where the track height is increased to reduce flood risk to the railway. The model output however showed an increased flood risk to third party landowners which could not be mitigated. An Extreme Weather Plan to deal with operational flood risk is included as Appendix T of the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6).
	EA1.5i	<p>Include otter assessments / surveys particularly in respect of breeding sites and use of any areas near watercourses.</p> <p>Appropriate mitigation will be required during construction, including covering work holes/trenches at night. Provision of otter passes must be considered.</p>	<p>Otter survey and assessment completed for the DCO Scheme and included in Section 9.6 of ES Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12), and in the Otter Survey Report (ES Appendix 9.8, DCO Application Document Reference 6.25). Mitigation for otters has been considered in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14). Otter passes are not considered</p>

			necessary to mitigate the impact of the DCO Scheme.
<i>Formal consultation</i>			
9.3 and 9.6	EA2.1f	Stated that it is not possible to rely on “significant changes in strategic flood risk management interventions” before 2135, and that the proposal should assume none.	The proposals were changed to assume no strategic flood solution. The design life for the DCO Scheme has been remodelled for 2075 (60-year design life) central case and a sensitivity test for 2115 (100-year design life).
9.4	EA2.2f	Stated that despite the intentions of the draft Shoreline Management Plan ("SMP", [the Draft Severn Estuary SMP considers tide defences in the vicinity of the DCO Scheme] there is no certainty that improvements can or will be made.	The proposals were changed to assume no strategic flood solution. The design life for the DCO Scheme has been remodelled for 2075 (60-year design life) central case and a sensitivity test for 2115 (100-year design life).
9.5	EA2.3f	Stated that they will require further evidence regarding the impact of the Clanage Road compound within the FRA.	This was included in the FRA. The height of the track was revised to ensure it remains at its current level and flood compensation provided in the Clanage Road compound for flood water displacement by the ramp. This avoids flood risk to third parties;

9.7 and 9.8	EA2.4f	<p>Stated that the Ham Green Fishing Lakes will need to be closely monitored during construction to ensure:</p> <ul style="list-style-type: none"> <li>• the collection of sediment is maintained effectively, due to the likely increase in loading</li> <li>• the management of any polluting substances stored on site, that may potentially impact on the lakes in the event of a discharge from the site</li> </ul>	<p>Monitoring of the lakes has been included in the ES Chapter 17 – Water Resources, Drainage and Flood Risk (DCO Application Document Reference 6.20). NR has installed three “silt busters” to reduce the suspended sediment load of drainage from Pill Tunnel to the Ham Green Lakes and no further mitigation is proposed for the DCO Scheme.</p> <p>The Surface Water Drainage Strategy (DCO Application Document Reference 6.26, also contained within ES Appendix 17.1) identifies additional sediment management measures during construction.</p>
9.11	EA2.5f	<p>Stated that agreed measures will need to be implemented to minimise any disturbance with regard to adequate mitigation for impacts on watercourses and otters.</p>	<p>Mitigation measures detailed in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to minimise disturbance on otters and impacts on watercourses.</p>
9.9	EA2.6f	<p>Stated that the PEIR document indicates a good understanding of the hydrogeological sensitivities of the route and potential sources of contamination, both on the route and from</p>	<p>The Applicant has had regard to the nature and extent of the proposed development and the receiving environment in both scoping the investigations undertaken to date and those that are most appropriate to being undertaken prior to</p>



		<p>surrounding land uses. The Agency would advise that detailed information will ultimately be required in the form of an appropriate desk study and site investigation proposal.</p>	<p>commencement of development. Mitigation measures that are standard measures and known to be effective have been taken into account in determining the likelihood of significant effects. The Applicant has identified those works where further investigations should be undertaken prior to construction activities to ensure that appropriate mitigation measures will be undertaken to remove or minimise pollution linkages. A DCO Requirement Report will be produced for the DCO Scheme post-DCO approval. This DCO Requirement Report requires approval by the LPA after consultation with the EA. It is proposed to approach this report in 2 stages – a desk study and GI scope which will be discussed with the EA prior to undertaking the GI and final DCO Requirement Discharge Report.</p>
9.12	EA2.7f	<p>Stated clarification in respect of habitat creation/enhancement proposals</p>	<p>No new habitat or enhancements are required for the DCO Scheme which was explained to the EA</p>
9.13	EA2.8f	<p>Request the opportunity to review outstanding documentation, including the aforementioned FRA</p>	<p>The Applicant provided draft copies at timely intervals and discussed any points raised with the EA during the development of both documents.</p>

		and the WFD assessment, at the earliest opportunity.	
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Highways England – South West</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	HA1.1i	Stated that a full and comprehensive assessment of highway and transport related impacts of the proposal should be carried out and reported in accordance with the scope of assessment agreed with Highways England in advance.	This is outlined in the ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19).
	HA1.2i	Stated a need to assess and report environmental impacts arising from disruption during construction including a full assessment of any changes in traffic volume, composition or routing. Stated that any required transport infrastructure modification (temporary or	The ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). considers the transport effects at the construction and operation stages. This includes access and non-motorised users. The Construction Strategy (DCO Document Reference 5.4) and CTMP (DCO Application Document Reference 8.13) set out

		permanent) should be fully assessed and reported.	construction traffic and routes.
	HA1.3i	Stated a need to consider adverse changes to air quality and noise.	The ES Chapter 7 – Air Quality and Greenhouse Gases (DCO Application Document Reference 6.10) considers air quality impacts. The ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16) contains the assessment of noise effects.
	HA1.4i	Stated that no new connections are permitted to the Highways England drainage network, and that existing “permitted” connection can only be retained if there is no change in land use.	The DCO Scheme design does not include any new connections, as detailed in the Surface Water Drainage Strategy (DCO Application Document Reference 6.26, also contained within ES Appendix 17.1).
	HA1.5i	Stated that development must not lead to any surface water flooding on the SRN carriageway.	The DCO Scheme has been designed to not lead to surface water flooding on the SRN and this is detailed in the FRA (ES Appendix 17.1 DCO Application Document Reference 6.25).
	HA1.6i	Describe and assess the potential impacts of the development on the relevant components of the road network, in particular Junction 19	The impacts of the DCO Scheme on the road network and the M5 J19 are outlined in section 16.6 of the ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application

		on the M5. Highways England suggest that the TA should consider and address whether changes are needed to structures, drains or landscaping or other features owned or maintained by Highways England. The scope of the assessment should be agreed with Highways England.	Document Reference 6.19). and in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) following initial comments from Highways England.
	HA1.7i	A CTMP including a delivery route management plan would minimise the impacts of construction traffic on residential neighbourhoods, local businesses, local schools and other services.	See the CTMP (DCO Application Document Reference 8.13).
	HA1.8i	Consideration of other major construction works in the area such as the National Grid Projects.	The cumulative effects of other major construction works are considered in the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), and ES Appendices 18.1 and 18.2 (respectively Matrix 1 Identification of 'other development' and 18.2 Matrix 2 Assessment Matrix, both part of DCO Application Document Reference 6.25).

	HA1.9i	Abnormal loads should be identified at the earliest opportunity and communicated to Highways England.	<p>The ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), considers the transport effects at the construction stage and mitigation measures.</p> <p>The CTMP (DCO Application Document Reference 8.13) states:</p> <ul style="list-style-type: none"> <li>• Prior to transportation of the first abnormal load, an access route survey feasibility report will be undertaken;</li> <li>• The transport of abnormal loads will be timed to be moved outside peak traffic hours to minimise disruption. These deliveries will be pre-arranged and will meet the requirements of the Police, the Local Highway Authority and Highways England.</li> </ul>
	HA1.10i	An assessment of the traffic impacts on M5 J19.	The ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) describes the current situation with regard to the M5 J19 and outlines the impacts to it from the DCO Scheme.
	HA1.11i	Consideration needs to be undertaken of the	The ES Chapter 16 - Transport, Access and Non-

		existing capacity of public transport.	Motorised Users (DCO Application Document Reference 6.19) outlines the existing capacity of public transport and the potential effect of the DCO Scheme.
	HA1.12i	Stated that additional focus [needed] on Wyndham Way, of the platoon impacts of traffic using the Wyndham Way/Quays Avenue junction, and the Portbury Hundred.	The ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) outlines the existing situation and the impacts on Wyndham Way, the impacts of traffic using the Wyndham Way/Quays Avenue junction, and the Portbury Hundred.
<i>Formal consultation</i>			
12.17 and 12.20	HA2.1f	Stated that traffic generation arising from the construction works should be calculated, based on expected movements at the site, so that the number of trips impacting on M5 junction 19 during the AM and PM peak hour are known. This information should be included in the final CTMP.	This has been assessed and included in the CTMP (DCO Application Document Reference 8.13). The tables show the impact on the roads surrounding the sites and compounds to be minimal with the highest additional trips along any one of the links being traffic coming off the M5 J19 (South) which equates to 22 trips per hour period. This is a small fraction of the total traffic which is already using this heavily trafficked route which currently generates over 1,000 trips (2-way) per hour at peak periods.

12.18	HA2.2f	Stated that specific waiting areas for construction traffic, located off the SRN should be identified.	<p>The ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) considers the transport effects at the construction stage.</p> <p>Waiting areas will be determined at a later stage in project development, however both the A369 Portbury Hundred and Lodway compounds are located less than 2 miles from the SRN, so construction vehicles would be able to wait within them and therefore there is no need to provide additional waiting areas.</p>
12.19	HA2.3f	Stated that the [dynamic traffic assignment] identifies that the impact of the scheme is unlikely to have a major detrimental impact on the capacity and operation of junctions and links assessed. As noted previously, the impact of the scheme on junctions will change when the TA has been updated to reflect changes in rail stopping patterns. The level of mitigation may also have to be changed to recognise these differences.	<p>The TA Appendix 16 of the ES Chapter 16 was updated to reflect the change in stopping pattern from 2 trains per hour to 1 when the DCO Scheme was revised. Although some changes in traffic patterns were noted, mitigations were still not required.</p>

		Taking in to account the above, details included within this section of the [dynamic transport assessment] have not been reviewed.	
12.20	HA2.4f	Stated that Traffic Management Plans (“ <b>TMP</b> ”s) will need to be produced to assess the impact of construction traffic on the network and should include the identification of additional measures which may be required.	<p>The ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) considers the transport effects at the construction stage and mitigation measures.</p> <p>The CTMP is included as DCO Application Document Reference 8.13.</p>
12.21	HA2.5f	Stated that access routes should be approved prior to any moving of abnormal loads.	<p>The ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) considers the transport effects at the construction stage and mitigation measures.</p> <p>The CTMP (DCO Application Document Reference 8.13) states:</p> <ul style="list-style-type: none"> <li>• Prior to transportation of the first abnormal load, an access route survey feasibility report will be undertaken;</li> <li>• The transport of abnormal loads will be timed to be moved outside peak traffic hours to minimise</li> </ul>



			<p>disruption. These deliveries will be pre-arranged and will meet the requirements of the Police, the Local Highway Authority and Highways England.</p>
12.23	HA2.6f	<p>Stated that any works or maintenance compounds with the potential to impact on the SRN should be discussed and approved.</p>	<p>There are no works that directly affect the SRN. An agreement has been sought for the compound beneath the M5 Avonmouth bridge and works that may affect the maintenance routes to the bridge.</p> <p>Traffic impacts have been calculated and included in the CTMP (DCO Application Document Reference 8.13) . The tables show the impact on the roads surrounding the sites and compounds to be minimal with the highest additional trips along any one of the links being traffic coming off the M5 J19 (South) which equates to 22 trips per hour period. This is a small fraction of the total traffic which is already using this heavily trafficked route, which currently generates over 1,000 trips (2-way) per hour at peak periods.</p> <p>The ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) considers the transport effects at the</p>

			<p>construction stage and mitigation measures.</p> <p>The CTMP is included at DCO Application Document Reference 8.13; more details will become available as scheme design progresses.</p>
12.22	HA2.7f	Operationally, Highways England will need to understand and approve any physical works which are carried out under or in close proximity to the M5.	<p>The ES Chapter 4 – Description of the Proposed Works (DCO Application Document Reference 6.7) sets out the works to be undertaken for the DCO Scheme. The impacts of the development on the road network and the M5 J19 are outlined in the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) and the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) following discussions with Highways England. Engagement with Highways England continued through the DCO Scheme pre-application stage.</p>
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>The Coal Authority</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			

	CA1.1i	The proposed works at Ashton Gate Level Crossing and Barons Close Pedestrian Crossing would be located within the defined coalfield.	The DCO Scheme design comprising highway works on Winterstoke Road in Bristol and a new pedestrian and cycle ramp between Ashton Vale Road and Ashton Road will not require further assessment for coal mining risk, included in the ES Chapter 10 - Geology, Hydrogeology, Ground Conditions and Contaminated Land (DCO Application Document Reference 6.13).
	CA1.2i	Recorded mine entries and likely historic unrecorded coal mining at shallow depth in urban Bristol. Legacy risks should be considered within the ES.	The ground conditions were taken into account in the design of the highway works at Ashton Vale and included in the ES Chapter 10 - Geology, Hydrogeology, Ground Conditions and Contaminated Land (DCO Application Document Reference 6.13).
<i>Formal consultation</i>			
13.4	CA2.1f	Expects intrusive site investigations to establish the exact situation in respect of coal mining legacy issues to be carried out on site, in the case of the mine entries to inform the layout and in all other cases, prior to commencement of the development.	The freight line crosses coal bearing strata the surface along the southernmost section around Ashton Gate (which lies within the Red Line Boundary for the DCO Scheme). An old coal pit is marked on the 1884 OS map, some 300 m to the west from the railway which survives on mapping editions up to 1955 when the area is developed as allotments. At Ashton Gate

			the earliest OS map dated 1886 shows Frayne's Colliery as being disused and a colliery associated with the Ashton Vale Ironworks to the north which remains until sometime in the 1940s. Given the long-established nature of the railway no impacts are considered from coal mining therefore intrusive site investigations were not necessary.
Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
<b>North Somerset Levels Internal Drainage Board</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	IDB1.1i	There should be no permanent loss or damage of habitats, with any replacement/mitigation agreed with North Somerset Levels Internal Drainage Board.	The effects on habitats are set out in the ES Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12) with mitigations proposed. Further consultation is described in the ES Chapter 17 – Water Resources, Drainage and Flood Risk (DCO Application Document Reference 6.20).
	IDB1.21 i	Stated that their principal interest is to ensure that the watercourse network can be operated and	The Applicant worked closely with the North Somerset IDB throughout the early development stages to not

		maintained for appropriate drainage, water level management and environmental standards and that the proposed works will not adversely affect their statutory activities.	adversely affect their statutory activities.
	IDB1.3i	Stated that any alterations to watercourses inside the IDB area would need Land Drainage Act consent from the IDB.	The DCO Scheme will apply for land drainage consents before construction works start.
	IDB1.4i	Stated that the car parking at Sheepway was designed for their heavy machinery and low loaders to maintain drains, and stated this needs to be retained.	The car park will be retained and widened and lengthened.
	IDB1.5i	Requested trees are cut back around The Cut in Portishead during the footbridge construction to reinstate their access.	This is outside of the scope of the DCO Scheme.
	IDB1.6i	Requested that railway drainage links into existing drains rather than interfere with them.	Existing drainage will be used or upgraded and is detailed in the Surface Water Drainage Strategy (DCO Application Document Reference 6.26, also contained within ES Appendix 17.1).

	IDB1.7i	Stated that design standards for temporary drainage should be the same as permanent drainage.	The design criteria used are according to NSDC's requirements for a design life of 60 years for the drainage system in the permanent development sites and for a design life of 1-2 years for the temporary development sites. Temporary compounds have been designed for a surface water runoff period of a 30-year return plus an allowance for climate change of at least 10%; allowance for permanent compounds is 40%. This was shared with the IDB in June 2018 who raised no objections.
	IDB1.8i	Stated a requirement for construction ready detail for consents which are required for additional flows, storage or fencing, and temporary works.	This will be provided when a contractor is appointed.
<i>Formal consultation</i>			
14.8	IDB2.1f	Recommended that any replacement culvert headwalls should be situated on or just outside the respective boundary fencing in order to be accessible to those responsible for maintaining the	The fence line has been designed to be kinked in at the location of culvert headwalls to allow access, whilst also allowing NR to retain the headwall on their land. This is shown in the Disused Railway Engineering Plans/GRIP 4 Minor Civils (DCO Document Reference 2.7).

		respective water courses.	
14.9	IDB2.2f	Stated that specific drainage proposals for the track have not been presented and should be provided for review.	Track drainage is not changing; existing ditches and culverts will be cleared and/or repaired. This information was shared.
14.10	IDB2.2f	Stated that unattenuated run-off would only be allowable from the Portishead Station roof areas, and that areas of car parking will require appropriate attenuation and water quality mitigation.	Attenuation measures have been detailed in the Surface Water Drainage Strategy (DCO Application Document Reference 6.26, also contained within ES Appendix 17.1).
14.11	IDB2.3f	Stated that The Cut is cleared of vegetation and siltation annually using a 13-tonne wheeled slew and is essential access should be preserved. Suggested that the alignment of the permanent boundary fence is moved Northwards to allow continued access.	This is largely outside of the DCO Scheme. A small section of The Cut near the foot crossing by Trinity Primary School will be inaccessible during the construction of the footbridge, however the IDB have requested dates for this closer to the time of construction so they can access the area before and after instead of during. The DCO Scheme will not change the IDB's current access rights or historic fence line.
14.12	IDB2.4f	Stated that the drainage area to this culvert [at Sheepway]	The culvert was reviewed and no modifications needed.

		<p>has been modified as a consequence of the development in the area which has involved ground re-profiling. Its capacity and invert level should be reviewed for adequacy. Also stated that access for watercourse maintenance using 13 tonne slew excavators is currently provided here and should be maintained, including provision for offloading from low-loader IDB was unable to confirm this point from the drawings provided.</p>	<p>Access for the stated vehicle will remain.</p> <p>Access to the area via the car park will be retained and widened and lengthened.</p> <p>The Applicant understands that the IDB do not have a contract to clear these ditches. This is currently being managed by NSDC Streets and Open Spaces Team.</p> <p>The NSDC Streets and Open Spaces team have reviewed the plans and are satisfied with what is proposed for vehicular access on a temporary and permanent basis to maintain the ditches on Portbury Wharf Nature Reserve (apx 5m wide including verges).</p>
14.13	IDB2.5f	<p>Stated that the whole of the zone south of Sheepway between the road overbridge and Station Road drains under the railway. There have been issues with waterlogging and flooding in this area in the past and free discharge through the culverts must be maintained. The exits to these culverts both fall within working / haul road zones.</p>	<p>Existing ditches and culverts will be cleared and/or repaired and will not be affected by being within the haul route areas. This information was shared.</p>



14.14	IDB2.6f	<p>Stated that a culvert [at Portbury] carries run off from M5 and is heavily silted, causing water logging on the [south] side of the railway. The watercourse on the [north] side is under [Bristol Port] control and is currently being improved. Also stated that the lineside ditches ... as well as servicing the railway are essential components of the local drainage network. These fall both within and just outside the permanent and temporary acquisition zones and it is essential that their functionality be maintained. The existing access point off the Portbury 100 at the old Drove is used by Wessex Water and is also available to the IDB for maintenance access. It is noted that it is intended to permanently acquire land at this point but provision for unrestricted access should be maintained.</p>	<p>Existing ditches and culverts will be cleared and/or repaired.</p> <p>The access point off the Portbury Hundred will be retained and be a shared access for use by NR as well.</p> <p>This information was shared.</p>
14.15	IDB2.7f	<p>Stated that a culvert [near to Royal Portbury</p>	<p>Existing ditches and culverts will be cleared and/or</p>

		<p>Dock Road] is possibly now redundant; discussion with IDB essential prior to any decision not to maintain or replace. Stated that a culvert under Dock Road with an outlet stream is not shown and falls within temporary acquisition zone. Stated that on [the south] side inlet channel and old brick headwall [are] inside the railway boundary. Also stated that a new parking zone under construction [by Bristol Port] will feature drainage swale and weedscreen close to or within temporary acquisition zones. Continued access for maintenance / operations essential.</p>	<p>repaired – none will be removed.</p> <p>The fence line has been designed to be kinked in at culvert headwalls to allow access, whilst also allowing NR to retain the headwall on their land. This is shown in the Disused Railway Engineering Plans/GRIP 4 minor civils, DCO Application document reference 2.7.</p> <p>The Port's new parking zone will not impede access to the IDB or the DCO Scheme.</p>
14.16	IDB2.8f	<p>Stated that immediately to the east of Marsh Lane an important drainage path runs under the railway with long culverted sections falling within the acquisition zones. The watercourse serves a large upland catchment and has been subject to blockages and</p>	<p>Existing ditches and culverts will be cleared and/or repaired.</p>

		resultant flooding in the past.	
Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
<b>Canal and River Trust</b>			
<i>Formal consultation</i>			
	CRT1.1f	No comment to make	Noted.
<b>Public Health England</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	PHE1.1i	The EIA should demonstrate compliance with the waste hierarchy. The EIA should consider the implications and wider environmental and public health impacts of different waste disposal options, and disposal route(s) and transport method(s) and how potential impacts on public health will be mitigated.	<p>The assessment methodology includes consideration of the waste hierarchy as explained in the ES Chapter 12 – Materials and Waste (DCO Application Document Reference 6.15).</p> <p>The Land Contamination Summary Report (ES Appendix 10.2, DCO Application Document Reference 6.25) discusses the risk of contaminated along the scheme and the source-pathway-receptor model to assess risks to health.</p>

	PHE1.2i	Stated that the DCO Scheme does not consider any risks or impacts that might arise as a result of electric and magnetic fields associated with the development.	The DCO Scheme is not proposing electrification of the rail line; the trains will be diesel powered.
	PHE1.3i	Details of any hazardous contamination present on site (including ground gas) should be included as part of the site condition report.	This is discussed in the ES Chapter 10 - Geology, Hydrogeology, Ground Conditions and Contaminated Land (DCO Application Document Reference 6.13)., and including baseline and assessment of effects.
	PHE1.4i	Emissions to and from the ground should be considered in terms of the previous history of the site and potential of the site to give rise to issues once operational. Public health impacts of ground contamination and/or migration of material off-site should be assessed and control and mitigation measures should be outlined.	The ES Chapter 10 - Geology, Hydrogeology, Ground Conditions and Contaminated Land (DCO Application Document Reference 6.13).includes an assessment of likely significant effects relating to ground contamination and human health.
	PHE1.5i	The assessment should consider effects from existing ground contamination, new ground contamination caused by the	This is discussed in the ES Chapter 10 - Geology, Hydrogeology, Ground Conditions and Contaminated Land (DCO Application Document Reference 6.13)

		development and impacts associated with potential re-use of soils (on or offsite) and waste soils (e.g. disposal offsite).	including baseline and assessment of effects. The development will be designed to ensure no new ground contamination is caused. At present very little re-use of soils is planned. Waste soils are mostly track ballast which will be cleaned and recycled by NR.
	PHE1.6i	The applicant should liaise with the local authorities with various matters, including noise.	The applicant has liaised with the local authorities. See responses in Tables 10-5 and 13-2 for NSDC and Bristol City Council.
<i>Formal consultation</i>			
16.1	PHE2.1f	Recommended that the full impacts of both parts of the DCO Scheme (NSIP and associated development) should be considered in the final Environmental Assessment submitted with the request for a DCO.	The full impacts of both parts of the DCO Scheme (NSIP and associated development) have been assessed and included in the ES.
16.3	PHE2.2f	Recommended the applicant identify all sensitive receptors which may experience poorer air quality as a result of the DCO Scheme and that the impacts be modelled on an individual property / receptor	This has been explained in the ES Chapter 7 – Air Quality and Greenhouse Gases (DCO Application Document Reference 6.10) which sets out the methodology which identifies the sensitive receptor sites and the assessment methodology.

		basis. If this is not possible detailed reasons for the exclusion or scoping out of unassessed receptors should be included.	
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Forestry Commission (Forest District Office)</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	FC1.1i	Suggested several areas for Whitebeam planting invasive clearance.	Sufficient sites were identified within NR's land. This is detailed in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). .
	FC1.2i	Requested an agreement as to who would pay for the management of Whitebeams and Lime Trees on their land.	An agreement was not required as planting could be accommodated within NR's landownership. It is proposed to make whitebeams available to the FC for them to manage themselves.
	FC1.3i	Requested co-ordinating the DCO Scheme's works with theirs to share some of the track possessions required.	NR are planning to provide possessions as part of their SMS because the FC would prefer the works to be carried out in advance of the DCO Scheme works.

<i>Formal consultation</i>			
17.3	FC2.1f	<p>Raised concerns about the impact on ancient semi-natural woodland (“<b>ASNW</b>”). Proposed mitigation for any losses should bear in mind that ASNW are irreplaceable habitats, the loss of which cannot be fully compensated for.</p> <p>Welcomed the mitigation works that result in an increase in woodland cover in this area, without impacting on other valuable habitats, especially where this improves natural flood management or water quality.</p>	<p>There will be a loss of ASNW which has been detailed in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) and the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5).</p> <p>The AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) sets out mitigation and management procedures during the construction and operation of the DCO Scheme through the Avon Gorge Woodlands SAC/SSSI. Compensation of 1.6 hectares of positive management is proposed for losses of SAC woodland and grassland.</p>
17.4	FC2.2f	<p>Supported mitigation work that reduces the impact of some non-native species, such as rhododendron, or tree health issues, such as the likely significant impact of ash dieback.</p>	<p>Compensation has been proposed on a 2:1 basis in terms of the area to be managed. The total area of vegetation losses compared to the area proposed for management for SAC grassland and woodland is included in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). Instead of the removal of non-native</p>

			<p>species like Rhododendron, and in discussion with the Forestry Commission and Natural England, it was decided to do the following instead:</p> <ul style="list-style-type: none"> <li>• Positive management by selective felling of planted Cherry, Beech and conifer trees;</li> <li>• Re-coppice small leaved lime in some areas within coppice panels;</li> <li>• Within coppice panels, deer fencing to be installed.</li> </ul> <p>This has been detailed in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).</p> <p>The widespread incidence of ash die-back disease in the Avon Gorge since 2016 could result in death of mature ash trees along the railway in the next few years. However, the general assumption is not to clear ash affected by ash die-back disease unless they are a risk to the railway and where practical, natural regeneration of ash should be encouraged. This is detailed in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).</p>
17.5	FC2.3f	Requested that access to the woodlands	Current access for landowners will not be



		affected is also considered to ensure that they can be managed efficiently and sustainably after the development takes place.	restricted by the DCO Scheme, and so they will be able to maintain their current maintenance access activities.
17.6 (part)	FC2.4f	Supported the request from Natural England for more detailed information on the works within the Avon Gorge SAC due to concerns about the impact.	This has been detailed in the ES Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12) and its appendices, the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) and the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5) all of which give more detail on the impacts to the SAC. The management plan sets out the mitigation for the DCO Scheme. Further discussions are ongoing with the FC about the works to be carried out in the Avon Gorge.
17.6 (part)	FC2.5f	Supported the request for arboriculture surveys to assess impacts on trees and woodlands.	Sufficient assessment of the impacts of the DCO Scheme on the Avon Gorge has been undertaken to inform the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5) . Mitigation is proposed in the AGVMP(ES Appendix 9.11, DCO Application Document Reference 8.12) . Details include the effects of the DCO Scheme on the

			woodland and grassland in the SAC.
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Clifton Suspension Bridge Trust</b>			
<i>Formal consultation</i>			
19.1	SB2.1f	Concerned with the GSM-R mast in the Avon Gorge. Requested views are tested by viewing the location from the Suspension Bridge and taking photos.	Photos from multiple views including those suggested were taken to inform the Landscape and Visual Impact Assessment in the ES Chapter 11 (DCO Application Document Reference 6.14).
19.2	SB2.2f	Concerned about the Clanage Road construction compound. Requested views are tested by viewing the location from the Bridge and taking photos	The construction compound will be temporary and lighting only required whilst in use. Views from both sides of the bridge looking towards the compound area show little if any visual impact due to the vegetation growth nearby which mask it. Photos from multiple views including those suggested were taken to inform the LVIA (ES Chapter 11, DCO Application Document Reference 6.14). Appropriate mitigation measures have

			been included in the Clamage Road Compound, Landscaping and Access Plan (DCO Document Reference 2.52).
19.3	SB2.3f	Concerned about the level of possible vegetation clearance. Requested that the height of the clearance kept as much of the canopy as possible to maintain the views from the Bridge.	Vegetation clearance is clarified in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) and will be the minimum required for construction and operation of the DCO Scheme and compensate for impacts on the Avon Gorge Woodlands SAC. The visual impact of the vegetation clearance has been assessed as a moderate adverse effect during construction and slight adverse during operation in the ES Chapter 11 LVIA (DCO Application Document Reference 6.14).
19.4	SB2.4f	Requested any fencing to be hidden. Preference for mesh fencing in the Gorge as this can be camouflaged easier through use of planting.	<p>New fencing in the Avon Gorge will be paladin and vegetation will be allowed to regrow around it after installation.</p> <p>Fencing is required for the DCO Scheme to prevent trespass in particular. Some proposed sections of fencing were removed at outline design following feedback to reduce the amount of vegetation</p>

			<p>clearance required. More sections may be removed during the detailed design stage. There are, however, benefits to fencing by managing public access and disturbance to the SAC, which is highlighted as a pressure/threat in the Site Improvement Plan, so the DCO Scheme will continue to work closely with stakeholders to ensure the correct balance is achieved.</p> <p>Fencing type options are determined by NR's safety requirements along the track. There is insufficient space alongside the track within the Avon Gorge for planting which would be wide enough to form an effective visual screen. The effect of the DCO Scheme on Clifton Suspension Bridge is presented in the ES Chapter 11 - LVIA (DCO Application Document Reference 6.14).</p>
Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
<b>Bristol Port Company ("The Port")</b>			

*Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))*

	BP1.1i	<p>Stated that the DCO Scheme must not affect the number or timing of current rail freight paths.</p>	<p>The train path modelling for the DCO Scheme included provision of an hourly freight path. This has been assessed within the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), which considers the transport effects during the construction stage.</p> <p>Further discussion of the impacts on rail freight is discussed in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).</p>
	BP1.2i	<p>Stated that the preservation of the Port's access arrangements during any temporary and permanent works is essential to ensure business continuity, including their private road network, freight line and connection to the national rail network.</p>	<p>Given the extent of works required some temporary freight train operational restrictions are inevitable, however, detailed forward planning of possessions will help to mitigate the impact. The Construction Strategy (DCO Document Reference 5.4) sets out the works that will require possessions and potential likely lengths. A full possessions strategy will be worked up in GRIP 5 (detailed design).</p>

			<p>There will be no impact on the carriageway of Royal Portbury Dock Road. Works in the vicinity of Royal Portbury Dock Road relate to bridleway improvements and to the railway itself which passes under the highway.</p>
	BP1.3i	<p>Stated that it is essential that works do not create any debris or dust or release any other contaminants that might in any way damage sensitive freight cargoes.</p>	<p>Environmental impacts during construction have been reported in ES Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12). The CoCP (ES Appendix 4.1, DCO Application Document Reference 8.15) and Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) outline proposed measures (where appropriate) to control dust. This will be fully detailed in the contractor's CEMP in the Air Quality and Dust Management Plan.</p>
	BP1.4i	<p>Requested that the caravan park - which is on Port land and is in permanent occupation - should be consulted and residents kept informed.</p>	<p>All parties with an interest in the caravan park including residents were consulted.</p> <p>NSDC and NR will develop a community engagement strategy as set out in the Master CEMP (ES Appendix 4.2, DCO Application</p>

			Document Reference 8.14) for the DCO Scheme during construction.
	BP1.5i	Preferred possession option for the freight line is shut down period based around 5 days of line closure followed by 2 days of line operation, and so on or variations such as 4 days of closure and 3 days of line operation, mixed in with one or more August closures of the line.	The draft Construction Strategy (DCO Document Reference 5.4) sets out the works that will require possessions and potential durations. A full possessions strategy will be developed in GRIP 5 (detailed design) by the contractor and the Port will be consulted on the strategy.
<i>Formal consultation</i>			
20.2	BP2.1f	Stated that an hourly scheme would have still a significant impact upon the business during construction and permanent loss of their land and queried the justification given the reduced service pattern from half hourly. Questioned that the anticipated benefits of the DCO Scheme may be outweighed by the serious detriment that it would cause to their statutory undertaking.	There remains a compelling case for intervention to implement the DCO Scheme. The quantified benefits outweigh the estimated costs by a ratio of 3.6:1 (BCR). As a result, the proposals fall into the DfT's high value for money category. Further information is set out in the Outline Business Case 2017 (DCO Document Reference 8.4)  The Statement of Reasons (DCO Document Reference 4.1) provides justification for the

			acquisition of third party land required for the DCO Scheme. The DCO Scheme proposals include partial reinstatement of the Bedminster Down Relief Line to accommodate freight trains waiting for a clear path to return to the port. This will mean that freight paths can be accommodated in between the passenger timetable.
20.3	BP2.2f	Requested a draft copy of the DCO to provide comments on before its submission.	The draft DCO (see the current Draft Proposed DCO at DCO Application Document Reference 3.1) was provided to the Port for comment in May 2019.
20.4	BP2.3f	Stated that they would not permit the compulsory purchase of land in their ownership which forms part of their statutory undertaking, nor exercising statutory powers of access to the dock estate and undertaking.	Areas of land owned by the Port have only been included within the DCO redline boundary where there is no other alternative. None of the land scheduled in the DCO Scheme Application for compulsory acquisition lies within the Port secure boundary fenceline. The Applicant will work with The Port to acquire these parcels of land via agreement. The DCO Scheme proposals would



			not impede access to the dock estate.
20.6	BP2.4f	Questioned the need for some of the proposed works including the installation of pedestrian/ equestrian crossings at Royal Portbury Dock Road and Marsh Lane as well as the acquisition by compulsory purchase of an area of the Port's land to the south of the M5 overbridge.	<p>Further details were provided to The Port as for the need for the land:</p> <ul style="list-style-type: none"> <li>• The land identified at Royal Portbury Dock Road is identified for minor highway safety improvements to the current crossing of the bridleway on the road.</li> <li>• No new pedestrian/ equestrian crossing is being provided at Marsh Lane or at Royal Portbury Dock Road.</li> <li>• The bridleway extension south of the M5 has been identified to provide equestrian users a safe route to pass under the M5 to ensure continuity between Portishead and Pill connecting with the existing bridleway network.</li> </ul> <p>Details of the proposed enhancement to the crossing point at Royal Portbury Dock Road is discussed in the TA (EA Appendix 16.1, DCO Application Document Reference 6.25)</p> <p>Initial plans for a Pegasus (signal-controlled) crossing on Royal Portbury Dock Road have</p>

			been dropped from the DCO Scheme following consultation with the Port.
20.7	BP2.5f	Expressed concerns about possible access to their land along the route of the freight rail line in order to provide new rail signalling. Questioned the need for the DCO Scheme, as opposed to Network Rail, to have powers of access.	The freight line's spur is currently privately owned by the Port. The DCO Scheme requires a new signal to be installed on this spur. The part of the spur closest to Portbury Junction will also be slightly realigned. The rights are sought to ensure the signalling system required to regulate Port and passenger rail traffic can be installed, which NR will operate and maintain.
20.8	BP2.6f	The preservation of the Port's road access arrangements during all construction works is essential to ensure business continuity. The Port was concerned to note the extent of the proposed working areas and works affecting several of those key access points including the critical Royal Portbury Dock Road. The compulsory acquisition of part of Royal Portbury Dock Road to the south of the rail route and crossings for equestrian use could	<p>A parcel of land forming part of the bridge approaches on Royal Portbury Dock Road is to be acquired along with other unregistered land to ensure access will be available for the Applicant as local highway authority and for NR no land related consents are needed for the long term inspection and maintenance of the bridge structure in light of its interface with the railway.</p> <p>The Statement of Reasons (DCO Document Reference 4.1) provides justification for the acquisition of third party</p>

		have significantly adverse long-term implications for unimpeded road access. Concerned about continuity of access at all times, both during and after construction.	land required for the DCO Scheme. The CTMP (DCO Application Document Reference 8.13) outlines the construction routes and the mitigation of construction traffic impacts.
Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
<b>NATS En-Route Safeguarding</b>			
<i>Formal consultation</i>			
	NTS1.1f	Operates no apparatus in the vicinity of the scheme.	Noted
<b>Royal Mail Group Ltd.</b>			
<i>Formal consultation</i>			
21.2	RM2.1f	Concerned about the potential effect to Royal Mail vehicles of additional traffic arising from the construction. Requested protection of its future ability to provide service in accordance with its statutory obligations which they stated may	<p>The following aims in the CTMP (DCO Application Document Reference 8.13) address these issues:</p> <ul style="list-style-type: none"> <li>• Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner;</li> </ul>

		potentially be adversely affected by the construction.	<ul style="list-style-type: none"> <li>• Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods;</li> <li>• Ensure that the impact and disruption to the local communities and tourists is minimised;</li> <li>• Minimise construction trips where possible;</li> <li>• Ensure the continued monitoring, review and subsequent improvement of the CTMP (DCO Application Document Reference 8.13) and mitigation measures;</li> <li>• Limit the impacts on the SRN and the LRN;</li> <li>• Limit the impacts on the natural and built environment.</li> </ul> <p>The CTMP (DCO Application Document Reference 8.13) sets out the principles to be used in the detailed contractor's CTMP, which will be produced by them when they are appointed.</p>
21.6	RM2.2f	Requested that the ES includes information on the needs of major road users (such as Royal Mail) and acknowledges the requirement to ensure	The following aims in the CTMP (DCO Application Document Reference 8.13) address these issues:

		that major road users are not disrupted through full consultation at the appropriate time in the DCO and development process.	<ul style="list-style-type: none"> <li>• Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner;</li> <li>• Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods;</li> <li>• Ensure that the impact and disruption to the local communities and tourists is minimised;</li> <li>• Minimise construction trips where possible;</li> <li>• Ensure the continued monitoring, review and subsequent improvement of the CTMP (DCO Application Document Reference 8.13) and mitigation measures;</li> <li>• Limit the impacts on the SRN and the LRN;</li> <li>• Limit the impacts on the natural and built environment.</li> </ul> <p>The CTMP (DCO Application Document Reference 8.13) sets out the principles to be used in the detailed contractors CTMP, which will be produced by them when they are appointed.</p>
21.7	RM2.3f	Requested pre-consultation on	With the exception of works on the operational

		<p>proposed road closures / diversions / alternative access arrangements, hours of working and on the content of the CTMP (DCO Application Document Reference 8.13). Stated that the ES should formally acknowledge the need for this consultation with Royal Mail and other relevant local businesses / occupiers.</p>	<p>railway, the highway and any compounds relating to such works, the proposed working hours during the construction phase will adhere to normal daytime working hours (typically 6.00am to 6.00pm Monday to Saturday), with no working on Sundays, Bank or Public Holidays except as reasonably necessary and notified to the relevant planning authority and affected residents by an agreed notification procedure. The CTMP (DCO Application Document Reference 8.13) will be available as a DCO application document following submission.</p> <p>The CTMP (DCO Application Document Reference 8.13) sets out the principles to be used in the detailed contractors CTMP, which will be produced by them when they are appointed. The detailed CTMP will describe the traffic management, safety and control measures proposed during construction of the DCO Scheme.</p> <p>TROs for construction are shown on the Permanent Traffic Regulation Order</p>
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			Plans (DCO Document Reference 2.31).
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Homes England (formally Homes and Communities Agency)</b>			
<i>Formal consultation</i>			
22.3	HCA2.1f	Owns land affected by two Demarcation Agreements (between RailTrack PLC and British Railways Board) which provide a number of rights including access to their development site via the rail bridge accessed off Clanage Road. Stated that this access must be maintained under any future development.	The access will be unaffected and therefore maintained.
22.4	HCA2.2f	Requested updates on the nature of the future development proposals for the Clanage Road maintenance compound.	Our proposals at Clanage Road in summary are for a temporary compound during construction, part of which will be retained as a permanent maintenance compound. In respect of interface with Homes England proposals, this is likely to be very limited as our compound proposals are located on the western

			<p>side of the railway, while Homes England land holding is on the eastern side and their highway access is quite some distance from our proposed compounds. Final details of the compound proposals are in the Clanage Road Compound, Landscaping and Access Plan (DCO Document Reference 2.52).</p>
	HCA2.3f	<p>Concern about the impact of a new train service on a proposed residential development on land owned by the Homes England near Ashton Gate.</p> <p>Requested whether additional noise mitigation would need to be specified on the residential units and if the current noise survey has taken account of the future residential use on this parcel of land?</p>	<p>The land owned by Homes England was not identified during scoping or during the undertaking of the noise assessment for the DCO Scheme as a potentially sensitive receptor. As no application for planning permission for residential development on the site, which is near Ashton Gate, has yet been submitted, it is the proposed housing development that will need to take in to account the potential impact of the DCO Scheme, which is the subject of a safeguarding provision in Policy BCS10. For assistance, the baseline noise levels would be similar to any representative residential properties identified and assessed in the ES</p>



			<p>Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16) for both construction and operation stages. In this area, the effects from the operation of the DCO Scheme are expected to be slight adverse but not significant.</p> <p>No noise surveys have been undertaken on this land for the DCO Scheme's assessment.</p>
Issue no. from Stage 2 Report	Location	Activity	Regard had by the Applicant/Proposed solution
<b>Bristol Water</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	Cattle Creep Bridge, Portbury	Initial proposal was to infill the Cattle Creep bridge with crushed stone. However, Bristol Water have a water main that run underneath, which would be impacted by this additional loading and would need to be diverted. Bristol Water provided proposals for the diversion if the	To avoid increasing additional load onto the water main, the Cattle Creep bridge will be repaired, utilising as much of the existing structure as possible. Works will focus on the bridge deck and there will be no works to the bridge abutments. There is no need to divert the Bristol Water main and other utilities that run under the structure.

		bridge was to be infilled.	Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).
	Quays Avenue, Portishead	Due to the realignment of Quays Avenue, a Bristol Water pipe will also need to be realigned to follow the route of the new road layout.	A diversion plan has been agreed with Bristol Water. Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).
	Portishead car park	There is an abandoned Bristol Water pipe beneath the location of the proposed car park for Portishead Station. Bristol Water have confirmed that no protection is required for the pipe.	To note the location and leave in situ.
	Sheepway, at Sheepway	There is a Bristol Water pipe in the road near the proposed Network Rail compound. Bristol Water have agreed that this is not affected by the scheme and no action is required.	To note the location and leave in situ.
	Marsh Lane, Easton-in-Gordano	Track and ballast is being replaced over a Bristol Water pipe. The depth of the pipe was surveyed and determined to be 2.3m deep. Bristol Water	To note the location and leave in situ.

		have confirmed that it will be unaffected by the works and does not require protection.	
	Avon Road Bridge, Pill	A Bristol Water pipe runs beneath a railway bridge that will be replaced as part of the scheme. Bristol Water have agreed that no diversion or protection is required and that the pipe will remain live during construction. However they would like a method statement once further information about the construction works is available.	<p>To note the location and leave in situ. Once a construction contractor is appointed, they will provide a method statement to Bristol Water due to the possible impact of vibration caused by potential piling.</p> <p>Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).</p>
	Station Road, Pill	<p>Levels will be dropped in the footway for the station forecourt entrance. A Bristol Water pipe is in the location of the works and will need to be protected, but not diverted.</p> <p>No. 7 Station Road, Pill will be demolished and Bristol Water will disconnect its water supply.</p>	<p>Bristol Water has provided their general specification for protection which will be a concrete slab.</p> <p>Notice to be provided to Bristol Water to disconnect No. 7 Station Road, Pill at the appropriate time prior to demolition.</p> <p>Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).</p>

	Clanage Road, Bower Ashton	Improvement works to an access from Clanage Road will cross 30" and 8" Bristol Water mains.	Protection of the pipe required through use of road plates.  Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).DCO Application Document Reference
	Clanage Road, Bower Ashton	2" water main potentially affected if there are any works to the railway. Bristol Water stated that this is a service pipe and not their asset.	Unlikely anything to be protected or diverted as railway is already operational.
	Winterstoke Road, Bristol	The carriageway is being widened in places and therefore main may need protection or divert into footway.	Bristol Water confirmed that no diversion is required here.  Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).DCO Application Document Reference
<b>Issue no. from Stage 2 Report</b>	<b>Location</b>	<b>Activity</b>	<b>Proposed solution</b>
<b>Wessex Water</b>			

*Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))*

	Portishead station, Quays Avenue	Originally a station building and platform were proposed to be built over a Wessex Water sewer. However the design was changed so that only the platform would be built over the sewer. The design of the platform accommodates the sewer through a gap in the piling and a concrete protective slab. No diversion is required.	Station and platform design updated to accommodate foul sewer.  Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).DCO Application Document Reference
	Portishead car park B, off Harbour Road [previously referred to as car park B in consultation materials]	Wessex Water pipe in highway will not be affected by work to the car park.	No diversion or protection required.
	Wessex Water pumping station off the A369 Portbury Hundred, Portbury	Permanent acquisition of land in the vicinity of the Wessex Water Pumping Station, including land outside of their pumping station site, the fence line and the NR vehicle parking area, as	The railway drainage and culvert beneath the railway to be cleared / replaced which will improve drainage in the area.  Protective provisions have been included in the Draft

		<p>access to rail line required over third party land, over which Wessex Water have an easement.</p> <p>The pumping station site floods and the emergency plan currently is to pump water via a pipe over the railway.</p>	Proposed DCO (DCO Application Document Reference 3.1).DCO Application Document Reference
	Marsh Lane, Pill	<p>A pipeline crosses the disused line which will be rebuilt. Construction vehicles and plant to construct the railway will cross the pipeline. Pipeline at depth not affected by proposed works.</p>	No diversion or protection required.
	Wessex Water pumping station off the A369 Portbury Hundred, Portbury	<p>Land to be acquired from Wessex Water near the pumping station (outside the fence line of their compound). Information provided to Wessex Water and awaiting response.</p>	No diversion or protection required.
	Avon Road Bridge, Pill	<p>Works to replace Avon Road bridge will not affect the Wessex Water asset in Avon Road.</p>	No diversion or protection required.
	Pill Viaduct, Pill	<p>Wessex Water sewer near Pill viaduct is unaffected by the</p>	No diversion or protection required.

		proposed works to repair the viaduct.	
	Avon Gorge	Wessex Water asset under the existing railway, at depth not affected by proposed works.	No diversion or protection required.
	Clanage Road, Bower Ashton	A pipe and access cover is located in the proposed compound side. Wessex Water have an easement from the highway to the access cover.	Manhole cover to be adjusted to the same level of the proposed compound based on Wessex Water specifications.  NR and Wessex Water to share access to permanent compound.
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Independent Pipelines Ltd</b>			
<i>Formal consultation</i>			
	IPL1.1f	No comment to make	Noted
<b>Quadrant Pipelines Ltd</b>			
<i>Formal consultation</i>			
	QPL1.1f	No comment to make	Noted

Issue no. from Stage 2 Report	Location	Activity	Proposed solution
<b>Wales and West Utilities</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	Harbour Road, Portishead	There will be some minor works to the highway in the locality of a pipeline.	Wales and West Utilities confirmed that no protection or diversion will be required.
	Cattle Creep Bridge, Portbury	Cattle Creep bridge is being repaired and the bridge deck replaced. A pipeline runs beneath the bridge. The initial proposals were to infill the bridge; but this changed to the deck replacement to minimise loading and impact on the pipe and other utilities.	Wales and West Utilities has confirmed no diversion is required. However when carrying out works someone from Wales and West Utilities will need to be present as the works are within 3m of the gas main.  Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).DCO Application Document Reference
	Lodway Compound, Pill	A pipe runs approximately 1100mm below the proposed construction compound at Lodway. No diversion is required, but protection	Pipe to be protected during works.  Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).DCO



		measures are to be put in place.	Application Document Reference
	Station Road, Pill	There will be highway works associated with the construction of the Pill Station forecourt. A pipeline is within the highway at this location, however it is 800mm deep and therefore no diversion or protection is required.	No diversion or protection required.
	Clanage Road, Bower Ashton	A pipeline runs along the highway across the access to the proposed Clanage Road compound. The pipe will need to be lowered to at least 750mm below the proposed ground level.	A costed diversion plan has been agreed with Wales and West Utilities.  Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).DCO Application Document Reference
	Winterstoke Road, Bristol	Highway works at this location will require a pipeline to be diverted into the re-aligned footway.	A costed diversion plan has been agreed with Wales and West Utilities.  Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).DCO Application Document Reference
	Land owned by Babcock,	Installation of the new ramp will occur in proximity to a pipeline	Wales and West Utilities has confirmed that no

	Ashton Vale	on Babcock land. The pipe is currently above ground.	diversion works or protection are required.
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Independent Power Networks Ltd</b>			
<i>Formal consultation</i>			
	IPN1.1f	No comment to make	Noted
<b>The Electricity Network Company Ltd</b>			
<i>Formal consultation</i>			
	ENC1.1f	No comment to make	Noted
<b>Issue no. from Stage 2 Report</b>	<b>Location</b>	<b>Activity</b>	<b>Proposed solution</b>
<b>Western Power Distribution (South West) Plc</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	Quays Avenue, Portishead	Road to be realigned, WPD 11kvs to be diverted along the new road alignment.	Costed diversion plan agreed with WPD.  Protective provisions have been included in the Draft Proposed DCO (DCO Application Document)

			Reference 3.1).DCO Application Document Reference
	Trinity Bridge, Portishead to Sheepway	The construction of the footbridge over the railway in the vicinity of 11kv cables which run in parallel to the alignment of the disused line. The cables follow the alignment of The Cut drainage channel and will be unaffected by the works.	No diversion or protection required.
	Trinity Bridge, Portishead to Sheepway	33kv cables run 15m away from the disused railway, therefore no interface with the proposed acoustic fence or footbridge.	No diversion or protection required.
	Entrance to car park off Harbour Road, Portishead	11kV cables in the proposed car park need protection as NSDC will be carrying out works to the car park and cables are currently not deep enough.	<p>WPD confirmed that protective provisions were sufficient and trial trenches are not necessary here.</p> <p>It is noted that tree planting should avoid the location of the cables or have underground cages to prevent roots extending toward the cables.</p> <p>Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).DCO</p>

			Application Document Reference
	Portishead Station, Quays Avenue	A station surface drainage link will be constructed to connect into a drainage ditch near the pumping station which will run in proximity to WPD cables. The drain will drop to approximately 3m to connect beneath the water line at the drainage ditch.	No diversion or protection required as confirmed by tracing the cables on site with WPD.
	Sheepway, at Sheepway	33kV pilot cables and SURF telecoms cable runs beneath the disused railway.	No protection is required for the 33kV cables, just marker points. A trial trench was dug to 1.2m but the cables were not reached. SURF telecom cable to be protected.
	Sheepway, at Sheepway	132kV overhead cables to be taken down by National Grid and rerouted underground beneath the disused line to a depth required by NR standards.	No diversion or protection required.
	A369 Portbury Hundred, Portbury	33kV cables cross both sides of the bridge.	WPD to advise how to protect.  Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).DCO

			Application Document Reference
	A369 Portbury Hundred, Portbury	Overhead cables on the bridge may need protecting as NSDC are carrying out parapet works.	<p>WPD to advise how to protect. Protective measures (shrouds) will be needed for overhead cables when necessary.</p> <p>Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).DCO Application Document Reference</p>
	Wessex Water pumping station off the A369 Portbury Hundred, Portbury	A WPD pole is located in what will become a shared parking area for NR and Wessex Water.	<p>The highway design will ensure that the parking area is away from the pole.</p> <p>If necessary protection blocks can be installed.</p> <p>Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).DCO Application Document Reference</p>
	Royal Portbury Dock Road, Portbury.	11kv poles require an upgrade, which WPD will be carrying out under their maintenance programme. This will happen prior to track works.	No diversion or protection required.

		WPD wish to upgrade cables and insert ducts at the end of 2018/beginning of 2019. This will remove the overhead cables. WPD have contacted NR to seek authorisation to do these works and install them at a depth required by NR.	
	M5, Portbury	11kv overhead cables run in proximity to the cycle path.	No diversion or protection required.
	Garages off Avon Road, Pill	11kv cables run in proximity to the garages that are proposed to be demolished. WPD also have a DNO cabinet that serves the railway which will need to be moved.	Costed diversion plan agreed with WPD.  Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).DCO Application Document Reference
	Car park off Monmouth Road, Pill	Removal of a pole at the corner of Monmouth Court is required for the works to the car park.	Costed diversion plan agreed with WPD.  Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).DCO Application Document Reference
	Station Road, Pill	Works at Station Road and the lowering of levels for the car park	Costed diversion plan agreed with WPD.

		<p>mean that the 11kV cables will need to be lowered to provide sufficient protection.</p> <p>Pole to be removed at Station Road.</p>	<p>Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).DCO Application Document Reference</p>
	Land off Chapel Lane, Ham Green	An overhead cable runs over existing operational track.	<p>No change is required as the cable is at a sufficient height above the track. Trains already run on this stretch.</p>
	Clanage Road, Bower Ashton	33kv cables in Clanage Road run at 1m deep at the point of the proposed access to the compound.	<p>WPD advised that a concrete raft will need to be installed to help spread the load with heavy vehicles. A spare 225mm black duct will need to be installed across accessway in case there is a requirement to replace during construction. If protection cannot be carried out the cables will need to be lowered.</p> <p>Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).DCO Application Document Reference</p>
	Winterstoke Road, Bristol	Works in Winterstoke Road and a realignment of the footpath and left-hand turn means that a	<p>Costed diversion plan agreed with WPD.</p> <p>Protective provisions have been included in the Draft</p>

		diversion will be required.	Proposed DCO (DCO Application Document Reference 3.1).DCO Application Document Reference
<b>Issue no. from Stage 2 Report</b>	<b>Location</b>	<b>Activity</b>	<b>Proposed solution</b>
<b>National Grid Electricity Transmission Plc</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	NG1.1i	<p>Works and a compound at Sheepway mean that there will be an interface with National Grid's Hinkley Connection C Project which will share a works access.</p> <p>A level crossing that will be used by National Grid is to be closed, so a new route will be provided to National Grid.</p>	<p>The Applicant has been working closely with National Grid Transmission Plc to sign a legal agreement which includes sharing access and mitigation land which is to be signed after the DCO Application is submitted.</p> <p>There are multiple solutions which will be outlined in an SoCG. All scenarios of which contractor is on site first or both at the same time will be agreed.</p>
<i>Formal consultation</i>			
27.2	NG2.1f	Stated that it is likely there will be an overlap in the construction of both projects, that it	The Applicant has been working closely with National Grid Transmission Plc to sign a



		essential to work together and agree a form of liaison procedure to ensure any potential interactions / conflicts can be proactively managed and resolved.	<p>legal agreement which includes sharing access and mitigation land which is to be signed after the DCO Application is submitted.</p> <p>Potential cumulative effects resulting from the two schemes have been assessed in ES Appendix 18.2 – Matrix 2 Assessment Matrix (DCO Application Document Reference 6.25). NSDC is working with National Grid on an agreement of construction phasing and transport routes to minimise the interaction of the two schemes in the vicinity of Sheepway.</p>
<b>Bristol Airport Limited</b>			
<i>Formal consultation</i>			
42.1	AIR1.1f	Welcomed the proposed re-opening of the Portishead branch line as part of the wider MetroWest package of rail improvements across the West of England. Noted and support the intended scheme benefits, including the reduction in journey times, the increase in business confidence and jobs, and the	Noted.

		widening of the rail catchment area, and welcomed the scheme's integration with Network Rail's Western Route Modernisation Programme. Stated that these factors are all important to the continued success of the airport as one of the two international gateways to the West of England.	
42.2	AIR1.2f	Welcomed the commitment within the JTS Final Report (September 2017) to a comprehensive package to improve access to the airport both by public transport and by road, and the proposed re-opening of the branch line and the provision of two new train stations are supported on the basis that delivery would assist with the wider vision for the regional transportation networks.	Noted.
42.3	AIR1.3f	Stated a commitment to engage positively with MetroWest and Network Rail with	Noted

		regard to the regional rail network.	
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Avon and Somerset Constabulary</b>			
<i>Formal consultation</i>			
52.1	AS1.1f	<p>Stated concerns regarding Portishead and Pill station car parks:</p> <ul style="list-style-type: none"> <li>• design allows vehicle and pedestrian access day and night;</li> <li>• height restriction or barriers on the entrance to prevent misuse of the car park when the station is closed.</li> </ul>	<p>The car parks will not be used exclusively by station users and will have 24-hour operation.</p> <p>A height restriction barrier is proposed for both Portishead and Pill. The details of which will be included in the detailed designs after the DCO Application submission.</p>
52.2 and 52.3	AS1.2f	Requested use of bollards/street furniture to prevent vehicle access onto large forecourt and pedestrian areas at Portishead Station.	These have been incorporated in the design in line with guidelines, as shown on the station designs. At Portishead Station the bollards separate the car park from the station building, and prevent access to the boulevard and pedestrian areas.

52.6	AS1.3f	Requested that the design and locations of seating at Portishead station should be carefully considered so as not to create a climbing aid or encourage inappropriate loitering or gathering that could intimidate other users of the site.	These concerns have been taken into account when considering seating locations at the station.
52.7 and 52.10	AS1.4f	Requested that cycle parking provision be of the latest security standards and located to allow good levels of natural surveillance. In Pill, a re-oriented shelter would allow greater natural surveillance over cycles.	<p>The location and type of stand provision has been carefully considered, balancing all needs including security, space, and adequate provision. The orientation was not changed as natural surveillance was considered sufficient, and there is limited room to change the orientation.</p> <p>Provision of bicycle parking facilities at stations is discussed in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25)</p>
52.12	AS1.5f	Suggested that the ticket machine at the top of the stairs with the barrier next to it could cause congestion.	There is a need to balance accessibility with service provision, and this location was considered the most suitable as there is enough space at the top of the stairs for a queue and people to pass.

			However there are unlikely to be queues at the same time as people leave the station given the timing of the trains; users would already need to be on the platform by the time those that have alighted the train reach the top of the stairs.
52.14	AS1.6f	Stated that [Pill station car park] appears to show a gated entrance. Will this be locked at night to prevent nuisance vehicles using this facility at night? How will this facility operate? No height restriction barrier is shown to prevent unauthorised large vehicles accessing it.	<p>The car parks will not be used exclusively by station users and will have 24-hour operation and will therefore not be gated.</p> <p>A height restriction barrier has been included at both Portishead and Pill and will be included in the detailed designs after the DCO application submission.</p>
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>North Somerset Local Access Forum</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	LAF1.1i	Suggested an extension and use of the pre-existing track [bridleway] that goes around the base of the	The DCO Scheme recognises the wider potential benefits to the community that would arise by extending the

		M5 Avonmouth Bridge and links to the existing track on the other side.	existing bridleway (which currently terminates north west of the M5 rail underbridge) through to Pill linking back onto the NCN Route 41. This has been included in the design of the DCO Scheme.
	LAF1.2i	Works in the Pill Tunnel area should be designed with consideration for the rural nature of this lane.	The Pill Tunnel Eastern Portal Compound, Landscaping and Access Plan (DCO Document Reference 2.54) shows the proposed landscaping for the compound which has been designed to fit in with the surrounding landscape.
<i>Formal consultation</i>			
43.2	LAF2.1f	Requested that hatching be marked in front of the gates at Sheepway layby to stop motorists from blocking the horse access.	The design uses asphalt for the access path next to the layby, which will include hatching. This has been included in the Sheepway Bridge Maintenance Compound and Landscaping Plan (DCO Document Reference 2.49).
43.3	LAF2.2f	Requested that a formal light-controlled crossing be installed at the Royal Portbury Dock Road to accommodate horses unable to pass under	A light-controlled Pegasus Crossing is not proposed by the DCO Scheme, having considered the current and future use of the crossing, its cost, the Port's opposition and

		the road alongside the railway.	<p>other factors. Instead the waiting areas for cyclists and equestrians looking to cross Royal Portbury Dock Road will be increased with these “holding areas” connecting to the bridleway and fenced along their outer boundaries. This has been included on the NCN Temporary and Permanent Work Plans (DCO Document Reference 2.37). Equestrian users will be able to wait back from the road until there is a suitable gap in the traffic before crossing. A road safety audit was completed for these proposals and design approved.</p>
	LAF2.3f	Requested that high, non-see-through fencing be used on the sections where the bridleway passes right alongside the railway tracks, to minimise the risk of horses panicking along this very narrow section.	<p>Marsh Lane and Royal Portbury Dock under bridges are not a dedicated bridleway so NR standard 1.8 m high security fencing will be provided. The bridleway under the M5 viaduct is being extended to the eastern side to avoid use of the NCN 26 / 41 by equestrians.</p> <p>The separation of the line from the bridleway has been discussed within the TA (EA Appendix 16.1,</p>

			DCO Application Document Reference 6.25).
43.6	LAF2.4f	Requested high sided fencing on the Marsh Lane bridge for safety.	The existing Marsh Lane bridge parapet is to be raised (as part of vehicle incursion works). This is described in the ES Chapter 4- Description of Proposed Works (DCO Application Document Reference 6.7).
43.7	LAF2.5f	Requested mounting blocks for riders be placed at either end of the path under Avon Road bridge.	This section of the route is not dedicated as bridleway, and therefore mounting blocks are not appropriate.
43.8	LAF2.6f	Requested the bridleway surface to the east of Marsh Lane be improved when it is reopened as it is currently in a very poor condition.	The route forms part of the haul route during construction, and will undergo surface treatment for HGVs which will remain once reopened.
	LAF2.7f	Railway crossing provision should be suitable for cyclists. NCN Route 26 between Sheepway and Pill follows bridleways, and the needs of horse riders should be considered in the realigned route and through fencing provision. Suggestions	Details of the proposed alterations and enhancements to the NCN 26 / bridleway are included on the NCN Temporary and Permanent Works Plans (DCO Document Reference 2.37)



		for realignment provided.	
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Bristol Public Rights of Way Liaison Group (meeting notes)</b>			
<i>Formal consultation</i>			
	BPROW1.1 f	<p>Stated no objections for the proposed temporary diversions [for Ashton Vale Industrial Estate] that would take place to facilitate the construction of:</p> <ul style="list-style-type: none"> <li>• a new pedestrian / cyclist ramp between Ashton Vale Road and the A370</li> <li>• an extended left turn land from Winterstoke Road into the industrial estate</li> </ul>	Noted.
	BPROW1.2 f	Queried why Baron's Close [foot crossing at Ashton Vale] would have to close and the path be diverted to Ashton Vale Road level crossing.	It was explained that this was due to safety issues associated with an increased frequency of trains. The Ashton Vale level crossing was much safer for a number of reasons including the fact that it is controlled

			manually via closed circuit television (" <b>CCTV</b> ").
	BPROW1.3 f	No objections raised for the proposed temporary closure of the tow path for a few days or hours at a time to allow NR to safely access / work on their structures. Also stated general support that alternative routes had been considered and would be advertised via website and signing.	Noted.
	BPROW1.4 f	No objections raised to the temporary closure of limited sections of NCN26 to the west of Pill and the proposed diversion routes. Support for the permanent improvements to the NCN26 by widening the paths beneath several bridges and providing an improved crossing at Royal Portbury Dock Rd and a planned extension to the Bridleway beneath the M5 overbridge.	Noted.
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>

## The National Trust

### *Formal consultation*

	NT1.1f	Stated the importance of the National Trust's own Acts, dated from 1907, which protect its land ownership and management.	The Applicant continues to work closely with the National Trust at all stages of development of the proposals and suggested mitigations.
	NT1.2f	Concerned about how the works affect the long-term management of land that they own at Leigh Woods which the work directly affects. [because of the] proposals to reduce the height of Quarry Underbridge number 2 to under 1.9 metres in height, as underbridges were built as an Accommodation work under the powers of the Bristol and Portishead Pier and Railway Act 1863 and the National Trust still requires access.	In response to the National Trust's concerns regarding the reduced bridge height clearance of the DCO Scheme's original proposals, a revised technical solution is now proposed. The proposals for the DCO Scheme are to strengthen Quarry Underbridge No. 2 by partial replacement of parts of the bridge with pre-cast units and reinforcement of the deck. This will preserve the headroom requested by the National Trust. These works will require the use of part of the quarry (National Trust land) but will avoid the most environmentally sensitive areas where possible.
46.8	NT1.3f	Concerned that the removal of trees by Network Rail will cause	The risk of wind throw will be taken into consideration prior to the removal of trees along the railway. The AGVMP (EA

		wind blow to the Trust's trees.	Appendix 9.11, DCO Application Document Reference 8.12) sets out the proposals for positive management of habitats on NR land within the Avon Gorge Woodlands SAC, including land adjoining the National Trust's holdings.
46.9	NT1.5f	Concerned of increased liability on the Trust for rockfalls onto the line, as it is managed appropriately through rope works and surveys, fences and laser scanning the rock faces by the Trust.	The Applicant is in discussions with the National Trust and NR regarding proposed geotechnical works in the Avon Gorge. Further details are within the ES Chapter 4- Details of the Proposed Works (DCO Application Document Reference 6.7).
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Friends of Suburban Bristol Railways</b>			
<i>Formal consultation</i>			
47.1	FOSBR1.1f	Stated support for the proposals.	Noted.
47.2	FOSBR1.2f	Stated that there needs to be continuing work to explore ways to enable a future half-hourly service.	The line capacity and infrastructure required to operate hourly and half hourly passenger train services for the

		<p>Believed this could be achieved by making the proposed parallel freight line through Pill into a passing loop for passenger services, a passing loop at Bower Ashton, and future small upgrades elsewhere to increase line speeds.</p>	<p>Portishead Line, has been derived from train path modelling (Railsys Modelling) undertaken by NR. Both the hourly and the half hourly service require the same infrastructure between Pill and Portishead including the proposed Pill Junction and twin tracking through Pill. To enable the operation of a half hourly service at some point in the future, it will be necessary to increase the line speed through the Avon Gorge, to implement double tracking between Bower Ashton and Ashton Gate with a new junction at Bower Ashton and to enhance Parson Street Junction.</p>
47.3	FOSBR1.3f	<p>Urged that [hourly plus] be provided throughout the timetable to ensure the service is an attractive one.</p>	<p>The hourly plus train service option requires an additional train set during the AM and PM peak and the resolution of some train path conflicts with existing passenger train services on the main line from Parson Street Junction to BTM. The train set issue is both a cost and availability issue. The train path conflict issue has some challenges because it entails a departure from the standard hour repeating pattern, as it entails a</p>

			<p>pathing cycle that repeats every three hours. For these reasons it may be necessary to re-introduce the Portishead line train service with an hourly service initially, then increase it to the hourly plus service as soon as practically possible.</p>
47.4	FOSBR1.4f	<p>Recognise that the impact of a half hourly service on access to Ashton industrial estate would need to be explored and overcome. Since the "hourly plus" service is not a problem for the level crossing that would clearly be the first step towards a half-hourly service.</p>	<p>Noted, although there is no timeframe for the two train per hour scheme, it requires a separate business case, statutory processes and consents and separate funding.</p>
47.5	FOSBR1.5f	<p>Believe that the temporary diversions, re-routing and closures of routes and the building of work compounds are necessary and reasonable in enabling the building and operation of the railway.</p>	<p>Noted.</p>
47.6	FOSBR1.6f	<p>Supported the detail of the plans for stations including the infrastructure at Portishead to allow</p>	<p>Noted.</p>

		transfer between bus and train, pedestrian and cycle links and car parking, and the parking restrictions at Pill.	
47.7	FOSBR1.7f	Welcomed the provision of new pedestrian access from Barons Close to replace the closure of the crossing.	Noted.
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the Applicant</b>
<b>Portishead Railway Group</b>			
<i>Formal consultation</i>			
48.1	PRG1.1f	Stated that all the members wish the railway line to be opened as soon as possible.	Noted.
48.2	PRG1.2f	Concerned about on street parking in the vicinity of both Portishead and Pill stations, but believed these have been addressed with measure put in place to mitigate on street parking plus a considerable number	Noted.

		of parking spaces near Portishead Station.	
48.3	PRG1.3f	Stated that there should be a station building at Portishead that complies with Transport Policy 1 ("TP1") which states that the "Station design should reflect the importance of Portishead". Noted that there is a station building on the plans and looked forward to seeing a suitable design.	The scheme design retains a station building at Portishead and the Applicant noted the importance of this aspect for the Group and its members.
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Office of Rail and Road</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	ORR1.1i	Stated that a level crossing would not be permitted across Quays Avenue, following the assessment of the technical evidence for the case for exceptional circumstances as submitted.	Following the advice given by the ORR on the case for a level crossing over Quays Avenue, the Applicant opted for station location "2b" from a range of options that were consulted on. The technical assessment, evidence paper, decision note, and consultation



			report are appended to this report as I1 – I4.
<i>Formal consultation</i>			
50.2	ORR2.1f	Stated that if the Barons Close pedestrian crossing is of low use, and there is opposition to its closure, there may be potential to provide mitigation measures that would allow the crossing to remain open.	The closure has been consulted on widely and no opposition has been received.
50.4	ORR2.2f	Stated that it would be preferable for the route of the proposed ramp adjacent to the Ashton Vale Road to avoid the immediate area of the level crossing as this would add additional safety issues. Stated that proposed changes 'within the stops lines' would require alteration to the Level Crossing Order and that would require ORR approval. Suggested barriers to be placed immediately at the bottom of ramp as a means to ensure cyclists would be stopped from continuing straight on and would have to	The design was adapted following the suggestions made. Pedestrian / cycle safety barriers were added to the exit of the pedestrian / cycle path as it feeds onto Ashton Vale Road. The path's course has been altered slightly so as to avoid any works within the Level Crossing stop lines. These changes have been included on the Ashton Vale Road Pedestrian Ramp Design Plan (DCO Document Reference 2.48).

		slow and adjust course to cross the road.	
Issue no. from Stage 2 Report	Location	Activity	Proposed Solution
<b>BT Openreach</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	Quays Avenue, Portishead	Due to re-alignment of Quays Avenue, an existing BT Openreach cable will need to be diverted along the new road alignment.	<p>Diversion of cable into new road alignment.</p> <p>Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).</p>
	From Royal Portbury Dock Road to M5, Portbury	<p>New track to be laid to south of existing alignment and closer to / over the alignment of the BT Openreach cable which runs in parallel to the disused track. The cable will require a diversion to accommodate the new track alignment.</p> <p>NR have global agreement with BT Openreach; they will issue lift and shift following the DCO</p>	<p>The diverted cables can be retained on NR land with the cost of civils to be incurred by the DCO Scheme, and the cost of providing and laying fibres to be incurred by BT Openreach.</p> <p>Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).</p>

		application submission.	
	Sheepway, at Sheepway	BT Openreach cables are in the road adjacent to Sheepway compound. Due to movement of construction vehicles crossing the location of the cable, there may be a need to lower the cable. However, National Grid are also using this area as a construction access and have indicated that their contractors will be lowering the BT Openreach cable in this location.	<p>Liaison with National Grid contractors to ensure cables will be lowered.</p> <p>Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).</p>
	Wessex Water pumping station off the A369 Portbury Hundred, Portbury	<p>BT Openreach cable connects to the pumping station. The vegetation in this area will be cleared of vegetation and additional gravel laid to create a parking area for multiple van sized vehicles.</p> <p>A BT Openreach cable crosses the railway at this location but was not shown on the plans provided to us by them.</p>	<p>The underground cable will be left in situ. A method statement will be prepared which will set out measures to protect the cable during works if necessary and use of the 'dial before you dig'.</p> <p>A new design for the parking area will avoid cars parked near the cable by using 45 degree parking.</p> <p>The overhead cable was checked for its height and it will not conflict with works to disused line.</p>

			Protective provisions have been included in the Draft Propsoed DCO (DCO Application Document Reference 3.1).
	Marsh Lane, Pill	BT Openreach confirmed no overheads present.	No action required.
	Rownham Hill, Abbots Leigh	BT Openreach cables in the live track. No protective provisions.	BT Openreach have said no action required. NR has confirmed that they are ok with depth of cable as minimal works happening at this location.
	Station Road, Pill	Works to create a station forecourt and lower the kerb require a diversion of a BT Openreach cable in the footway.	A costed diversion plan has been agreed with BT Openreach.  Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).
	Chapel Pill Lane, Ham Green	Existing overhead cable not affected by the scheme.	No action required.
	Winterstoke Road, Bristol	Alterations to the highway require a BT Openreach cable to be diverted into a re-aligned footway.	A costed diversion plan has been agreed with BT Openreach.  Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).

	Ashton Road (A370) to Ashton Vale Road, Bristol	Ramp being constructed parallel to the railway next to Babcock land requires the diversion of a BT Openreach cable.	<p>A costed diversion plan has been agreed with BT Openreach. A BT Openreach cabinet at the back of the footway needs to be relocated as it is in the way of the proposed ramp.</p> <p>Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).</p>
	Ashton Vale Road, Bristol	Network Rail REB cabinet will need to be relocated.	<p>A costed diversion plan has been agreed with BT Openreach.</p> <p>Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).</p>
<b>Vodafone</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	Sheepway, at Sheepway	A shallow Vodafone cable crosses the disused rail line. Works will take place here to replace the existing ballast and track. The Vodafone cables will be lowered and slewed.	A costed diversion plan has been agreed with Vodafone. Standard telecoms code protections apply.

	<i>Formal consultation</i>		
	VF1.1f	Advised to send the consultation letter to the Business Support Team.	Letter was sent; no reply received.
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Sky PLC</b>			
<i>Formal consultation</i>			
	SKY1.1f	Referred to plant enquiries.	Letter was sent; no reply received.
<b>Virgin Media</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	Winterstoke Road, Bristol	Works to Winterstoke Road will not affect a Virgin Media cable that runs along the road.	<p>The proposed works have been shared with Virgin Media and they have confirmed that their asset can remain in-situ.</p> <p>Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).</p>
<b>Instalcom</b>			

*Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))*

	Parson Street, Bristol	No impact on cable	No action required.
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## CLH Pipelines

*Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))*

	Sheepway, at Sheepway	A pipeline crosses the disused line which will be rebuilt. Construction vehicles and plant to construct the railway will cross the pipeline.	The Applicant and CLH are working together to reach an agreement which will ensure protection of the asset.
	M5, Portbury	A pipeline runs below an area that will be used as a temporary compound and haul road. It is likely that protective measures will be taken, but CLH are to confirm.	The Applicant and CLH are working together to reach an agreement which will ensure protection of the asset.
	Unknown pipe in same location as CLH pipe at Sheepway	A galvanised 'water' pipe was discovered above the level of the concrete protection covering the CLH pipe. There are no records for this pipe and the land owner claims no knowledge of it. No one has claimed ownership of this pipe including utilities	Pipe to be protected during works.  The Applicant and CLH are working together to reach an agreement which will ensure protection of the asset.

		companies and local landowners.	
<b>GTC</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	Quays Avenue, Portishead	Realignment of the highway requires the diversion of a GTC pipe.	<p>A costed diversion plan has been agreed with GTC.</p> <p>Protective provisions have been included in the Draft Proposed DCO (DCO Application Document Reference 3.1).</p>
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Trinity Anglican Methodist Primary School</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	TS1.1i	Stated support for the nearby pedestrian and cycle bridge as the alternative diversion rerouting people west to the station site and back again would be a longer route and bring children closer to the traffic on Quays Avenue and the new car park serving the	Support noted. The footprint of the bridge has been determined by the rail industry height clearance standards, and also the need to provide an acceptable gradient for the ramps on either side. This was consulted on with equality groups.



		station. Expressed concern about its size and footprint.	
	TS1.2i	Asked to involve the children in the DCO Scheme's development and construction where possible.	The Applicant has agreed to continue liaisons with the school throughout development and construction phases and involve the children where possible as part of the Community Engagement Strategy, as detailed in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) .
	TS1.3i	Suggested use of the school hall for public meetings.	Consultation events were held at the school as detailed in Section 8.3 of this report.
	TS1.4i	Concerned about increased traffic flows on Phoenix Way, as currently it is difficult to cross. Asked that if possible some form of crossing be built as many children and parents cross this road to and from the school.	The part of Phoenix Way affected by the scheme will have permanent parking restrictions. A signal-controlled pedestrian / cycle crossing will be installed near the roundabout on Phoenix Way as shown on the Portishead Station Car Park Layout, Landscaping, New Boulevard and Access Plan (DCO Application Document Reference 2.38).

	TS1.5i	<p>Stated that local parking restrictions would cause the school issues, particularly for parents but also staff members as their car park can only hold approximately 20 vehicles for 60 staff. Requested consideration of monthly/annual parking permits for the station car parks to mitigate impacts.</p>	<p>Additional on-street parking restrictions near the school are not proposed following stakeholder feedback, as shown in the Permanent Traffic Regulation Order Plans (DCO Document Reference 2.31).</p>
	TS1.6i	<p>Explained that safeguarding the school is the highest priority and the school would wish to ensure that any footpaths or access ways that impact the school are considered in line with ensuring the safety of the children. Stated they would not wish to see the entrance to the school compromised by a footpath.</p>	<p>The footpath between Tansy Lane and the pedestrian bridge have been routed away from the school following stakeholder feedback.</p>
	TS1.7i	<p>Requested noise fencing or noise mitigation due to the proximity of several classrooms to the railway line.</p>	<p>Noise has been modelled as part of the ES Chapter 13 – Noise and Vibration (DCO Document Ref 6.16) . The results showed that noise did not meet the threshold for</p>

			noise fencing by the school.
	TS1.8i	Requested a construction programme schedule which would enable classes to work around noisy works.	The Applicant has agreed to continue liaisons with the school throughout development and construction phases. The contractor will produce a Community Engagement Strategy as detailed in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14)
<i>Formal consultation</i>			
	TS2.1f	<p>Requested the following alterations to the pedestrian bridge:</p> <ol style="list-style-type: none"> <li>1. additional screening of the school from the bridge through planting or similar, particularly at the north-eastern corner where users would exit the bridge close to the school's gate (which is not their main entrance and only used occasionally);</li> <li>2. adequate lighting on the footpaths to the north and south of the bridge as it can get very dark in the area;</li> </ol>	<p>Suggestions were included in the bridge design where possible:</p> <ol style="list-style-type: none"> <li>1. A perforated steel screen is proposed on the bridge parapet (1.85 m in height) to limit views from the bridge to the school and will be finalised at detailed design. The steps from the bridge in this location have been removed. These are included on S051 Trinity Footbridge Proposed General Arrangement (Sections) (DCO Application Document Reference 2.8.3).</li> </ol>

		<p>3. anti-skateboarding measures on the bridge.</p>	<p>2. The approach footpaths and the bridge are lit to NSDC standards.</p> <p>Visualisations of the bridge and its setting are presented in ES Appendix 11.4 Photomontages Technical Report (DCO Application Document Reference 6.25).</p> <p>3. The bridge will be monitored post construction and if skate boarding is an issue measures can be fitted retrospectively.</p>
	TS2.2f	<p>Concerned about the parking impacts and proposed restrictions to residential streets, and asked to consider options including a residents' parking permit scheme.</p>	<p>The consultation responses received about perceived on-street parking impacts included diverse opinions about what is needed. The TA (ES Appendix 16.1, DCO Application Document Reference 6.25) sets out the parking options considered. The analysis recognises that there is a risk that a proportion of station users may choose to avoid using the rail station car parks and may instead park on the nearby roads. It therefore identifies a range of options that could resolve this. The permanent</p>

			<p>TROs (double yellow line parking restrictions) on Harbour Road, Phoenix Way and Quays Avenue as described in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) and shown on the Permanent Traffic Regulation Order Plans (DCO Document Reference 2.31), will be implemented through the DCO Scheme as part of the DCO. Other measures that are outside the remit of the DCO are for consideration by NSDC as the Highway Authority after the DCO Scheme has been implemented.</p>
	TS2.3f	<p>Concerned about the construction stage and requested an ongoing dialogue between the DCO Scheme and the school.</p>	<p>The Applicant has agreed to continue liaisons with the school throughout development and construction phases. The contractor will produce a Community Engagement Strategy as detailed in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 6.25)</p>
Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
Sustrans			

*Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))*

	SUS1.1i	Stated a preference for 1.5m high mesh fencing to security fencing over 1.8m [under the road bridges along NCN 26], stating it gives an impression of enclosure which will deter some users of the path.	The fencing specification has been informed by NR's design standards and technical requirements and the specific context of the three under bridges. Safety considerations have also been a major factor in the fencing specification. Therefore paladin fencing will be installed in these locations. Fencing examples can be seen in the ES Chapter 4 – Description of the Proposed Works (DCO Application Document Reference 6.7).
	SUS1.2i	Requested that the narrow and poorly angled approach paths to the two road bridges at Portbury Docks on NCN Route 26 be improved and re-surfaced with tarmac, stating this would improve sightlines and safety for path users.	The proposals include the reinstatement and realignment where necessary of the paths under the Royal Portbury Dock Road and Marsh Lane bridges and the clearance of vegetation approaching the bridges. Proposals are detailed in the NCN Temporary and Permanent Work Plans (DCO Application reference 2.37).
	SUS1.3i	Requested enhancements to	Access to stations is discussed in the ES

		<p>routes in Portishead including:</p> <ul style="list-style-type: none"> <li>• cycle and pedestrian access to Portishead Station from the southern side of the town by creating a linked up walking and cycling route using existing paths and roads;</li> <li>• direct links for those on foot and cycle to be maintained or created to make access to the station as convenient as possible from nearby streets and employment sites, as well as the town centre; and</li> <li>• a bridge over the rhyne south of the crossing on Wyndham Way to open up this area for a direct traffic free route to the station to encourage greater rail usage.</li> </ul>	<p>Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), and outlines the infrastructure measures to be provided as part of the scheme.</p> <p>A new pedestrian and cycle bridge next to Trinity Primary School has been included as part of the DCO Scheme to replace an existing foot crossing and will connect Tansy Lane to Galingale Way included in the TA (EA Appendix 16.1, DCO Application Document Reference 6.25).</p> <p>The suggested bridge crossing the rhyne near Wyndham Way is outside of the DCO Scheme's scope.</p>
	SUS1.4i	<p>Requested that the alignment of the ramps on the proposed bridge between Marjoram Way and Galingale Way should run north / south instead of parallel ramps to reduce the distance for</p>	<p>The ES Chapter 4 sets out proposals for Trinity Primary School bridge. Ramps perpendicular to the bridge are not deliverable because of a combination of factors including the presence of a large pond containing GCN to the south of the</p>

		cyclists and pedestrians.	railway, the subsequent engineering challenges and the increased LVIA impacts to a greater number of residential properties. A photomontage of the proposed design is presented in ES Appendix 11.4 Photomontages Technical Report (DCO Application Document Reference 6.25).
	SUS1.5i	Stated that a cycle / pedestrian link to the station from Tansy Way will open up convenient access to a wider population of local residents.	The proposals include a shared use path both to the north (Tansy Lane) and to the south (Galingale Way) of the railway, linking Trinity Primary School bridge with the station. This is included in Portishead Station Car Park Layout, Landscaping, New Boulevard and Access Plan (DCO Application Document Reference 2.38).
<i>Formal consultation</i>			
60.4	SUS2.1f	Requested that access for cycles be maintained adjacent to the compound at Sheepway by laying sealed surface on diversion.	This cycle path is currently a permissive path under arrangement with the landowner. Further consideration in discussion with the landowner and the National Grid Hinkley Connection DCO Scheme



			will be undertaken during detailed design.
60.5	SUS2.2f	Suggested further consideration of the optimum route to minimise conflict with site and other motor traffic for the diversion of bridleway and permissive path NCN Route 26. Asked to consider the route via pedestrian / cycle bridge over M5 at Portbury and following Avon Cycle Way.	This has been considered and the proposed diversion routes will be well signed for users, with any on-road routes needing approval by the Local Highway Authority. The existing pedestrian/cycle bridge over the M5 at Portbury may be a potential additional diversion route for some users but it does not form part of a diversion proposed by the DCO Scheme so any signage would be outside the scope of the Application.
60.7	SUS2.3f	Requested improvements to the Avon Tow Path by exploiting any opportunity to improve the drainage and surface of the tow path.	The tow path passes through a very environmentally sensitive area and has a number of formal protective designations. The rare fauna includes grasses, habitats and trees which in places abuts the path. Any works to improve the drainage and the surface could conflict with ensuring the survival of these habitats and is essentially out of the scope of the scheme.

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
<b>Avon Wildlife Trust</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	AWT1.1i	<p>Provided species information for Portbury Wharf Nature Reserve. Discussed mitigation measures for Sheepway maintenance compound and potential compensation schemes in partnership with the Trust.</p>	<p>Species information are included in ES Appendices 9.3a-c, 9.4 and 9.5 (DCO Application Document Reference 6.25). Indicative planting is shown on the Sheepway Bridge Maintenance Compound and Landscaping Plan (DCO Application Document Reference 2.49) for the Sheepway permanent maintenance compound and track design, which was developed in consultation with NSDC, who now manage Portbury Wharf Nature Reserve.</p> <p>From 2016, the management of the Portbury Wharf Nature Reserve was handed over from AWT to NSDC Streets and Open Spaces Team.</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
<b>British Horse Society</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	BHS1.1i	Suggested an extension and use of the pre-existing track [bridleway] that goes around the base of the M5 Avonmouth Bridge and links to the existing track on the other side.	The DCO Scheme recognises the wider potential benefits to the community that would arise by extending the existing bridleway (which currently terminates north west of the M5 rail underbridge) through to Pill linking back onto the NCN Route 41. This has been included in the design of the DCO Scheme.
	BHS1.2i	Works in the Pill Tunnel area should be designed with consideration for the rural nature of this lane.	The Pill Tunnel Eastern Portal Compound, Landscaping and Access Plan (DCO Document Reference 2.46) shows the proposed landscaping for the compound which has been designed to fit in with the surrounding landscape.
<i>Formal consultation</i>			
55.1	BHS2.1f	Requested that hatching be marked in	The design uses asphalt for the access path next to

		front of the gates at Sheepway layby to stop motorists from blocking the horse access.	the layby, which will include hatching. This has been included in the Sheepway Bridge Maintenance Compound and Landscaping Plan (DCO Document Reference 2.49).
55.2	BHS2.2f	Requested that a formal light-controlled crossing be installed at the Royal Portbury Dock Road to accommodate horses unable to pass under the road alongside the railway.	<p>A light-controlled Pegasus Crossing is not proposed by the DCO Scheme, having considered the current and future use of the crossing, its cost, the Port's opposition and other factors. Instead the waiting areas for cyclists and equestrians looking to cross Royal Portbury Dock Road will be increased with these "holding areas" connecting to the bridleway and fenced along their outer boundaries. This has been included on the NCN Temporary and Permanent Works Plans (DCO Document Reference 2.37).</p> <p>Equestrian users will be able to wait back from the road until there is a suitable gap in the traffic before crossing. A road safety audit was completed for these proposals and design approved.</p>

55.3	BHS2.3f	Requested that high, non-see-through fencing be used on the sections where the bridleway passes right alongside the railway tracks, to minimise the risk of horses panicking along this very narrow section.	Marsh Lane and Royal Portbury Dock under bridges are not a dedicated bridleway so NR standard 1.8 m high security fencing will be provided. The bridleway under the M5 viaduct is being extended to the eastern side to avoid use of the NCN Routes 26 / 41 by equestrians. The separation of the line from the bridleway has been discussed within the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).
55.6	BHS2.4f	Requested high sided fencing on the Marsh Lane bridge for safety.	The existing Marsh Lane bridge parapet is to be raised (as part of vehicle incursion works). This is described in the ES Chapter 4 – Description of the Proposed Works (DCO Application Document Reference 6.7).
55.7	BHS2.5f	Requested mounting blocks for riders be placed at either end of the path under Avon Road bridge.	This section of the route is not dedicated as bridleway, and therefore mounting blocks are not appropriate.
	BHS2.6f	Requested the bridleway surface to the east of Marsh Lane be improved when it is reopened as it is	The route forms part of the haul route during construction, and will undergo surface treatment

		currently in a very poor condition.	for HGVs which will remain once reopened.
	BHS2.7f	Railway crossing provision should be suitable for cyclists. NCN Route 26 between Sheepway and Pill follows bridleways, and the needs of horse riders should be considered in the realigned route and through fencing provision. Suggestions for realignment provided.	Details of the proposed alterations and enhancements to the NCN Route 26 / bridleway are included on the NCN Temporary and Permanent Works Plans (DCO Document Reference 2.37).
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>North Somerset Disability Access Group</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	DAG1.1i	Stated that the new route was welcomed and the general comment made that it was expected that both stations and the rolling stock should be accessible to disabled people.	Noted. Rolling stock is a matter for the train operator franchisee and is outside the scope of the DCO Scheme. Pill and Portishead Stations will have step-free access. The final approach to the design for the DCO Scheme is set out in the DAS (DCO Document Reference 8.1).

	DAG1.2i	<p>Stated that access to the site of a station was highlighted as being an important issue to disabled people, and that adequate dedicated car parking for disabled people close to platform access points and facilities was essential.</p>	<p>There will be blue badge bays allocated in the car parks at proposed rail stations at Pill (3 spaces) and Portishead (19 spaces). The stations have been designed with step free access through to the platforms and adequate dedicated disabled parking close to the station entrances as shown in both the Portishead Station Car Park Layout, Landscaping and New Boulevard and Access Plan (DCO Document Reference 2.38); and Pill Station Car Park and PSP Layout, Landscaping, Lighting and Access Plan (DCO Document Reference 2.42). An EqlA has been completed (see ES Appendix 14.1, DCO Application Document Reference 6.25).</p>
	DAG1.3i	<p>Stated that the group were broadly happy with the location of the proposed station options and had no specific disability comments.</p>	<p>Noted.</p>
	DAG1.4i	<p>Stated the following designs for Portishead</p>	<p>Noted.</p>

		<p>Station layout are preferred:</p> <ul style="list-style-type: none"> <li>• The taxi rank in that it appears to be directly outside the platform.</li> <li>• The bus stops which have laybys and are closer to the station access.</li> </ul>	
	DAG1.5i	<p>Stated that level or ramped access was required to the platforms with adequate accessible seating.</p>	<p>The stations have been designed with step free access through to the platforms as shown in both the Portishead Station Car Park Layout, Landscaping and New Boulevard and Access Plan (DCO Application Document Reference 2.38); and Pill Station Car Park and PSP Layout, Landscaping, Lighting and Access Plan (DCO Application Document Reference 2.42). An EqlA has been completed (see ES Appendix 14.1, DCO Application Document Reference 6.25). .</p>
	DAG1.6i	<p>Stated that toilet facilities should be provided.</p>	<p>An accessible toilet has been included at Portishead Station but not at Pill Station as there is no station building to house them.</p>
	DAG1.7i	<p>Stated that the station should be staffed</p>	<p>Portishead Station will be staffed part time; Pill</p>



		<p>whenever possible and ticket machines and other facilities must be fully accessible to disabled staff.</p> <p>Equipment must cater for people with sensory and dexterity impairments.</p>	<p>Station will not. Both stations will have a self-service ticket machine. All facilities will be accessible.</p>
	DAG1.8i	<p>Agreed that in the circumstances [limited availability of land] the design [of Trinity Bridge] was acceptable, but that it should be noted that it would be at the limit of what many disabled people would be able to use, and that many disabled people would find the ramps long and tiring and may in some cases see it as a barrier to their accessing the Trinity Primary School land.</p>	<p>Noted.</p>
<i>Formal consultation</i>			
	DAG2.1f	<p>Stated nothing to add over and above previous comments [made during informal consultation as listed above] on the initial scheme.</p>	<p>Noted.</p>
<b>Issue no. from</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>

Stage 2 Report			
Bristol Cycle Forum			
<i>Formal consultation</i>			
56.2 and 56.3	BCF1.1f	<p>Raised the following concerns regarding the Tow Path (NCN Route 41)</p> <ul style="list-style-type: none"> <li>• the appropriateness of the diversion route for children and families during its closures; and</li> <li>• the number of closures.</li> </ul>	<p>The diversion routes were discussed with the North Somerset PROW team and the Local Access Forum, and advanced notices will be advertised as referenced in the CTMP (DCO Application Document Reference 8.13).</p> <p>Closures of NMU routes and provision of diversion routes are outlined in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). The ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) outlines the mitigation measures for the scheme, including the impacts on cyclists and pedestrians.</p>
	BCF1.2f	<p>Stated that some of the cycle surfaces needed maintaining on NCN Route 26.</p>	<p>The section of the NCN Route 26 between Marsh Lane and the M5 forms part of the haul route during construction and will undergo surface treatment for HGVs which</p>

			will remain once reopened.
<b>North Somerset Cycle Forum</b>			
<i>Formal consultation</i>			
57.1	NSCF1.1f	Raised proposals for extending or improving existing provision for cyclists between Portishead and Bristol outside of the existing scope.	Out of the scope of the DCO Scheme.
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Ashton Gate Stadium (Bristol Sport)</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	AG1.1i	Requested a station at Ashton Gate that opened at the same time as the railway line itself opened.	A station at Ashton Gate is out of scope of MetroWest Phase 1 and would require its own business case, funding, land assembly and formal consents. The DCO Scheme design has ensured that no lineside equipment is being proposed on the site of where a future Ashton Gate station could be located.

	AG1.2i	Requested a transport interchange on the new elevated section of the MetroBus where intersects the railway line.	An elevated interchange is out of scope of MetroWest Phase 1 and would require its own business case, funding, land assembly and formal consents.
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Ashton Park School</b>			
<i>Formal consultation</i>			
	APS1.1f	Stated that the scheme is well thought out and the traffic network takes into account the ways our students will get to school safely.	Noted.
	APS1.2f	Stated that the school therefore wholeheartedly supports the scheme and its environmental, social and economic benefits to the area.	Noted.
	APS1.3f	Stated that the pedestrian and cycle access to the school will be enhanced through the pedestrian	Noted.

		and cycle ramp making it safer for the students	
	APS1.4f	Fully supported the environmental aspect of the project in getting more cars off the road	Noted.
	APS1.5f	Stated that information to the school, pupils and parents will be much valued once the scheme is underway	Noted.
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Harbourside Family Practice (based at Marina Health Centre, Portishead)</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	MA1.1i	Raised concerns that their private car park will be used by those using the railway as a free alternative.	Parking charges have been considered in the TA (EA Appendix 16.1, DCO Application Document Reference 6.25) of the ES Chapter 16 to set them at an attractive rate for anyone wishing to use the car park and deter parking elsewhere. However, the policing of private car parks is outside of NSDC's control and the remit of the DCO Scheme.

	MA1.2i	Requested consideration of allowing free parking in the station car park for a period of 1-2 hours	<p>Following stakeholder feedback, a short stay car parking tariff is proposed, as well as an all-day tariff. The short stay tariff is likely to be up to two hours and set at an attractive rate for anyone wishing to use the car park. A charge is required to ensure the car park is maintained and policed.</p> <p>The ES Chapter 4 – Description of the Proposed Works (DCO Application Document Reference 6.7) sets out car parking arrangements at Portishead Station.</p> <p>Impacts on parking provision are discussed within the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). There will be post-implementation monitoring of parking provision within Portishead and Pill detailed in Table 16.8 of the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19).</p>
<i>Formal consultation</i>			

63.1	MA2.1f	<p>Stated that although the Practice has a car park, it is not large enough for staff and visitors who mainly park on Haven View or Quays Avenue, which permanent TROs would impact upon.</p>	<p>A number of measures have been proposed for the station car park to mitigate the issues, as detailed in the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19):</p> <ul style="list-style-type: none"> <li>• provision of a short stay car parking tariff and an all-day tariff;</li> <li>• 6 disabled parking spaces in the car park immediately opposite the practice, linked with a pedestrian crossing; and</li> <li>• allocation of a batch of car parking season permits for use by the practice staff, at a heavily discounted rate.</li> </ul> <p>Car parking tariffs are within the control of NSDC.</p>
63.3	MA2.2f	<p>Raised concerns about how the operation and construction periods may affect their working practices, including patient arrival times, staff turnover (particularly for district nurses), and weekend working.</p>	<p>Traffic, parking and related issues have been considered in detail in the TA (EA Appendix 16.1, DCO Application Document Reference 6.25) and has determined the requirements needed to ensure disruption is kept to a minimum.</p>

			<p>The short stay and all-day parking tariffs proposed will be set at an attractive rate for anyone wishing to use the car park and mitigate for the restrictions being placed on the surrounding roads. Car parking tariffs are within the control of NSDC.</p> <p>Construction processes have been covered in the CTMP (DCO Application Document Reference 8.13). It sets out the requirement of the contractor's CTMP to produce traffic management plans ("<b>TMPs</b>")s for the impacts on the highway network. TMPs will provide an assessment of:</p> <ul style="list-style-type: none"> <li>• Existing conditions. This includes all users of the highway including non-motorised users, key trip generators such as local schools and local services such as public transport;</li> <li>• An assessment of the impacts. This may include a full temporary closure or a partial closure such as the use of temporary signals.</li> <li>• Diverting pedestrian routes taking into account the importance</li> </ul>
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			<p>of desire lines and the needs of those with physical or visual impairment. The contractor will be required to give notice of the works;</p> <ul style="list-style-type: none"> <li>• A review of the measures required. This should include any additional control measures that may be required such as manning of signals, notification and enforcement by local police; and</li> <li>• The need for Travel Demand Management ("<b>TDM</b>") measures. This includes the communication and dissemination of information to the public, businesses and local services. There may be a requirement to promote alternative routes or modes or recommendation not to travel at specific times.</li> </ul>
63.4	MA2.3i	<p>Raised concerns about the construction period, specifically:</p> <ul style="list-style-type: none"> <li>• emergency vehicles and the on-call doctor needing access at all times;</li> <li>• patients with mobility issues requiring vehicles to</li> </ul>	<p>These issues have been considered in the TA (EA Appendix 16.1, DCO Application Document Reference 6.25) along with other traffic, parking and related issues.</p> <p>The emergency services have been consulted on the DCO Scheme and</p>

		<p>collect and drop them off; and</p> <ul style="list-style-type: none"> <li>• other vehicle access including supplies and maintenance vehicles.</li> </ul>	<p>they have not raised any concerns.</p> <p>Construction constraints and processes have been included in the CTMP (DCO Application Document Reference 8.13). The contractor will produce a Community Engagement Strategy as detailed in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14). A Traffic Management Working Group ("<b>TMWG</b>") will be formed at the construction phase as detailed in the CTMP (DCO Application Document Reference 8.13). The contractor will consult with the TMWG regarding traffic management, non-motorised</p> <p>user and public transport issues. The members of the TMWG (including the NR representative) will agree a resolution procedure for disputes relating to traffic management and other traffic related measures to be implemented during the construction of the DCO Scheme.</p> <p>Details on closures and diversions are given in the CTMP, (DCO Application</p>
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			<p>Document Reference 8.13).</p> <p>Impacts on parking provision are discussed within the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) and there will be post-implementation monitoring of parking provision within Portishead and Pill.</p>
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### North Somerset Community Partnership (regarding Marina Health Centre in Portishead)

#### *Formal consultation*

49.1	CP1.1f	<p>Concerned that their car park (which is shared with the Harbourside Family Practice) does not provide enough spaces for both visitors and staff, and they rely on the existing on street parking.</p>	<p>Following stakeholder feedback, the DCO Scheme will provide a short stay car parking tariff, as well as an all-day tariff, and set at an attractive rate for anyone wishing to use the car park. In addition, there will be 6 disabled parking spaces in the car park immediately opposite the practice, linked with a pedestrian crossing. Furthermore the DCO Scheme has agreed to offer a batch of car parking season permits for use by the practice</p>
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			<p>staff, at a heavily discounted rate.</p> <p>Car parking tariffs are within the control of NSDC.</p>
49.7	CP1.2f	Concerned about parking restrictions coming into force before the station car park is built.	<p>NSDC will not exercise the permanent TRO powers until the station car park is built.</p> <p>However, traffic management during the realignment of Quay's Avenue may affect on-street parking.</p>
49.8	CP1.3f	Requested that contractors should work with the Practice at the time of construction to ensure their operations are affected as little as possible. Use of emergency vehicles was highlighted as a particular concern and that the emergency services would also need to be kept informed of any access changes.	<p>The contractor will produce a Community Engagement Strategy as detailed in the Master CEMP (DCO Application Document Reference 8.13).</p> <p>The emergency services have been consulted on the DCO Scheme and they have not raised any concerns.</p>
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>

## North Somerset Community Partnership (regarding Pill Health Centre)

### *Formal consultation*

49.10	PHC1.1f	<p>Concerned that placing permanent parking restrictions in the area – particularly on Station Road and Heywood Road – would cause their visitors and staff parking issues. Requested that any restrictions proposed for Heywood Road should still allow some parking to remain.</p>	<p>Traffic, parking and related issues have been considered in detail in the TA (EA Appendix 16.1, DCO Application Document Reference 6.25) and determined the requirements needed. Station Road is a strategic route to the station and will see an increase in vehicles. In addition to this, there will be a slight narrowing of Heywood Road for the bus stop works, therefore parking restrictions will be needed, although losses kept to a minimum.</p>
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## Haven Lodge, Portishead

### *Formal consultation*

	HVL1.1f	<p>Concerned about the effect on residents during both the construction and operational phases particularly from light and noise, and mainly to those residents who reside on the south side of [the premises]</p>	<p>The Master CEMP (DCO Document Reference 8.14) includes measures to control noise through the application of Best Practical Means. Once the contractor(s) is appointed, they will review the noise assessment based on their construction methodology, plant, and site specific mitigation measures, and will seek</p>
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			<p>S61 agreement with the relevant local authority on construction noise. Temporary lighting will be designed to avoid glare and light spill.</p> <p>These measures would be sufficient to reduce the significance to no significant adverse effect, as assessed in the ES Chapter 14.</p>
	HVL1.3f	Concerned over changes to on-street parking.	<p>Following stakeholder feedback, the DCO Scheme will provide a short stay car parking tariff, as well as an all-day tariff, and set at an attractive rate for anyone wishing to use the car park. In addition, there will be 6 disabled parking spaces in the car park immediately opposite the lodge, linked with a pedestrian crossing.</p> <p>Car parking tariffs are within the control of NSDC.</p>
65.4	HVL1.4f	<p>Concerned that construction would likely impact [the premises] more than operation because:</p> <ul style="list-style-type: none"> <li>• A number of emergency vehicles attend [the premises] and would need access at all times</li> </ul>	<p>These issues have been considered in the TA Appendix 16 of the ES Chapter 16 along with other traffic, parking and related issues.</p> <p>The emergency services have been consulted on</p>

		<ul style="list-style-type: none"> <li>• Many residents have mobility issues and require vehicles to collect them and drop them off</li> <li>• Other vehicles require regular access including food and medical supplies</li> </ul> <p>Maintenance vehicles also need access.</p>	<p>the DCO Scheme and they have not raised any concerns.</p> <p>Construction constraints and processes have been included in the CTMP Appendix K of the TA Appendix 16 of the ES Chapter 16. The contractor will produce a Community Engagement Strategy as detailed in the Master CEMP Appendix 4.2 of the ES Chapter 4. A TMWG will be formed at the construction phase as detailed in the CTMP Appendix K of the TA Appendix 16 of the ES Chapter 16. The Contractor will consult with the TMWG regarding traffic management, non-motorised user and public transport issues. The members of the TMWG (including the NR representative) will agree a resolution procedure for disputes relating to traffic management and other traffic related measures to be implemented during the construction of the DCO Scheme.</p> <p>Details on closures and diversions are given in the CTMP, Appendix K of the TA Appendix 16 of the ES Chapter 16.</p>
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			Impacts on parking provision are discussed within the ES Chapter 16 and there will be post-implementation monitoring of parking provision within Portishead and Pill (discussed in the ES Chapter 16).
65.5	HVL1.5f	Requested that contractors work with [the business] at the time of construction to ensure their operations are affected as little as possible. Use of emergency vehicles was highlighted as a particular concern and that the emergency services would also need to be kept informed of any access changes.	<p>The contractor will produce a Community Engagement Strategy as detailed in the Master CEMP Appendix 4.2 of the ES Chapter 4.</p> <p>These issues have been considered in the TA Appendix 16 of the ES Chapter 16 along with other traffic, parking and related issues.</p> <p>The emergency services have been consulted on the DCO Scheme and they have not raised any concerns.</p> <p>Construction constraints and processes have been included in the CTMP Appendix K of the TA Appendix 16 of the ES Chapter 16. The contractor will produce a Community Engagement Strategy as detailed in the Master CEMP Appendix 4.2 of the ES Chapter 4. A TMWG will be formed at the construction phase as detailed in the CTMP</p>



			<p>Appendix K of the TA Appendix 16 of the ES Chapter 16. The Contractor will consult with the TMWG regarding traffic management, non-motorised user and public transport issues. The members of the TMWG (including the NR representative) will agree a resolution procedure for disputes relating to traffic management and other traffic related measures to be implemented during the construction of the DCO Scheme.</p> <p>Details on closures and diversions are given in the CTMP, Appendix K of the TA Appendix 16 of the ES Chapter 16.</p>
	HVL1.6f	<p>Stated that although [the premises] has a car park, parking often spills out onto the adjacent roads. Parking permits could be an option for staff to use the new station car park thereby freeing up more space in their own</p>	<p>Following stakeholder feedback, the DCO Scheme will provide a short stay car parking tariff, as well as an all-day tariff, and set at an attractive rate for anyone wishing to use the car park. In addition, there will be 6 disabled parking spaces in the car park immediately opposite the lodge, linked with a pedestrian crossing.</p> <p>Car parking tariffs are within the control of NSDC.</p>

	HVL1.7f	Supported the proposals, assuming the issues discussed in the meeting are addressed	Noted.
<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Business West</b>			
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>			
	BW1.1i	Requested clarification that rail freight to and from the Royal Portbury Dock will continue without hindrance during and after the construction process. Stated that freight transfer from this location is vital and any disruption would have knock on impacts.	<p>The ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) considers the transport effects of the DCO Scheme, including rail freight.</p> <p>Further discussion of the impacts on rail freight can be found in the TA (EA Appendix 16.1, DCO Application Document Reference 6.25)</p>

Responses from Local Authority consultees identified pursuant to Section 43 of the 2008 Act

10.3.14 Table 10-5 below summarises comments received from the Local Authority consultees and the Applicant's response.

**TABLE 10-5 - SECTION 43 CONSULTEE RESPONSES**

Ref. no.	Summary of comments	Regard had by the applicant
<b>North Somerset District Council</b>		
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>		
NSC1.1i	Provided general background to the archaeological resource within the relevant part of North Somerset, from the prehistoric through to the post-medieval periods. Also advised that given...exceptions...most of the sites within the search area should be minimally affected by the proposals, although access roads and construction camps will need to be sited carefully, and possibly archaeologically evaluated prior to construction.	Baseline information is presented in Section 8.4 and the assessment in Section 8.6 of the ES Chapter 8 – Cultural Heritage (DCO Application Document Reference 6.11). A written scheme of investigation will be undertaken or there will be an archaeological watching brief on the sites as specified in the ES Chapter 8 – Cultural Heritage (DCO Application Document Reference 6.11). These have been captured in the Schedule of Mitigation (DCO Application Document Reference 6.31, also contained within the ES Appendix 4.3) and the Schedule 2 Requirements as part of the Draft Proposed DCO (DCO Application Document Reference 3.1).
NSC1.2i	Provided a series of locations from where there are views to the Portishead to Pill disused section and the Portbury	Views of the DCO Scheme are presented in Annex B of the EA Appendix 8.1 Cultural Heritage Gazetteer (DCO Application Document Reference 6.25) of the ES Chapter 8.

	Freight Line from local vantage points.	Given the terrain, it is difficult to find views of the DCO Scheme.
NSC1.3i	Advised on the mitigation likely to be required on green field sites comprising temporary construction compounds along the route.	Mitigation proposals are described in the Section 8.7 of the ES Chapter 8 – Cultural Heritage (DCO Application Document Reference 6.11), and in the Schedule of Mitigation (DCO Application Document Reference 6.31, also contained within the ES Appendix 4.3) as well as the Draft Proposed DCO (DCO Application Document Reference 3.1).
NSC1.4i	The NSDC ecology team has been consulted on the project on a number of occasions, they have participated in a site visit and been party to a number of sessions outlining the approach to the DCO Scheme. They are broadly content with the approach but have asked that measures to enhance the ecological setting of the route be considered wherever possible for example that disused railway structures be retained and protected to support roosting features for bats and that herbicide is not used on the rail corridor in close proximity to any of the non-statutory and statutory designated sites during the operation and construction of the DCO Scheme.	<p>Measures have been developed in consultation with stakeholders to mitigate predicted likely significant effects of the DCO Scheme. These are presented in Section 9.7 of the ES Chapter 9 Ecology and Biodiversity (DCO Application Document Reference 6.12).</p> <p>Enhancement measures are not assessed for the ES. NR have to use herbicide to maintain safe operation of the railway. However, herbicide is hand sprayed in the Avon Gorge SAC to avoid impacts on protected species as part of the SMS agreed with NE.</p>

NSC1.5i	Stated a need for consideration of North Somerset's new Highways Development Design Guidance.	Consideration was given to North Somerset's Guidance as described in the ES Chapter 16 Section 16.3.
NSC1.6i	Stated a need for consideration of desire lines for station access including the use of an existing informal crossing north west of Quays Avenue.	Consideration was given to the desire lines for station access. Mitigation is outlined in the ES Chapter 16- Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). Table 16.8 shows where desire have been given consideration.
NSC1.7i	Stated a need for detailed Non-Motorised User ("NMU") audits.	The ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). Section 16.3 explains that detailed NMU audits have been undertaken.
NSC1.8i	Agreed the approach to the cumulative impacts assessment and listed other developments in NSDC's jurisdiction to be considered for the assessment.	The projects incorporated into the assessment are presented in the EA Appendices 18.1 (Matrix 1 Identification of 'other development') and 18.2 (Matrix 2 Assessment Matrix) respectively (DCO Application Document Reference 6.25).
NSC1.9i	Raised the need to consider the cumulative impact on reptiles and amphibians.	The cumulative effects of other developments on ecology is presented in the ES Chapter 9- Ecology and Biodiversity (DCO Application Document Reference 6.12). The ES 18.2 Matrix 2 Assessment Matrix summarises the potential for ecological cumulative effects on other developments.

NSC1.10i	Requested a list of other developments considered as part of the cumulative impact assessment.	The ES Appendices 18.1 Matrix 1 Identification of 'other development' and 18.2 Matrix 2 Assessment Matrix were shared with the LPAs on multiple occasions through the DCO Scheme's development.
<i>Formal consultation</i>		
NSC2.1f	Discussion on the key findings of the heritage assessment presented in the Preliminary Environmental Information Report. The heritage officers requested a Historic Building Record (" <b>HBR</b> ") for features that would be lost as a result of the DCO Scheme.	A HBR for features along the DCO Scheme and the only feature identified for further assessment (7 Station Road, Pill) is provided in the ES Appendices 8.1 (Cultural Heritage Gazetteer) and 8.2 (Level 1 Historic Building Record for Station House, 7 Station Road, Pill) respectively (both in DCO Application Document Reference 6.25).
NSC2.2f	<p>Raised concerns that some construction compounds have archaeological interest and will require watching briefs, particularly compounds 2 – 7 on low-lying, potentially waterlogged ground, which may preserve organic materials.</p> <p>2) Sheepway. No direct archaeological issues. Site on edge of Sheepway gravel island which has yielded Palaeolithic flint tools. Archaeological watching</p>	<p>Baseline information on heritage assets is provided in the Section 8.4 of the ES Chapter 8 – Cultural Heritage (DCO Application Document Reference 6.11), and ES Appendix 8.1(Cultural Heritage Gazetteer- DCO Application Document Reference 6.25).</p> <p>The proposals for a watching brief are covered in Section 8.6 of the ES Chapter 8 – Cultural Heritage (DCO Application Document Reference 6.11), and in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14).</p> <p>NSDC's Heritage Officer agreed in March 2018 that a Level 1 building survey would be sufficient for No. 7 Station Road, Pill. This is provided in</p>

	<p>brief during initial soil strip plus option for further mitigation if necessary.</p> <p>3) Portbury Hundred. No archaeological issues. Site on edge of Sheepway gravel island which has yielded Palaeolithic flint tools revealed during National Grid geophysical survey in 2013. Archaeological watching brief during initial soil strip, plus option on further mitigation if necessary.</p> <p>4) Royal Portbury Dock cargo area.</p> <p>5) Royal Portbury Dock cargo area.</p> <p>6) Field west of Marsh Lane / Bridleway north of railway. Most visible earthworks are former field boundaries or gries. Archaeological watching brief during initial soil strip.</p> <p>7) Lodway Farm. Earthworks underlying modern fields visible on 1946 aerial photographs. This may be evidence of earlier field systems. Archaeological watching brief during initial soil strip.</p>	<p>the ES Appendix 8.2 (Level 1 Historic Building Record for Station House, 7 Station Road, Pill, DCO Application Document Reference 6.25).</p> <p>Areas 4 and 5 identified by NSDC are not proposed construction sites.</p>
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	<p>8) Pill yard. Railway infrastructure present here during WW2. No direct archaeological issues, although MC14 where silver Iron Age coin was found. Archaeological watching brief during initial soil strip</p> <p>16) Clanage Road. WW2 structures clear on 1946 aerial photograph</p> <p>Pill station house is a non-designated heritage asset. As this building is scheduled to be demolished a level 2 building survey should be carried out.</p>	
NSC2.3f	<p>Although there will be a change to the setting of a number of heritage assets, this is generally considered to be negligible or slightly harmful. Some of the harm will be larger at first due to the cutting back of vegetation that hides the current rail line and the scale from the installation of the new section, but this will soften with time as the vegetation returns.</p> <p>The old railway infrastructure is an historic asset and the Council would like a record of where these</p>	<p>A Level 1 survey of the historic railway assets is provided in the ES Appendices 8.1 (Cultural Heritage Gazetteer) and 8.2 (Level 1 Historic Building Record for Station House, 7 Station Road, Pill) respectively (both in DCO Application Document Reference 6.25).</p>



	are, what they are, and whether examples could be left in place. The Council would like a record of these features to update their Historic Environment Records.	
NSC2.4f	Requested commitment to local wildlife refuge enhancements along the route – e.g. hibernacula and roosting provisions.	Hibernacula and roosting provisions for bats and birds have been included in the scheme and are shown on the Environmental Master Plan (DCO Document Reference 2.53).
NSC2.5f	Requested bridge structures incorporate bat roosting/species specific nesting provisions.	Roosting provisions are shown on the Environmental Master Plan (DCO Document Reference 2.53).
NSC2.6f	Requested inclusion protection of Section 41 species (i.e. common toad and hedgehog) and their habitats.	<p>Information on amphibians other than GCN are included in the ES Chapter 9 - Ecology and Biodiversity (DCO Application Document Reference 6.12). Summary information on results of pond surveys have been included for amphibians.</p> <p>Hedgehogs have not been considered specifically in the ES because the mitigation for reptiles is considered appropriate for the protection of hedgehogs e.g. appropriate vegetation removal, appropriate clearance of hibernacula and provision of new hibernacula.</p>
NSC2.7f	Stated that HRA screening is required for the North Somerset and Mendip Bat SAC (and Bath and Bradford SAC), as surveys have	HRA screening was carried out and the HRA Report is included as ES Appendix 9.12 (DCO Application Document Reference 5.5). This included further assessment of bats following the repeat radio tracking

	demonstrated movement between the disused railway line and Brockley Hall SSSI, linked to the SAC (Greater horseshoe bat radio-tracked to Brockley Hall SSSI).	surveys along the disused line and further assessment of the Avon Gorge with more detail on the scheme effects on the SAC.
NSC2.8f	Stated that HRA screening is required for the Severn Estuary SPA, as there is risk of indirect impacts on qualifying bird species, in particular around Pill Marshes, and direct impacts on habitats of the Avon Gorge Woodland SAC.	HRA screening for the Severn Estuary SPA was carried out and the HRA Report is included as ES Appendix 9.12 (DCO Application Document Reference 5.5)..
NSC2.9f	Stated that the assessment of tree removal [of the disused line] needs to consider whether 'wet woodland' has been reduced in extent; and whether it will be further reduced within the proposals.	The woodland along the disused line is not considered to be wet woodland, as defined by Joint Nature Conservation Committee (" <b>JNCC</b> ") due to the soils not being 'poorly drained or seasonally wet'.
NSC2.10f	Stated that ponds and reedbeds comprise Section 41 habitats, and there may be some opportunities to retain, enhance or create such Section 41 habitats within the mitigation proposals to retain a mosaic of locally appropriate habitats.	The extent of habitat lost by habitat type and accompanying landscape plans (by habitat type) are included in the ES Chapter 9 - Ecology and Biodiversity (DCO Application Document Reference 6.12). Two ponds will be enhanced and at least 3 ponds will be created for great crested newt compensation habitat.

NSC2.11f	Requested increasing the value of GCN receptor to 'County/District' Importance.	Changed to District importance in the ES.
NSC2.12f	Recommended consultation with Natural England to inform the HRA screening process due to impacts on Sorbus, likely spread of invasive species, and impacts on SAC grassland.	The scheme has fully engaged with statutory and non-statutory bodies (including Natural England) regarding these issues and the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5). The AGVMP (es Appendix 9.11, DCO Application Document Reference 8.12) and HRA Report have been produced and shared with Natural England.
NSC2.13f	Stated that the current functionality of the route needs to be maintained for horseshoe bats.	The importance of retaining and planting vegetation on the disused line to maintain the navigational route for bats is described and considered in the ES Chapter 9 - Ecology and Biodiversity (DCO Application Document Reference 6.12). No additional lighting has been proposed for permanent maintenance compounds, underbridges or the M5 bridleway extension because of the recognised importance of the bat corridors.
NSC2.14f	Stated that site preparation works need to be programmed with sufficient lead-in to accommodate seasonal constraints such as bird nesting	Pre-construction and seasonality have been considered in the works schedule and will be confirmed with the contractor once appointed. Seasonal constraints for birds have been detailed in the Master CEMP (EA Appendix 4.2, DCO Application Document Reference 8.14) and will be detailed for other species in the contractor's CEMP.

NSC2.15f	Stated that herbicide use needs to be carefully considered and assessed in consultation with Network Rail and Natural England, particularly in relation to the Gorge features to minimise potential adverse impacts on flora and fauna.	This was clarified by NR in their SMS for the Avon Gorge Woodlands SAC/SSSI and has been assessed in the ES Chapter 9 - Ecology and Biodiversity (DCO Application Document Reference 6.12). in relation to the Avon Gorge features to minimise potential adverse impacts on flora and fauna.
NSC2.16f	Stated that the operational impacts between Portishead and Pill on GCN need to be considered.	This consideration has been included in the ES Chapter 9 - Ecology and Biodiversity (DCO Application Document Reference 6.12). and a GCN licence will be obtained.
NSC2.17f	Stated the need for a robust and detailed CTMP with an appropriate mitigation package.	The CTMP (DCO Application Document Reference 8.13), together with the Schedule of Mitigation (ES Appendix 4.3, DCO Application Document Reference 6.31) sets out the mitigation package for the DCO Scheme.
NSC2.18f	Raised concerns of increased on-street parking by rail users.	The impacts on parking provision are discussed within section 16.6 of Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). There will be post-implementation monitoring of parking provision within Portishead and Pill as discussed in the ES Chapter 16 Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). The TA (EA Appendix 16.1, DCO Application Document Reference 6.25) also discusses the impact of the scheme on local roads and parking. NSDC is both the DCO Scheme promoter and the local

		Highway Authority and therefore has powers to control on-street parking.
NSC2.19f	Stated that the FRA should include the drainage strategies for the stations, buildings, car parks, highway works, compounds and haul road	See the Surface Water Drainage Strategy (DCO Application Document Reference 6.26.)
NSC2.20f	Concerned about the way in which the track is enclosed at the end of the line, and the impact this has on the pedestrian environment, the termination of the views down the pedestrian 'boulevard', and the impression created for the 'gateway' to the station generally	The appearance and view to and from the proposed Portishead Station evolved following stakeholder and public feedback. Options were limited as NR have a range of rules in relation to station and track security. The design consists of a walled enclosure to the track, screening the buffer zone from view (as opposed to palisade fencing). The Applicant worked with the planning officers to finalise the details to come up with an acceptable feature. These issues will be captured in an SoCG.
Ref. no.	Summary of comments	Regard had by the applicant
<b>Bristol City Council</b>		
<i>Informal comments (received outside of the formal Section 42 consultation period (see 10.3.9))</i>		
BCC1.1i	Stated that ecological mitigation should address legally protected species and priority species and habitats found in surveys.	A number of measures to avoid or reduce effects and to comply with the legal framework have been developed in consultation with the regulatory authorities and are presented in the Sections 9.5 and 9.7 of the ES Chapter

		9- Ecology and Biodiversity (DCO Application Document Reference 6.7).
BCC1.2i	Stated that full details are required for works through the Avon Gorge Woodlands SAC, and a need to define the limit of the works and extent of vegetation removal.	The Summary of Works in the Avon Gorge Woodlands SAC is presented in ES Appendix 4.4 (Document Reference 6.25). Discussion of the impacts on the qualifying habitats of the Avon Gorge Woodlands SAC is provided in the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5).
BCC1.3i	Stated that the HRA needs to include assessment of works in the Portbury Wharf Nature Reserve on the Severn Estuary SPA and Ramsar site, the impact of horseshoe bats in relation to the two bat SACs (North Somerset and Mendips Bats SAC and Bath and Bradford-on-Avon Bats SAC) and works through the Avon Gorge Woodlands SAC.	The Severn Estuary SPA/Ramsar site (including consideration of indirect effects via the Portbury Wharf Nature Reserve) and the North Somerset and Mendips Bat SAC and Bath and Bradford-on-Avon Bats SAC are considered in the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5).
BCC1.4i	Stated that changes to the setting of designated assets was the primary consideration of the DCO Scheme. Provided locations where views across to the DCO Scheme would be useful in establishing the extent of potential change and highlighted that the significant viewpoints/receptors were going to be those	The setting of assets is covered in the Section 8.6 of the ES Chapter 8 – Cultural Heritage (DCO Application Document Reference 6.11) and in the ES Chapter 11 – LVIA (DCO Application Document Reference 6.14). The assessment of the DCO Scheme on the Clifton Suspension Bridge itself and views from Sea Walls are discussed in the ES Chapter 8 Cultural Heritage (DCO Application Document Reference 6.11).

	<p>related to historic locations or those with high recreational value, which included the Clifton Suspension Bridge and Sea Walls viewing area (The Downs). Stated that the applicant's assessment of changes from the DCO Scheme on additional areas and historic structures would be welcomed.</p>	<p>Photos from multiple views including those suggested were taken to inform the ES Chapter 11 – LVIA (DCO Application Document Reference 6.14).</p>
BCC1.5i	<p>Supported the proposal for reusing of ballast and noted that a site waste management plan was being prepared for the DCO application.</p>	<p>It is no longer proposed to reuse the ballast on site but remove it for treatment as detailed in the ES Chapter 10 - Geology, Hydrogeology, Ground Conditions and Contaminated Land (DCO Application Document Reference 6.13). Guidelines for a Site Waste Management Plan (“<b>SWMP</b>”) are included in the Master CEMP (EA Appendix 4.2, DCO Application Document Reference 8.14). The SWMP will be prepared by the contractor.</p>
BCC1.6i	<p>Expressed concern for the protection of watercourses from pollution during construction, and while these will be subject to consents from the Environment Agency, more details would be required on these.</p> <p>Stated that measures to mitigate pollution during the construction phase as part of a CEMP,</p>	<p>Guidance on the protection of watercourses is provided in the Master CEMP (EA Appendix 4.2, DCO Application Document Reference 8.14). Specific arrangements will be agreed with the EA as part of the permitting regime.</p>

	<p>subject to consents from the Environment Agency, should be prepared and submitted with the DCO application.</p> <p>Stated that overall the risks to human health are low during and after development, however consideration of the risk of pollution of the sensitive designated sites along the River Avon and of the watercourse should be included within the ES.</p>	
BCC1.7i	<p>Stated that the PEI Report only refers to historic landfill for the Bristol area, while much of the Parson Street to Ashton Gate Underpass area has been subject to a variety of historical uses; this should be updated.</p>	<p>The Land Contamination Summary Report (ES Appendix 10.2, DCO Application Document Reference 6.25) provides further details of the potential impacts on human health following the source-pathway-receptor model.</p> <p>Information on the Ashton Vale area has been updated in the ES Chapter 10 - Geology, Hydrogeology, Ground Conditions and Contaminated Land (DCO Application Document Reference 6.13). The works required along the section of the rail between Ashton Junction and Parson Street Junction will be undertaken under NR's permitted development rights and does not form part of the DCO Application.</p>
BCC1.8i	<p>Stated a need for the consideration of the traffic impacts on Winterstoke Road and Ashton Vale Road.</p>	<p>The TA (ES Appendix 16.1, DCO Application Document Reference 6.25) has examined this area in detail. It is also detailed in Sections 16.4 and 16.6 of the ES Chapter 16- 16 - Transport, Access and Non-Motorised Users</p>



		(DCO Application Document Reference 6.19) outlining the existing situation and impacts of the DCO Scheme on Winterstoke Road and Ashton Vale Road.
BCC1.9i	Stated that consideration of additional developments should be given such as South Bristol Link Road, Ashton Gate Stadium and the University of the West of England ("UWE") Lower Ashton Campus.	The cumulative effect of the DCO Scheme with other developments is assessed in Section 16.8 of the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), and in the ES Chapter 18 - In-combination and Cumulative Effects Assessment (DCO Application Document Reference 6.21), together with the ES Appendices 18.1 and 18.2 (respectively Matrix 1 Identification of 'other development' and 18.2 Matrix 2 Assessment Matrix, both part of DCO Application Document Reference 6.25)..
BCC1.10i	Requested a list of other developments considered as part of the cumulative impact assessment to assist with the potential requirements for the DCO	The list of other developments has been regularly reviewed and sent to the LPAs.
<i>Formal comments</i>		
BCC2.1f	Stated that a number of works could impact upon the highway network within BCC's area in terms of construction management, construction traffic and minimising the impact on	<p>The impact of the works and potential displacement of rail freight were considered early in the development of the DCO Scheme and are detailed in the TA (EA Appendix 16.1, DCO Application Document Reference 6.25).</p> <p>The CTMP (DCO Application Document Reference 8.13) has been</p>

	the Portbury freight line in terms of any potential displacement of freight onto the highway.	produced and measures, where required, were included where required to minimise highway impacts, including details on mitigation, monitoring and enforcement. A detailed CTMP will be produced by the contractor including recommendations on what TMPs should cover.
BCC2.2f	Stated that agreements would be required under s.278 and s.38 of the Highways Act 1980 for the works at Ashton Vale Level Crossing and the new vehicular maintenance road and construction compound at Clanage Road.	The Applicant has agreed an approach in principal with BCC. Work on final agreements is ongoing.
BCC2.3f	Stated that the CTMP must confirm the duration of the works and meet the standard requirements of the LPA as a minimum.	The CTMP (DCO Application Document Reference 8.13) does this.  A more detailed CTMP will be produced by the contractor.
BCC2.4f	Stated that appropriate mitigation of any lost green infrastructure assets will be required.	An arboreal cultural assessment has been undertaken for Green Infrastructure/ trees within Bristol's local authority boundary. This has been shared and mitigation measures discussed. This will be captured in a SoCG.
BCC2.5f	Stated that measures to protect flora and fauna during construction should be incorporated	Measures have been included in the CoCP (ES Appendix 4.1, DCO Application Document Reference 8.15), Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14),

	into the CoCP for the contractor to implement.	and AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). The contractor's CEMP will detail these further.
BCC2.6f	Stated that a shadow Appropriate Assessment would be required under the Habitats Regulations to avoid an adverse effect on the qualifying interest features.	A HRA Report has been undertaken as part of the DCO Application (ES Appendix 9.12, DCO Application Document Reference 6.25). This includes Stage 3 (appropriate assessment) and Stage 4 (IROPI).
BCC2.7f	Recommended that planning requirements are included as part of the DCO; including a CEMP, an ecological mitigation and enhancement strategy and a nature conservation management plan for the Avon Gorge Woodland SAC.	<p>The ES includes the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) AGVMP (ES Appendix 9.11 of the ES Chapter 9, DCO Application Document Reference 8.12), the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5), Reptile Mitigation Strategy (ES Appendix 9.13, DCO Application Document Reference 6.25) and Lighting Survey Report (ES Appendix 9.17, DCO Application Document Reference 6.25) for the disused railway line near Court House Farm and Pill Station.</p> <p>The AGVMP and HRA Report (summarise the mitigation and compensation (positive management) measures to be undertaken in the Avon Gorge Woodlands SAC. The Master CEMP includes good practice measures to impact construction impacts on biodiversity.</p>
BCC2.8f	Requested method statements for reptile	These were provided and will be agreed and included in a SoCG. A Reptile Mitigation Strategy (ES Appendix 9.13, DCO Application

	mitigation and details of external lighting.	Document Reference 6.25) has been produced and shared. No permanent external lighting is proposed along the route except at new stations and highways works. Permanent maintenance compounds will not be lit.
BCC2.9f	Stated how and if the monitored roadside concentrations in the Parson Street area have been combined with the diesel locomotive emissions at those receptors closest to the railway.	Air quality monitoring has not been undertaken specifically for the DCO Scheme. However, air quality monitoring is being carried out by NSDC and BCC and these are considered to be sufficient for the purposes of model verification. The ambient air quality has been combined with the modelled diesel emissions to assess the with and without scheme scenarios. This is included in the ES Appendix 7.2, Air Quality Modelling Methodology Appendix (DCO Application Document Reference 6.25).
BCC2.10f	Advised that monitoring of nitrogen dioxide concentrations should be carried out in order to establish a site-specific pollutant baseline.	Air quality monitoring has not been undertaken specifically for the DCO Scheme and included in the ES Chapter 7 – Air Quality and Greenhouse Gases (DCO Application Document Reference 6.10). However, air quality monitoring is being carried out by NSDC and BCC and these are considered to be sufficient for the purposes of model verification.
BCC2.11f	Stated that the [PEIR] does not explicitly state why the air quality impacts from the roads have not been reported within Bristol. Stated that the changes to vehicle flows in Bristol do not meet the criteria outlined	The ES Chapter 7 – Air Quality and Greenhouse Gases (DCO Application Document Reference 6.10) explains more clearly how the “affected roads” were identified through the traffic model and taken forward for the air quality assessment.

	<p>in section 7.3.11 of the report, with reductions in road traffic being predicted as a result of the modal shift induced by the MetroWest Development. Stated that the future ES should be clearer with regards to the reason for not reporting on air pollution as a result from changes to road traffic within Bristol.</p>	
BCC2.12f	<p>Stated that noise from the construction phase should be addressed through the adoption of a noise control plan.</p>	<p>Guidance on noise and vibration management is given in the CoCP (ES Appendix 4.1, DCO Application Document Reference 8.15) and Master CEMP (Appendix 4.2, DCO Application Document Reference 8.14). The contractor's CEMP will include the final plan.</p>
BCC2.13f	<p>Stated that mitigation is required with the proposed maintenance compound adjacent to Clanage Road.</p>	<p>Floodplain compensation is detailed in the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6). The height of track was revised to ensure it remains at its current level and flood compensation provided in the Clanage Road compound for flood water displacement by the ramp. This avoids flood risk to third parties.</p>
BCC2.14f	<p>Stated that works to the highway within BCC's area must ensure drainage standards meet local requirements.</p>	<p>Discussions took place regarding the Surface Water Drainage Strategy (DCO Application Document Reference 6.26). Works within BCC's area at Clanage Road and Winterstoke Road are designed to local requirements.</p>

BCC2.15f	<p>Stated that the most likely landscape and visual impacts during construction are vegetation losses within the Avon Gorge character area - in particular, those trees which overhang the railway line, and the lighting of the track and construction compounds. Stated a requirement for replacement planting.</p>	<p>Direct and indirect impacts on the heritage assets, historic landscape and the impact on the historic setting of heritage assets are presented in the ES Chapter 8 Cultural Heritage (DCO Application Document Reference 6.11), and Cultural Heritage Gazetteer (ES Appendix 8.1, DCO Application Document Reference 6.25).</p> <p>The assessment on landscape, setting and views for historical assets also forms part of the LVIA in the ES Chapter 11 – LVIA (DCO Application Document Reference 6.14).</p> <p>While photographs of the DCO Scheme and its surrounds are provided in ES Appendix 11.4 (Photomontages Technical Report, DCO Application Document Reference 6.25), photomontages have only been prepared for Portishead and Pill as there are few locations which afford views of heritage features and their setting in the context of the railway. These are included in the DAS (DCO Document Reference 8.1).</p> <p>An arboreal cultural assessment has been undertaken for Green Infrastructure/ trees within Bristol's local authority boundary. This has been shared and mitigation measures discussed. This will be captured in a SoCG.</p>
BCC2.16f	<p>Stated that the construction compound at Clanage Road would be relatively exposed in the landscape, with views</p>	<p>The construction compound will be temporary and lighting only required whilst in use. Views from both sides of the bridge looking towards the compound area show little if any visual impact due to the vegetation growth</p>

	possible from the Clifton Suspension Bridge.	nearby which mask it. Photos from multiple views including those suggested were taken to inform the ES Chapter 11 – LVIA (DCO Application Document Reference 6.14).
BCC2.17f	Recommended that where the potential for below ground archaeology exists an archaeological contractor should be employed to record any surviving evidence prior to its removal.	A written scheme of investigation will be undertaken or there will be an archaeological watching brief on the sites as specified in the ES Chapter 8 - Cultural Heritage (DCO Application Document Reference 6.11). These have been captured in the Schedule of Mitigation (DCO Application Document Reference 6.31, also contained within the ES Appendix 4.3) and in Schedule 2 Requirements as part of the Draft Proposed DCO (DCO Document Reference 3.1).
BCC2.18f	Stated that contamination from the removal and replacement of ballast may require a risk assessment and remediation, if required, and be undertaken to limit impacts upon receptors.	The working assumption is that the old ballast will be stored temporarily on site (subject to confirming permitting with the Environment Agency), prior to removal by train to one of NR's recycling centres. If it is decided to reuse material on site, then a risk assessment will be undertaken with remediation if required to ensure that the old ballast is suitable for the proposed use. This is detailed in the ES Chapter 12 – Materials and Waste (DCO Application Document Reference 6.15).
BCC2.19f	Concerned about the protection of the watercourses from pollution during the construction phase.	The DCO application includes a CoCP (ES Appendix 4.1, DCO Application Document Reference 8.15) and Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14)

		<p>setting out requirements for the control of construction related impacts.</p> <p>The operation of these documents ensures the risk of pollution is kept to a minimum with appropriate measures put in place.</p>
Ref. no.	Summary of comments	Regard had by the applicant
<b>South Gloucestershire Council</b>		
<i>Formal consultation</i>		
SG1.1f	<p>Stated that the cumulative effects of the DCO project should be considered alongside all of its' other associated works, and particularly those elements proposed to be delivered under Permitted Development Rights.</p>	<p>Potential cumulative effects arising from the DCO Scheme have been assessed in the ES Chapter 18, including committed developments (such as planning applications and the JSP) and Permitted Development works for MetroWest Phase 1.</p>
SG1.2f	<p>Stated that the Severn Beach railway line runs immediately alongside the boundary of the Severn Estuary SPA/Ramsar (European Site) at Chittingen Wharh and accordingly the DCO Scheme needs to be subject to HRA under Regulation 61 of the Habitat Regulations 2010 as there may be potential for the works to impact upon the site. Requested inclusion of</p>	<p>This has been included in the HRA Appendix 9.12 of the ES Chapter 9. . Furthermore, potential cumulative effects arising from the DCO Scheme including the new M49 junction and Avonmouth / Severnside Flood Defence works have been assessed in the ES Chapter 18.</p>



	the proposed new M49 motorway junction at Severnside and the proposed flood defence works at Avonmouth Severnside.	
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Responses from those identified as having an interest in the land pursuant to Section 44 of the 2008 Act

- 10.3.15 104 Section 44 consultees responded to the Stage 2 Consultation. For the Stage 2 Consultation period only, consultees were invited to respond through use of an online questionnaire (as described in Section 7.4), in addition to email or letter (as per the other Additional Section 42 consultation stages). Section 44 consultees that raised specific issues in their questionnaire response relating to the property with which they were being consulted on have been included in Table 10-6 below and identified using a unique identifier.
- 10.3.16 A significant number of issues raised by Section 44 consultees were not specific to their property and were much more general in nature; for example, registering support for the DCO Scheme or stating general concern over a particular issue such as parking. As these issues align with comments made by Section 47 consultees, these issues have been included and addressed in the Section 47 response Tables 11-11 to 11-20. 81 Section 44 consultees completed the questionnaire with general responses that have been captured in the Section 47 tables (see Chapter 11 of the Consultation Report).
- 10.3.17 23 Section 44 consultees responded by letter or email which are summarised in Table 10-6 below (grouped by consultee using a unique identifier for data protection purposes).

**TABLE 10-6 - SECTION 44 CONSULTEE RESPONSES**

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
<b>1710-S2-005</b>			

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
	S2005.1	Stated that the area of road affected by your plans was adopted by North Somerset Council. Therefore, I see no concern regarding the adoption of this land for [the consultee]	Noted.
<b>1710-S2-018</b>			
	S2018.1	Fully support the reopening of the Portishead branch line and the provision of a new station	Noted.
	S2018.2	Would now like to engage in a formal negotiation with North Somerset Council/Ardent to resolve how all our land interests are to be dealt with and this should be undertaken prior to the formal submission of the Development Control Order	Contact was made with the landowner in 2016 and a formal offer was made. However, no response was made to this offer until 2019. In August 2019 a meeting was held with representatives and it was explained that the scheme had developed since 2016 and it was unlikely that the DCO Scheme could honour the original land exchange. In September 2019, the landowner was informed that the original land exchange would not be possible as the scheme now intended to use the land for environmental mitigation. The DCO Scheme had also looked to see if alternative land could be swapped with the land owner but the DCO

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
			Scheme had no surplus land to swap. Heads of Terms reflected the latest land requirements have been issued to the land owner.
	S2018.3	<p>[The consultee has] options on land north and south of Sheepway. Land at Moor Farm was identified as option 3 for the potential location of the station. [The consultee has] continued to support this location for the relocated station throughout the consultation process. In further support of this we have attached a document which includes three concept plans for a station in this location in conjunction with the development of the land north and south of Sheepway. Whilst [the consultee] will continue to promote this land for development through the Joint Spatial Plan and the North Somerset Local Plan</p>	Following a series of consultations and assessment of the different options, it is was concluded that option 2b was the preferred option. The final approach to the scheme design is set out in the DAS (DCO Document Reference 8.1).

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		2018-2036, nevertheless the land could be made available in isolation for development of a station and car park.	
	S2018.4	<p>We accept that there was less support for option 3 [a location considered for Portishead Station] and it was rejected. However, we note that the delays to the delivery of the preferred scheme and the substantial increase in costs. Whilst the continuing promotion of the land as a Green Belt release for development will maximise the use of the railway station whether or not it is located on that land, the ability to use Moor Farm as a location for the station remains on the table as a fullback position and we attach a separate document setting out further</p>	<p>Following a series of consultations and assessment of the different options, it is was concluded that option 2b was the preferred option. The final approach to the scheme design is set out in the DAS (DCO Document Reference 8.1).</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		details of the potential of the option land.	
	S2018.5	In view of the lapse of time since previous discussions, the progression of the project to the submission stage of the Development Consent Order and taking into account the land negotiations can take a considerable time to resolve we request an urgent meeting in January 2018 after the completion of the revised rail engineering design and submission of the funding bid to the Department of Transport in December 2017.	Contact was made with the landowner in 2016 and a formal offer was made. However, no response was made to this offer until 2019. In August 2019 a meeting was held with representatives and it was explained that the scheme had developed since 2016 and it was unlikely that the DCO Scheme could honour the original land exchange. In September 2019, the landowner was informed that the original land exchange would not be possible as the scheme now intended to use the land for environmental mitigation. The DCO Scheme had also looked to see if alternative land could be swapped with the land owner but the DCO Scheme had no surplus land to swap. Heads of Terms reflected the latest land requirements have been issued
	S2018.6	The 2015 consultation document referred to 'a bus interchange facility with lighting'. However, this has now become two on street bus stops and we consider an opportunity has been	There will be two bus stops on Quays Avenue and there are a further two bus stops on Phoenix Way. Portishead Station forecourt carpark has been designed to accommodate buses and we will continue to work with bus operators to encourage links to the station. The final approach to the

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		missed to create a genuine multi-modal interchange within the station concourse, which could have been provided at Moor Farm.	scheme design is set out in the DAS (DCO Document Reference 8.1).
	S2018.7	The constrained nature of the [Portishead Station] site means that there is no room for expansion for parking facilities should this be necessary in the future, which would have been possible at Moor Farm.	Portishead Station has sufficient car parking spaces to accommodate forecast growth in demand (at least ten years after station has opened) as set out in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25)
<b>1710-S2-019</b>			
76.1	S2019.1	Strongly opposed to plans in present form.	The Applicant has had discussions with the landowner to attempt to address their concerns as detailed in the comments below.
76.5	S2019.2	Severs the farm with the closure of the crossing. Therefore no practical way to move animals from one side to the other – road is too busy and nature	An improved access from the highway at Sheepway will be provided to the land owner's fields south of the railway. There is an existing road bridge over the railway that is adjacent to the land owners' fields to the north and south of the railway. The road bridge may be used to move animals

<b>Issue no. from Stage 2 Report</b>	<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
		reserve track has too many dogs	the short distance between the fields to the north and south of the railway. The final approach to the scheme design is set out in the DAS (DCO Document Reference 8.1).
76.6	S2019.3	A bridge has been ruled out on cost grounds	There is an existing road bridge that may be used to move animals the short distance between the fields to the north and south of the railway.
	S2019.4	Equine business will be affected as riders cannot access the fields to the south	An improved access from the highway at Sheepway will be provided to the land owner's fields south of the railway. There is an existing road bridge over the railway that is adjacent to the land owners' fields to the north and south of the railway. The final approach to the scheme design is set out in the DAS (DCO Document Reference 8.1).
	S2019.5	Physical and psychological effect of not being able to cross the line using both existing crossings – occupiers have done so for 150 years.	An improved access from the highway at Sheepway will be provided to the land owner's fields south of the railway. There is an existing road bridge over the railway that is adjacent to the land owners' fields to the north and south of the railway. The final approach to the scheme design is set out in the DAS (DCO Document Reference 8.1).
76.3	S2019.6	Runs too close to the house and garden and	The noise impacts of the operational railway on the property were assessed

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		needs adequate screening to protect loss of privacy and disturbance	to be not significant within the ES. This assessment is detailed in ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16).
<b>1710-S2-110</b>			
	S2110.1	<p>As the majority of residence living in Sambourne Lane are elderly or suffer with mobility problems their need to have access to their vehicles is a necessity. There will also be a problem for the regular visits of Care workers and Nurses.</p> <p>Would it not make more sense to have a residence [sic] parking only or a short stay restriction in the hours of daylight so the residence [sic] could still have access to their vehicles and their visitors? This would also enable them to park overnight in case they need quick</p>	<p>The proposals to implement new parking restrictions along the length of Sambourne Lane were withdrawn following local consultation.</p> <p>A small section of parking restrictions will be retained at the junction with Station Road where there are existing “keep clear” road markings. This is necessary for visibility at the road junction and access to the proposed Station forecourt.</p> <p>The final approach to the scheme design is set out in the DAS (DCO Document Reference 8.1).</p>



Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		access in an emergency.	
	S2110.2	Concerns for loss of wildlife on the strip of land behind houses needed for the ramp.	This strip of land is part of a private garden which is overgrown. A pre-construction survey will be undertaken for this area in accordance with the Master CEMP, (ES Appendix 4.2, DCO Application Document Reference 8.14).
	S2110.3	Concerned about the amount of Noise Light and Dust pollution this project will generate and also our privacy as there is no mention of the hours that will be worked. It seems that there has been no consideration for the residence close to the Railway. This has been borne out by the considerable amount of work already carried out to line and adjoining areas day and night with no regard for the residence at all.	<p>The environmental impacts were developed in more detail to take on board comments raised in this consultation stage, and have been considered:</p> <ul style="list-style-type: none"> <li>• as part of the EIA which assesses the impacts of the infrastructure works that require consent and considers the cumulative impacts of the wider DCO Scheme;</li> <li>• in the ES, DCO Document References 6.1 – 6.26, all of which set out in detail how we will implement measures to mitigate environmental impacts - a non-technical summary is included; and</li> <li>• in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14). which sets out a framework for Environmental Management Consents during construction.</li> </ul>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
			Proposed working hours are set out in the CoCP (ES Appendix 4.1, DCO Application Document Reference 8.15).
	S2110.4	Concern for the soil nails under gardens including affecting value of properties, curtailing construction above the nails, and future mortgaging.	<p>The effect of soil nailing on the use and enjoyment of gardens is discussed in the ES Chapter 15 - Soils, Agriculture, Land Use and Assets (DCO Application Document Reference 6.18).</p> <p>The Applicant has had ongoing engagement with the affected parties, including consultation events and one-to-one meetings. The Applicant is seeking to agree, as far as possible licenses and sub-soil rights with the affected parties. Further detail of this ongoing engagement can be seen in Chapter 14 of this Report and in the Statement of Reasons (DCO Application Document Reference 4.1).</p>
	S2110.5	I do not understand even why there is a need for there to build a ramp to the station platform incurring the cost of excavation underpinning fencing and possible compensation when a simple stairway and lift	All aspects of railway design must conform with NR standards. Access to Pill station has been considered during all stages of the development and led to the design changing to include a forecourt and disabled parking area at the site of the former station house. A lift at Pill Station would result in more land take from householders than a ramp because of site constraints and the cutting. Pill will be an unmanned station, so if anybody becomes

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		would have the same benefits as a ramp.	<p>trapped in the lift they will need to wait for an engineer to resolve the problem. Also, as the station is unmanned the lift is more vulnerable to vandalism. A ramp provides a more inclusive access arrangement than a lift because it doesn't have the very limited capacity of a lift and it is not a mechanical device so is not prone to failure and becoming out of use.</p> <p>Access to stations is discussed in Section 16.7 of the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19).</p>
<b>1710-S2-125</b>			
74.1	S2125.1	Own and control significant parcels of land affected by the proposed Order in and around Chapel Pill Lane	Noted.
74.2	S2125.2	The formation of emergency access [off Chapel Pill Lane] will affect my client's land adversely. It is presently the main agricultural access to their farm. We have various possible suggestions to make	<p>Permanent rights are required on small section of Chapel Pill Lane to allow for a low loader to safely access the proposed Pill Tunnel Eastern Portal compound.</p> <p>The Pill Tunnel Eastern Portal compound is set out in the DAS (DCO Document Reference 8.1).</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		to solve this because a shared access would be inappropriate and almost certainly unworkable. We would therefore ask you to register this email as an objection to the scheme in this respect.	<p>Vehicles accessing the compound will be able to move fully off Chapel Pill Lane and therefore not block its use for farm access.</p> <p>The Applicant has engaged with the land owner since 2016, including meetings on site. An offer of an agreement has been extended to the land owner for the temporary land and permanent rights required by the DCO Scheme.</p>
74.3	S2125.3	In general terms our clients are supportive of the scheme and believe that it could be promoted using an alternative route for the emergency access that will not have the adverse impact on my client's land and will serve the needs of the scheme equally as well or better. This may for example involve providing access from the south over land owned or controlled by our client and possibly including land which we understand to be owned by North Somerset Council but presently in use as	<p>Permanent rights are required on small section of Chapel Pill Lane to allow for a low loader to safely access the proposed Pill Tunnel Eastern Portal compound.</p> <p>The Pill Tunnel Eastern Portal compound is set out in the DAS (DCO Document Reference 8.1).</p> <p>Vehicles accessing the compound will be able to move fully off Chapel Pill Lane and therefore not block its use for farm access.</p> <p>The proposal by the landowner to create a new compound and access track through the grounds and car park of a school was rejected on safety grounds and because a significantly larger footprint of land would be required as the railway is much further from the highway at this location.</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		part of St Katherine's School.	The Applicant has engaged with the land owner since 2016, including meetings on site. An offer of an agreement has been extended to the land owner for the temporary land and permanent rights required by the DCO Scheme.
<b>1710-S2-134</b>			
	S2134.1	Requested an extension for a consultation response time until 28 December 2017	The Applicant agreed an extension.
	S2134.2	The compulsory acquisition of parts of the Site was new information to [the consultee] as of the meeting on 22 November 2017	<p>Following risk assessments of the Ashton Junction level crossing, it was determined that there was no case for the proposed shared-use ramp on safety grounds, as was previously thought.</p> <p>It was concluded that compulsory acquisition of land from the land owner could not be justified and the land owner was notified in 2018 that their land would not be required as part of the DCO Scheme.</p> <p>Any decision to deliver the ramp would require the explicit agreement of the affected land owners.</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
	S2134.3	It was previously understood that the Site would only be affected by the alterations proposed to Ashton Vale Road as set out in MetroWest's letter of 22 September 2017. We would ask that any further revisions to MetroWest which affect the Site are reported to us as soon as they arise so their impacts can be considered fully	<p>Noted.</p> <p>See previous comment. Land is no longer required from the landowner as part of the DCO Scheme.</p>
71.4	S2134.4	[the consultee] does not object to the principle of MetroWest in the benefits it is seeking to deliver from Bristol to Portishead and region beyond, however it is concerned with impact of MetroWest detrimentally affecting [the consultee]'s on-going operations at the Site. As a consequence, [the consultee] has instructed external advisors to consider	<p>Noted.</p> <p>See previous comment. Land is no longer required from the landowner as part of the DCO Scheme.</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		the impacts on operations at the Site by MetroWest in respect of both the compulsory acquisition and transport planning aspects	
71.5	S2134.5	[the consultee] undertakes a range of engineering and research activities on the Site which are subject to strict national security requirements which includes holding classified information. Persons working on site are required to hold varying levels of Government defined security clearance and access onto Site is tightly controlled. To maintain security, the integrity of the perimeter fencing surrounding the Site is vital to protecting [the consultee]'s ongoing operations and the operations which are permitted to take place there. Security of the Site and	Noted.  See previous comment. Land is no longer required from the landowner as part of the DCO Scheme.

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		compliance with [the consultee]'s security requirements must not be jeopardised by any compulsory acquisition or by the subsequent construction or operations of MetroWest	
	S2134.6	Regarding the red shaded permanent acquisition area shown on the Plans, it is unclear whether it is necessary to acquire land or rights over the entirety of the area sought. The land to be acquired permanently crosses over the perimeter fence to the edge of the eastern wall of the Main Manufacturing Workshop itself. [the consultee] has not yet seen any detailed works drawings which accommodate the neighbouring drain, provide a revised drainage design or the shared pedestrian and cycle ramp proposed within that area	Noted.  See previous comment. Land is no longer required from the landowner as part of the DCO Scheme.



Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
71.3	S2134.7	It is also unclear how three fire escape routes which run from between the eastern wall of the Main Manufacturing Workshop and the eastern perimeter fence will be accommodated post acquisition (or how this would be managed for emergency egress into a working area) or for maintenance of the building itself. The impact of any work in this area on the structural integrity of the building, underground drainage and utilities within this land is also unclear.	<p>Noted.</p> <p>See previous comment. Land is no longer required from the landowner as part of the DCO Scheme.</p>
71.4	S2134.8	The red shaded area includes the Site's main entrance. This acquisition does not seem to take into account the operations which take place within that area, including heavy vehicle movements. MetroWest would	<p>Noted.</p> <p>See previous comment. Land is no longer required from the landowner as part of the DCO Scheme.</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		therefore appear to be seeking to acquire the access to the Site without accommodating [the consultee]'s operations. Given the importance of maintaining site security, this would be an unworkable proposal as it currently stands.	
71.5	S2134.9	Regarding the green shaded temporary acquisition area shown on the Plans, it is unclear from the material received to date of the duration for which the land will be held temporarily. The green shaded area contains a considerable amount of critical infrastructure supporting operations at the Site which could be disrupted. This includes backup generators, compressors, oil storage tanks, substation electrical cabling and provides	Noted.  See previous comment. Land is no longer required from the landowner as part of the DCO Scheme.

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		<p>the egress routes from 5 fire escapes from the rear of the Main Manufacturing Workshop. To make the temporary acquisition area usable as a construction compound it is highly likely that it would need to be cleared of trees and levelled, removing a considerable amount of soil and vegetation together with installing retaining walls or a platform over it. The temporary acquisition area is within the secure fenced perimeter of the Site and is drawn up to the northern exterior wall of the Main Manufacturing Workshop. This raises security concerns of persons without security clearance entering the Site and working unauthorised within a secure facility. Given that it is understood MetroWest's intention</p>	

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		with this land is only for a compound for tools and materials, it is unclear why this acquisition is absolutely necessary whilst there are already clear and easily accessible areas beneath the new MetroBus bridge adjacent to the railway which could be used instead	
	S2134.10	The transport planning impact of the MetroWest has not been assessed for the use of the Site which takes into account the permanent acquisition of land within the main entrance and any future [the consultee] uses or operations which may take place there. This will require further consideration and if required further assessments or works to be included within the DCO application. [the consultee] has not seen any assessment which would give it the	Noted.  See previous comment. Land is no longer required from the landowner as part of the DCO Scheme.

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		comfort that vehicle movements and access to site will be unaffected. This would include any assessment concerning level crossing increases above existing freight train movements during the operation of MetroWest. It is noted that if level crossing closures increase (from the existing freight train movements [sentence incomplete on response]	
	S2134.11	[the consultee] is prepared to discuss the terms of a legal agreement which will deal with the red acquisition corridor. [The consultee] has instructed [an agent] to work towards agreeing a set of Heads of Terms with MetroWest. This is to consider in detail MetroWest's requirements against [the consultee]'s	Noted.  See previous comment. Land is no longer required from the landowner as part of the DCO Scheme.

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		ongoing operations at the Site. These Heads of Terms would inform a voluntary agreement which would be prepared by [the consultee]'s lawyers. [the consultee] would ask for MetroWest's confirmation that the costs for the negotiation of the Heads of Terms and all related costs (including all legal and surveyors costs) will be reimbursed.	
	S2134.12	<p>In doing so [the consultee] requests a technical meeting with MetroWest's project team as soon as possible including legal advisors</p> <p>The detailed design that is proposed for the drain and pedestrian cycle ramp running alongside within the red acquisition area;</p> <p>The justification and reasoning for the acquisition of the land</p>	<p>A technical meeting was held with the landowner as requested.</p> <p>See previous comment. Land is no longer required from the landowner as part of the DCO Scheme.</p> <p>The impact of passenger trains on the level crossing has been assessed in terms of safety and traffic impacts. The impacts are assessed to not be significant due to a proposed upgrade of the traffic signals to Microprocessor Optimised Vehicle Actuation ("MOVA").</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		<p>at the Site's entrance including nature of land rights to be acquired;</p> <p>The justification and reasoning for the temporary acquisition of land to the rear of the Site and what alternatives have been considered for a temporary construction compound;</p> <p>An explanation of how security of the site will be maintained during construction and when MetroWest is in operation; and</p> <p>5) An explanation of the transport assessment undertaken on Ashton Vale Road and the impacts on the businesses operating there, including [the consultee]. It is also unclear what will occur during an emergency (for instance whether a fire appliance or ambulance will have</p>	<p>The assessment is detailed in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25)</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		to wait until the level crossing opens).	
	S2134.13	We would also note that when [the consultee] was originally written to by MetroWest on 22 September 2017, it was stated that property owners along the Ashton Vale Road or surrounding area will not be entered into the BoR (DCO Application Document Reference 4.3). We ask for your confirmation that [the consultee] will be entered into the BoR (DCO Application Document Reference 4.3) as holding an interest in the Site subject to compulsory acquisition, by virtue of [the consultee]'s freehold interest.	See previous comment. Land is no longer required from the landowner as part of the DCO scheme.
	S2134.14	We would also seek confirmation that [the consultee] will now be fully engaged by	The Applicant's early engagement with the local management of [the consultee] was widened to include engagement with senior officials within the organisation.



Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		MetroWest throughout the DCO process	Engagement has included correspondence, local consultation events and several local meetings.
<b>1710-S2-139</b>			
	S2139.1	<p>We would firstly wish to highlight that our Client, their legal advisors and we did not receive the majority of the formal consultation correspondence at the supposed time of sending as would be expected in a formal consultation process. Whilst our Client was given an increased deadline to respond to the consultation it has meant that our Client's position was put at risk with regards decision making as we have only recently been forwarded the relevant correspondence by your agents Ardent Management. We ask that this issue is addressed going forward and that all correspondence regarding the scheme</p>	<p>Stage 2 consultees were notified in line with the SoCC and Section 42 notification requirements. The postage records were checked and the Applicant found no reason why these consultees did not receive the Section 42 consultation documents as no other consultee reported not receiving them, reflected by the number of responses received.</p> <p>Additional Section 42 consultation for Ashton Vale Industrial Estate was conducted in February 2018 and is included in this report.</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		is sent to not only our Client [redacted] but also their advisors [redacted] and ourselves. We would politely suggest that notices are sent by recorded delivery or similar method in order to ensure that they are correctly served.	
69.1	S2139.2	The mapping document 'The DCO Scheme Sheet 19 of 20 Ashton Vale Option A' shows the land known as Unit 7 as a construction compound. .... we understand that MetroWest engineers believed the land to be a permanent construction compound. This is not in fact the case. Unfortunately [the consultee] had the land temporarily acquired by the MetroBus scheme and it was used by Balfour Beatty as a construction	Noted.  This land is no longer required from the landowner as part of the DCO scheme.

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		<p>compound until recently. The land known as Unit 7 has always been intended as a development site ... Due to the MetroBus scheme delivery overrunning the land is only due to be vacated by Balfour Beatty in early 2018. ....Some three years later [a tenant] are still interested in taking further space in a developed unit on the site and therefore it is our Client's would like to develop out the site as soon as possible. We ask that you note that [tenant] has the ability to break their current lease on 25 April 2021. Our Client's concern is that in the absence of further space being developed on the land known as Unit 7 [tenant] may look to locate elsewhere at this break date – thereby significantly reducing the</p>	

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		investment value of the Property.	
69.2	S2139.3	There is a large area of land to the north of the Property at Clanage Road construction compound which may be able to accommodate all of the construction compound needs of the scheme. We ask that this is seriously and urgently considered in order to minimise the potential disruption and consequential losses that will be incurred if the land known as Unit 7 is temporarily possessed as part of the Scheme.	The land identified as Unit 7 is no longer required as part of the DCO scheme.
69.3	S2139.4	We would also suggest that the land beneath the MetroBus flyover bridge structure is also used	This land has been identified as a construction compound for the extension of the left turn lane on Winterstoke Road.

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		as an alternative compound area	
69.4	S2139.5	<p>Our Client remains concerned (despite the proposed traffic mitigation works) that the vastly increased number of level crossing closures will have a significant detrimental impact on the business operations of the tenants of the Property by way of disruption and delay for staff, deliveries and customers. The inevitable consequences of such disruption will be serious impact on business operations, viability and ultimately on property values. The information provided to date does not give our Client any comfort that the vehicle movements and access to the site will be not be so affected. In fact our Client would like you to reconsider the</p>	<p>Our proposals will not have a significant impact overall on the existing highway level of service at Ashton Vale Road which is accessed via an existing level crossing.</p> <p>Traffic, parking and related issues have been assessed in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		alternative access into the site given the potential disruption to tenants and the likely effect on Investment Value.	
69.5	S2139.6	In addition there is a concern about how emergency vehicles will gain access or egress to and from the Property and the wider estate in the event of a current or imminent level crossing closure or worse still an incident at the level crossing. Our Client would appreciate more detailed information on how this risk will be managed to inform their insurers.	<p>The proposals will not have a significant impact overall on the existing highway level of service at Ashton Vale Road which is accessed via an existing level crossing.</p> <p>Traffic, parking and related issues have been assessed in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).</p>
69.6	S2139.7	We also note from the correspondence provided that you state an aspiration to deliver a half hourly train service for the Portishead line (Stage C) and that any future proposals would be taken forward as a	Whilst it remains an aspiration that a half hourly service may come forward on the Portishead Branch Line this does not form part of the DCO Scheme.

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		<p>separate project with separate planning consents and other major processes. The Fund would like to express its concern at this stage that any further associated closure of the level crossing as a result of these future proposals will have a significant impact on the Investment Value of the Property and that in fact the blight brought about by the above statements means that the Investment Value of the estate is already suffering. Our Client would appreciate any further information on the proposed timescales for any such a scheme so that if they choose to sell the Property at a future date this uncertainty is lessened for any potential bidder.</p>	

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
69.7	S2139.8	We would like to point out that our Client has been blighted by the Scheme since the first consultation documents were published in June 2015. The scheme has been 'stop-start' in nature and has caused some distress to tenants and consequential concern and management cost to our Client as a result.	Consultation has been carried out in accordance with the Planning Act 2008.
	S2139.9	In March 2017 we were advised that all works on the Scheme stopped due to increasing costs. Then recently, due to the lack of correspondence, [the agent] has yet again had to quickly bring our Client up-to-speed on the potential impacts of the scheme. Our Client is rightly looking for assurance that ... fees are covered by MetroWest as a result of the blight caused	Any compensation due would be calculated in accordance with the Compensation Code.



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		and indeed any associated legal fees they incur.	
<b>1710-S2-224</b>			
	S2224.1	Requested more information regarding the traffic management plan for this area [Barons Close off Winterstoke Road] as they have many articulated lorries accessing this road off the roundabout	The consultee was advised that no significant works are proposed to Barons Close as the pedestrian crossing closure only requires secure fencing and removal of gates.
<b>1710-S2-259</b>			
	S2259.1	I must own the (or at least the top 5) most effected properties in Portishead. This will and already has made a massive negative impact on my home. The house has been advertised twice and both times I have received over-welcoming negative feedback re: the railway and the plan	Noted.

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		which has meant they have not progressed.	
7.5	S2259.2	My biggest frustration is the complete lack of regard for the very local residents. I feel we should be personally involved in the plans to give feedback. It seems as if our views are a frustration.	In addition to the Stage 1 and Stage 2 Consultations, the Applicant has undertaken additional local consultations in Portishead, including a Micro-consultation on the location of the station. At each stage of consultation, a report was published online and everyone that contributed was written to notifying them of its publication. Almost 2,000 members of the public took part in the Stage 1 and Stage 2 Consultations and all views were considered to help shape the scheme. Views were wide ranging and sometimes contradictory, so the Applicant had to consider any design changes carefully.
7.5	S2259.3	The key issue for me is that none of the plans and details give any of the information that I require to be able to understand the true impact. I want to know what it will look and feel like outside of my home i.e. what fencing and vegetation will be there. We should not be able to see the path or track. No one can give me or	Photomontages have been prepared to ensure further information is conveyed as to the visual appearance as well as the visibility of the station within the view. These are presented in ES Appendix 11.4, Photomontages Technical Report (DCO Application Document Reference 6.25). Cross Section Plans have also been produced and are included at DCO Document Reference 2.36.

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		any of my family who went to the sessions.	
	S2259.4	There is no access from Quays Avenue currently and I need to be assured that this will not change i.e. there will be no access from the path to Peartree field.	The path provides connectivity between the station and those houses to the east. To limit disturbance to residents it has been located to the north of the existing planting which would be retained to provide visual screening of the path and passing people from the houses. This is shown on Portishead Station Car Park Layout, Landscaping and New Boulevard and Access Plan (DCO Document Reference 2.38).
	S2259.5	I would like to speak to someone who can discuss these finer details with me which are those that will make the difference. The answer we have been getting is 'these are to be agreed'	The landowner's issues were considered with all other consultation responses and included in the Stage 2 Consultation Report (see Appendix 18), which was published online and all those that responded were notified.
<b>1710-S2-262</b>			
	S2262.1	We own land opposite our house and can turn this into a parking space with the appropriate approval and having a dropped kerb in place.	Traffic, parking and related issues have been considered in detail in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). This has informed the DCO Scheme proposals needed and although a residents' parking scheme

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		<p>However if we did this, with your proposed scheme, commuters would then park directly outside our house, probably blocking the access path to our front door. This would not be acceptable to us and therefore we propose that double yellow lines are put directly outside the frontage of our house and the other houses in Peartree Field and further in the other roads in the near vicinity so commuters do not park directly outside our house for very long periods. We think that we should have double yellow lines on both sides of our road or failing this residents parking zones should be implemented to stop commuters clogging the surrounding roads of a quiet residential area and blocking access to emergency services.</p>	<p>may help control parking, the volumes of traffic and parking assessed in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) shows it is not a necessary for the delivery of the DCO Scheme. Mitigations proposed to minimise impacts include a number of permanent and temporary TROs in identified locations. Following feedback from Stage 1 (Section 47) Consultation these were amended and the revised proposals consulted on during the Stage 2 Consultation period. Views were considered at both consultation stages and shaped the TRO proposals for construction and operation in the DCO Application. These are shown on the Permanent Traffic Regulation Order Plans (DCO Document Reference 2.31). NSDC is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking.</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
	S2262.2	<p>We are totally against a cycle path as this may cause unwanted noise pollution and also littering the area. We feel that the new footbridge is a blot on the landscape and is intrusive to the surrounding houses and environment and would enable people using the bridge to look directly into people's private rear gardens. We do not understand why parents with their children cannot walk an extra 5 to 6 minutes to get to the school.</p>	<p>The wider connectivity of the pedestrian and cycle path network has been considered as part of the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).</p> <p>NSDC lighting policy states that footpaths, alleyways, PROW and walkways in open spaces should always be lit. Lighting in these areas can be reviewed after opening. The lighting proposals are included in the S051 Trinity Footbridge Proposed Electrical Layout General Arrangement DCO Application document reference 2.17.</p> <p>Visualisations of the bridge and its setting are presented in ES Appendix 11.4 (Photomontages Technical Report, DCO Application Document Reference 6.25) of.</p> <p>The designs presented in the Stage 1 Consultation material were developed in more detail to take on board comments raised at this consultation stage. The proposals include landscape tree planting to provide screening of the bridge, a visual screen (a perforated steel screen) proposed on the bridge parapet (1.85 m in height) to limit views from the bridge (to be finalised at detailed design). These are included in S051Trinity Footbridge Proposed General Arrangement Sections (DCO</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
			<p>Application Document Reference 2.8.3).</p> <p>Specific impacts on local properties are considered in the following documents supporting the DCO Application:</p> <ul style="list-style-type: none"> <li>• Impacts during construction - Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14)</li> <li>• Environmental impacts – EIA (DCO Document References 6.1 – 6.26); and</li> <li>• Transport impacts – TA (ES Appendix 16.1, DCO Application Document Reference 6.25)</li> </ul>
	S2262.3	<p>Where we live now on Peartree Field we look out on to trees, bushes and other fauna and have an array of wildlife including goldcrests, goldfinches, greenfinches, chaffinches, bullfinches, green woodpeckers and slow worms to name but a few. We hope that the current vegetation and fauna</p>	<p>A pre-construction survey will be undertaken in accordance with the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) which sets out a framework for environmental management consents during construction.</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		will remain as it is as far as is possible.	
	S2262.4	As this project would have an impact on our daily lives we would hope there would be some run for negotiations in respect of noise pollution i.e. triple glazing to the frontage of our property.	Noise assessments have been undertaken such that the impacts to properties close to the stations and line have been quantified and mitigations proposed where necessary (in this case, noise fencing will be installed). This is detailed in the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16), with mitigations included on the Environmental Master Plan (DCO Document Reference 2.53). Any compensation due would be assessed in accordance with the Compensation Code.
<b>1710-S2-272</b>			
	S2272.1	Concerned of privacy as people using the foot bridge will be able to look down into our ground / house.	The designs presented in the Stage 1 Consultation material were developed in more detail to take on board comments raised at this consultation stage. The proposals include landscape tree planting to provide screening of the bridge, a visual screen (a perforated steel screen) proposed on the bridge parapet (1.85 m in height) to limit views from the bridge (to be finalised at detailed design). These are included in the S051 Trinity Footbridge Proposed

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
			General Arrangement (Sections) (DCO Document Reference 2.8.3).
	S2272.2	Concerned for privacy as people using foot path will be able to over look / look in on my property.	Existing vegetation will be retained, providing screening between the shared use path and Peartree Field. The approach to the DCO Scheme design is set out in the DAS (DCO Document Reference 8.1).
	S2272.3	We are very concerned why we have not received more information in the post making us / keeping us fully up to date with process / proposals despite completion of all documents and giving you full details of the property deeds? Very disappointed	<p>Some consultees raised specific issues to their land or property that required further engagement after the Stage 2 Consultation period had ended. These are summarised and addressed in Chapter 13 of this Report.</p> <p>The majority of issues raised were considered and addressed in the Stage 2 Consultation Report; the issues raised by this Section 44 consultee are such issues. Therefore individual contact was felt unnecessary as DCO Scheme updates including notification for the publication of the Stage 2 Consultation Report was carried out in accordance with the Stage 2 SoCC.</p>
<b>1710-S2-302</b>			
1.48	S2302.1	The consideration to the noise levels within the report is	The method described in Sections 13.3.12 to 13.3.19 of the ES Chapter 13 – Noise and Vibration (DCO



Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		misleading. The report averages out the noise over a period of time. As the train only comes and goes in one hour the report looks like the train is almost silent. This is not the case. The actual decibels of the train (> 20dB?) should be clearly stated.	Application Document Reference 6.16) is for daily levels over a 16 hour period. There is no method available to account for maximum levels during the day. This has been explained in Appendix 2 of the ES Chapter 13 (section 13.2.39 to 13.2.40).
1.47	S2302.2	Our house is in a zone of > 3dB (this will rise to > 20db as the train enters and leaves the station) and we strongly request (can we demand?) that the noise barrier is extended along the length of our property.	<p>It was realised after the public consultation that one of the drawings presented had drawn too wide a zone for the 3dB zone. This has now been corrected and the house in question is outside of the 3dB zone.</p> <p>Noise assessments have been undertaken such that the impacts to properties close to the stations and line have been quantified and mitigations proposed where necessary. This is detailed in the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16).</p>
	S2302.3	There has been no consideration in the report of the screech of brakes as the train comes into the station and the level of noise	The increase in noise from individual passing trains and noise generated from the station has been assessed and determined that additional noise barriers are not required to the east beyond Trinity Primary School. This is

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		that this will generate. There has been no consideration the noise of announcements emitting from the station itself. If the frequency of the trains increases or additional carriages are added then noise levels will rise. Sound barrier should be extended beyond the school to include all residential properties through Portishead.	addressed within the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16).
1.71	S2302.4	The height of the train track has not been addressed. The train track is higher than our garden and if screening is not put in place we will lose privacy within our gardens. Please ensure planting and screening are to a height of the train along the length of our and neighbouring properties.	The predicted train heights have been assessed and where possible planting has been proposed to help retain the privacy of residential receptors. This has been assessed in the ES Chapter 11 – LVIA (DCO Application Document Reference 6.14).
1.50	S2302.5	The vibration aspect with our soil type has	The vibration survey was undertaken in Oxford because at the time of

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		<p>not been addressed. The work on the vibration is not comparative. It was done in Oxford and the soil types are not the same. We regularly lose soil as it goes into the rhyme (drain) and the vibration of the train will accelerate this process. We request a retaining wall alongside our property to prevent soil erosion.</p>	<p>undertaking that was the closest location where the Class 166 Diesel Multiple Units ("<b>DMUs</b>") were in operation. With no trains passing the property pre-construction, any vibration survey would have been meaningless. The level of vibration from the passenger trains at Oxford were used to give an indication of the likely impact at dwellings in Portishead. At a distance of 13.5 m the measured level ranges from 0.16 to 0.24 mm/s. This distance is around the same as the closest dwelling to the proposed line within Portishead. These measured levels are all below the level that may be considered as 'just perceptible in residential environments' in accordance with the scale of magnitude.</p> <p>In 2017 the Class 166 DMUs started to operate in the Bristol region and a vibration survey was undertaken at the Portway Park and Ride in an area with a similar soil type to that in Portishead. These show a measured level of between 0.16 and 0.34 mm/s at a distance of approximately 10 m, which is similar to the levels measured at Oxford.</p> <p>The assessment of vibration from trains is considered in the ES Chapter 13 - Noise and Vibration (DCO Application Document Reference 6.16.</p>

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	S2302.6	What are your levels for compensation for noise levels during the construction phase and how do we go about claiming for this?	Noise assessments have been undertaken such that the impacts to properties close to the stations and line have been quantified and mitigations proposed where necessary (such as noise fencing). This is detailed in the ES Chapter 13 - Noise and Vibration (DCO Application Document Reference 6.16, with mitigations included on the Environmental Master Plan (DCO Document Reference 2.53). Any compensation due would be assessed in accordance with the Compensation Code.
		With our property being this close to the railway line it will also have a negative impact on the valuation and we would be looking for a 25% compensation. Please confirm that you have made provision for this.	Any compensation due would be assessed in accordance with the Compensation Code.
<b>1710-S2-332</b>			
	S2332.1	The train line will be too close to a residential area. Young children will be playing within 10	Safety is the rail industry's first priority and is an integral part of the design of the DCO Scheme. In particular, the engineering designs have been subject to technical approval by NR;

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		metres of the track and the line will pass beside Trinity Primary School with children. Can you guarantee their safety?	this process includes consideration of safety for rail passengers, rail industry staff and the wider public. The ORR also has a role of overseeing safety on the rail network.
	S2332.2	Noise pollution will also be a problem, trains running past a residential area and can you guarantee we won't hear them from inside our homes?	Noise assessments have been undertaken such that the impacts to properties close to the stations and line have been quantified and mitigations proposed where necessary (such as noise fencing). This is detailed in the ES Chapter 13 Noise and Vibration (DCO Application Document Reference 6.16, with mitigations included on the Environmental Master Plan (DCO Application Document Reference 2.53).
<b>1710-S2-383</b>			
	S2383.1	I hope part of the works will include clearing the unsafe trees on the embankment. I have never received an apology for the tree that fell onto my property earlier this year, that I had to clear myself. I live in fear when the wind	<p>The Applicant logged this issue with NR on behalf of the resident affected.</p> <p>The resident and other residents have been advised to report “unsafe” trees and other safety issues relating to the railway, directly to NR using their reporting service. This can be done through the NR emergency 24-hour helpline on 03457 11 41 41 or via other methods as set out on the</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		blows that another will come down.	contact page of the NR website: <a href="http://www.networkrail.co.uk">www.networkrail.co.uk</a>
	S2383.2	My biggest concern has to be the mention of my rear access. It is unacceptable that this will be in any way blocked or hindered at any time. It is used daily, and especially on bin day as I cannot wheel a dustbin through my house.	<p>The railway overbridge at Avon Road will need to be removed and replaced. In addition, work will need to be done to the embankment that faces the rear garden of the property. The path between the embankment and the rear gardens will have to be closed to the public during this work for safety reasons as it will form part of a construction site. Once the works to the bridge and embankment have been completed, the path will be reopened.</p> <p>NSDC and NR will develop a Community Engagement Strategy as set out in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) for the DCO Scheme during construction to keep people informed of works that may affect them.</p> <p>The Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) sets out a framework for Environmental Management Consents during construction.</p>
	S2383.3	Perhaps you can clarify why two letters have been sent,	The two letters were issued for two different potential impacts:

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		especially in reference to the rear access.	<p>1. relates to a potential increase in noise to the property once the DCO Scheme is up and running</p> <p>2. relates to the rear access of the property</p> <p>The consultee was advised of this by email. It was explained that the area in question will need to be secure and ensure safety for residents and pedestrians in the vicinity. Use of the rear access will be considered once a contractor is appointed and will endeavour to maintain an access for refuse, however a construction methodology is not available at this stage of the DCO Scheme. Therefore, the finer details of the day-to-day requirements of the site are not yet available, which includes definitive access points and limits within the construction area.</p>
<b>1710-S2-448</b>			
	S2448.1	Requested a copy of the consultation documents on a USB stick	A USB stick was sent to the consultee in the post.
<b>1710-S2-486</b>			
	S2486.1	My garden is adjacent to the railway land to the west of Ham	There are no proposals to clear vegetation beyond the existing NR fence line at this location. The

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		Green Tunnel. I note some works to the track are planned in this area and the area of land between the top of my garden and the existing railway fence will be within the order limits. This land is owned by Network rail but there is currently no fence or barrier between my land and the railway owned land.	proposed railway works are shown in the Railway Alignment, Design and Engineering Plans (DCO Document References 2.7 – 2.28).



Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		<p>My hope is that vegetation clearance can be kept to a minimum on this strip of land rather than an indiscriminate clearance. The mixture of mature trees and native scrub provide residential amenity which will take a long time to rejuvenate once the works have finished. The land also has habitat value and it is common to find slow worms in my garden which I assume use this habitat, although I am not aware that this parcel of land has been surveyed? I would like to be kept informed of the planned use of this land including clearance and proposed fencing for reasons mentioned above as well as from a safety perspective as I have two small children.</p>	

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
	S2486.2	There is an old railway asset within the vegetation at this point. This brick structure appears to predate my house which was built in 1903/1904 as it can be seen on one of the historic maps for Pill in the later part of the 19th century. This may or may not be of interest!	A line walk revealed nothing of interest (see the PEIR in the Cultural Heritage Gazetteer at ES Appendix 8.1 (DCO Application Document Reference 6.25)) but as the asset is within NR's boundary, it will remain in their possession and is unaffected by the scheme.
<b>1710-S2-502</b>			
	S2502.1	Currently when trains pass my house it does make the house vibrate and the noise is audible inside. This is annoying but I can put up with it as the line is used so infrequently. There is no indication in your paper work as to how often it's proposed the trains will run. Or if there will be any assurances that what's put in place will be honoured and not	The proposed train service is hourly. However, the proposed infrastructure will allow trains to run a maximum service frequency of every 45 minutes. The service frequency is detailed in the ES Chapter 4 – Description of the Proposed Works (DCO Application Document Reference 6.7).

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		altered at some point in the future.	
	S2502.2	I am against the reopening of the line.	Noted.
	S2502.3	Is there a budget set aside to help me as a resident, double glaze my home to reduce noise and vibration?	Noise assessments have been undertaken such that the impacts to properties close to the stations and line have been quantified and mitigations proposed where necessary (in this case, noise fencing will be installed). This is detailed in the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16), with mitigations included on the Environmental Master Plan, DCO Application document reference 2.53. Any compensation due would be assessed in accordance with the Compensation Code.
	S2502.4	Is there any technical help which can be employed to reduce the vibration experienced as a train passes?	Noise assessments have been undertaken such that the impacts to properties close to the stations and line have been quantified and mitigations proposed where necessary (in this case, noise fencing will be installed). This is detailed in the ES Chapter 13– Noise and Vibration (DCO Application Document Reference 6.16), with mitigations included on the Environmental Master Plan, DCO Application document reference 2.53. Any compensation due

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
			would be assessed in accordance with the Compensation Code.
	S2502.5	Will speed limits be in place?	The speed of the proposed railway is set out in ES Chapter 4- Description of the Proposed Works (DCO Application Document Reference 6.70.
<b>1710-S2-590</b>			
	S2590.1	In order for us to assess the impact this will have on our security, please confirm how much of our property will be affected by the reopening of this railway. Please also confirm if this will be a full or part compulsory purchase or whether our borrower will be receiving any compensation.	The requested details were sent to the consultee.
	S2590.1	Please provide the relevant plans and any other information so that we can assess this matter in full.	The requested details were sent to the consultee.
<b>1710-S2-610</b>			

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
	S2610.1	I am registered disabled and have a ride-on disability scooter which I use to cross the railway line and enjoy looking at the animals and fields generally. Once the level crossing access is denied to me this option no longer exists.	For safety reasons NR require that there are no level crossings on newly opened railways unless in exceptional circumstances.  The DCO scheme has prepared an EqIA (ES Appendix 14.1, DCO Application Document Reference 6.25).
76.2	S2610.2	We, as a family, will lose our privacy and the lovely views from our kitchen window which faces west will be gone.	The local visual impact of the DCO scheme has been assessed. This is detailed in the ES Chapter 11 – LVIA (DCO Application Document Reference 6.14). .
<b>1710-S2-611</b>			
	S2611.1	Object to the proposed closure of the level crossing at this farm. For many years I have taken my dogs and sometimes my horse over the line twice a day for exercise and to get away from a very busy job	For safety reasons NR require that there are no level crossings on newly opened railways unless in exceptional circumstances.

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
	S2611.2	I also write this letter in support of [consultees at the address] my objections. I can personally recollect many times when I have had to ... help in moving cattle or sheep with young lambs over the railway line and to lose the access over the line would make life extremely difficult, if not impossible.	<p>For safety reasons NR require that there are no level crossings on newly opened railways unless in exceptional circumstances.</p> <p>Any compensation due would be assessed in accordance with the Compensation Code.</p>
<b>1710-S2-613</b>			
	S2613.1	Has an option on this land.	Noted.
<b>1710-S2-625</b>			
	S2625.1	We do not agree with this planning strategy as in order to farm this land practically again for livestock for grazing, the stock would have to be driven along Portbury Hundred to access the land which is not practical and	It is proposed to return land used temporarily for construction as close as possible to its original state. Measures to manage the land to minimise adverse impacts are described in the ES Chapter 15 – Soils, Agriculture, Land Use and Assets (DCO Application Document Reference 6.18) and Master CEMP

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		<p>completely unsafe as the original safer access from the land north of the railway would be gone. There is also a risk the land after being used for commercial purposes could become contaminated and will therefore not be the same quality of grassland that exists now. We therefore are of the opinion that the land once it has been granted change of use out of green belt to presumably brown belt should stay that way in planning terms and a more suitable use found for the land other than agriculture/ green belt.</p>	<p>(ES Appendix 4.2, DCO Application Document Reference 8.140.</p>
	S2625.1	<p>Please can you keep us informed of updates on the MetroWest Phase1 and phase 2 consultation. We have interests in land ...being used as site entrance and</p>	<p>Noted.</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		...construction compound	
<b>1710-S2-631</b>			
	S2631.1	Fully support the reopening of the Portishead branch line and the provision of a new station and we are keen to work with MetroWest and North Somerset Council to ensure it is delivered	Noted.
	S2631.2	It is clear that land owned by [the consultee] is required for the realignment to Quays Avenue and part of the new roundabout at the junction with Harbour Road. We note that this land will be required early in the construction programme to enable to realignment of Quays Avenue to release land required for the construction of the station and car park A [car park closest to the station	Noted.



Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		building as referred to previously in the consultation material]	
	S2631.3	You should also be aware that the length of Quays Avenue to be replaced, is privately owned by [the consultee] and unadopted as the relevant Section 38 Agreement was never entered into	Noted.
	S2631.4	The area of open space behind Camomile Walk and part of the adjacent play area....is required for landscaping of the Trinity Primary School bridge	Noted.
	S2631.5	The small parcel of land forming part of ST213083 is required for the construction of the Trinity Primary School bridge.	Noted.
	S2631.6	The plans show a new surface water drainage culvert from the station platform	There are no works planned to the culvert under the stated title.

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		which links into an existing culvert partially on the [consultee's] owned open space north of Peartree Field. It is not clear how this will affect [the consultee's] culvert and whether or not there will be works to it. This needs to be discussed and resolved.	The final approach to the scheme design is set out in the DAS (DCO Document Reference 8.1).
	S2631.7	We note that the new access arrangements for the maintenance compound north of Sheepway replicate and repeat the existing arrangements and we have no objection to this.	Noted.
	S2631.8	The result of the works is that a triangular shaped area [titles listed] should be retained by [the consultee] when Quays Avenue has been realigned.	<p>These land parcels will be permanently acquired by the DCO Scheme for the purposes of:</p> <ul style="list-style-type: none"> <li>- a new path connecting the new alignment of Quays Avenue to the proposed paths running parallel to the south of the proposed rail station;</li> <li>- newt habitat; and</li> <li>- landscaping.</li> </ul>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
			The final approach to the scheme design is set out in the DAS (DCO Document Reference 8.1).
	S2631.9	Land within [stated title] is potentially surplus to requirements for the operation of the railway.	<p>The DCO Scheme requires the land for paths, landscaping and ecological mitigation.</p> <p>The final approach to the scheme design is set out in the DAS (DCO Document Reference 8.1)..</p>
	S2631.10	At the western end of the proposal, north of car park B [car park off Harbour Road, previously referred to as car park B in consultation materials] there are adjoining parcels of land owned by [the consultee] [title stated] and North Somerset Council (part of ST275850). We suggest it would be beneficial for both parties to discuss the two land parcels and whether there is an opportunity for a land exchange between the two parties as part of the final agreement, with the North Somerset land being	<p>The DCO scheme requires the land for paths, landscaping and ecological mitigation.</p> <p>The final approach to the scheme design is set out in the DAS (DCO Document Reference 8.1).</p>

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
		transferred to [the consultee].	
	S2631.11	Protection of Rights in favour of [named consultees and named titles] owned by Wessex Water Services.	Noted.
	S2631.12	A master plan supported by a design code should be prepared for the current proposals in order to revise the approved master plan and design code. This should be for at least the area covered by the station and its approaches and the Trinity Primary School footbridge and their wider settings which effectively create a new character area. This should be submitted with the DCO, to be considered as part of the examination process.	The final approach to the scheme design is set out in the DAS (DCO Document Reference 8.1).

Issue no. from Stage 2 Report	Ref. no.	Summary of comments	Regard had by the applicant
	S2631.13	Request an urgent meeting in January 2018 after the completion of the revised rail engineering design and submission of the funding bid to the Department of Transport in December 2017.	<p>Contact was first made in 2016 and following this an offer the exchange land owned by NSDC for land owned by Persimmon and required for the scheme was put forward in. No response was received to this offer.</p> <p>In August 2019 a meeting was held and it was explained that the scheme had developed since 2016 and the offer was withdrawn.</p>

#### 10.4 Additional Stage Consultation periods

- 10.4.1 The Additional Stage 2 Consultation periods took place after the end of Stage 2 Consultation on 4 December 2017, and as listed in this Report's Table 1-1.
- 10.4.2 During Additional Stage 2 Consultation periods, the Applicant formally consulted in accordance with Section 42. The consultees for each Additional Stage 2 Consultation period were provided with the Section 42 consultation documents set out in paragraph 7.4.9 above (with updated information e.g. land plans, where appropriate). Each Additional Stage 2 Consultation Period was for the minimum period as required by Section 45 of the 2008 Act.
- 10.4.3 43 Section 42, Section 43 and Section 44 consultees responded during these additional consultation periods. A summary of all responses received during each additional Stage 2 Consultation period is included in Table 10-7.

**TABLE 10-7 - RESPONSES RECEIVED DURING ADDITIONAL STAGE 2 CONSULTATION PERIODS**

Ref. no.	Summary of comments	Regard had by the applicant
<b>Additional Stage 2 Consultation: Additional TROs - December 2017</b>		
<b>1712-TR-003</b>		
TR003.1	I can confirm we do not have any specific comments to make in regards to the proposals.	Noted.
<b>Additional Stage 2 Consultation: EqlA identified</b>		
n/a	No responses were received during this stage of consultation.	n/a
<b>Additional Stage 2 Consultation: Unidentified Pipeline, Harbour Road, Portishead</b>		
<b>1712-AB-001</b>		
AB001.1	Please can you advise which ... land interests are affected by Metrowest Phase 1 and in what capacity are [the consultee] being consulted	Consultee was sent further details. No more correspondence received.
<b>Additional Stage 2 Consultation: Extension of Stage 2 Consultation (for Consultees that did not respond to Stage 2 Consultation) – February 2018</b> (full responses (excluding S44 responses due to data protection) are included in Appendix I8 – Report on Stage 2 Consultation)		
<b>Avon Fire and Rescue Service</b>		

Ref. no.	Summary of comments	Regard had by the applicant
FR1.1A	Fully supportive and in favour of the proposed development	Support noted and assumed that the proposals noted during the informal consultation period were accepted.
<b>South Western Ambulance Service</b>		
AMB1.1A	Stated no specific concerns other than some potential operational issues around site access/ road closures. Requested being kept up to date with the works by the project manager, but in a succinct manner that focuses on any access issues to ensure this is shared with the Hub and operations.	Noted.
<b>Marine Management Organisation</b>		
MMO1.1A	Stated that if consulting on a mineral/waste plan or local aggregate assessment, the MMO recommend reference to marine aggregates is included and reference to be made to the documents [listed in response]	This point was noted and considered by the Applicant in Section 12.4 of the ES Chapter 12 – Materials and Waste (DCO Application Document Reference 6.15).
MMO1.2A	Stated that the NPPF informed MASS [Managed Aggregate Supply System] guidance requires local mineral planning authorities to prepare Local Aggregate Assessments, these assessments have to consider the opportunities and constraints of all mineral supplies into their	This point was noted and considered by the Applicant in Section 12.4 of the ES Chapter 12 – Materials and Waste (DCO Application Document Reference 6.15).

Ref. no.	Summary of comments	Regard had by the applicant
	planning regions – including marine. This means that even land-locked counties, may have to consider the role that marine sourced supplies (delivered by rail or river) play – particularly where land based resources are becoming increasingly constrained.	
<b>Bath and North East Somerset Council</b>		
BTH1.1A	Stated they did not wish to respond.	Noted.
<b>Mendip District Council</b>		
MEN1.1A	Stated they had no comments.	Noted.
<b>Sedgemoor District Council</b>		
SDG1.1A	Stated that upgrading part of an operational railway means that it is likely there will be a requirement for temporary possessions which, presumably, may impact upon services in and out of stations in both Bridgwater and Burnham-on-Sea & Highbridge. Requested to be updated on how those works will affect services into and out of Sedgemoor once a construction contractor is appointed and a programme is agreed.	Temporary possessions of the freight line will only affect freight train services. Temporary possessions of the Bristol to Taunton main line will be required for works to be undertaken under NR's permitted development rights. These possessions will be limited to a small number of weekends, where bus replacement services will be required, affecting services to and from train stations in Sedgemoor. Further information including dates and hours for the possessions



Ref. no.	Summary of comments	Regard had by the applicant
		will be confirmed at the detailed design stage, in accordance with rail industry processes overseen by NR. NSDC and NR will develop a community engagement strategy as set out in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 68.14) for the DCO Scheme during construction.
<b>Gloucestershire County Council</b>		
GLC1.1A	Stated that the proposals set out in MetroWest Phases 1 & 2 are supported for the benefits they will bring across the wider Bristol area and beyond including Gloucestershire.	Noted.
<b>Great Western Railway</b>		
GWR1.1A	Stated support for the proposals.	Noted.
<b>Arriva Cross Country (Arriva Group Limited)</b>		
ARR1.1A	Stated they have no comments to make in response at this time; however will continue to participate in industry working groups as the project develops, and alongside Network Rail and the local train operator to ensure rail timetables are optimised upon completion	Noted.

Ref. no.	Summary of comments	Regard had by the applicant
<b>Direct Rail Services Limited</b>		
DRR1.1A	Stated they don't currently use the branch but obviously would want to ensure that freight still would have access to the appropriate sidings there for current flows and potentially new flows in the future as rail becomes more of a greener option for bulk freight movements in the UK.	Noted.
<b>Mendip Rail Limited</b>		
MRL1.1A	Stated no adverse comments in respect of the project proposals.	Noted.
<b>British Transport Police</b>		
BTP1.1A	Stated they have nothing to add to the consultation process and will link in with Network Rail as the scheme progresses on station design and line side protection such as fencing.	Noted.
<b>First Bristol, Bath and West</b>		
FRS1.1A	Stated support for the MetroWest works and have no further comments to make.	Noted.

Ref. no.	Summary of comments	Regard had by the applicant
<b>Additional Stage 2 Consultation: Ashton Vale Industrial Estate (Level Crossing Works Impacts) – February 2018</b> (full responses included in Appendix I8 – Report on Stage 2 Consultation)		
<b>1802-AV-039</b>		
AVA1.1A	Objected to the proposed introduction of passenger trains without provision of alternative access arrangements for the Ashton Vale Industrial Estate.	The TA (ES Appendix 16.1, DCO Application Document Reference 6.25) has examined this area in detail. The proposed mitigation will ensure there will be no detriment to the existing highway level of service.
AVA1.2B	Challenged the stated results and conclusions of the highway modelling work undertaken on the Ashton Vale Road level crossing.	The TA (ES Appendix 16.1, DCO Application Document Reference 6.25) has examined this area in detail. The proposed mitigation will ensure there will be no detriment to the existing highway level of service.
AVA1.3C	Disappointed that a formal response was not received in response to letters sent after the meeting of the 14th February 2018.	A number of businesses were consulted and their responses recorded and responded to in the Stage 2 Consultation Report (Appendix I8). All consultees were contacted in July 2018 advising of its publication. In addition to this, the consultee advised the Applicant they were being represented by Sutherlands Property and Legal Services Ltd. and Carl Tonks Consulting regarding possible impacts

Ref. no.	Summary of comments	Regard had by the applicant
		from the DCO Scheme to the Ashton Vale Industrial Estate; correspondence continued with these parties until May 2018.
AVA1.4D	Appreciated the conclusion of a need to consult with estate occupiers more widely.	Noted.
<b>1802-AV-021, 1802-AV-039, 1802-AV-061 (single response received from an agent representing three businesses)</b>		
AVC1.1A	Pleased that the occupiers of the Ashton Vale Industrial Estate will now be scheduled in the Book of Reference with the application for development consent	Noted.
AVC1.2A	Stated that none of the models or reports provided demonstrates site-specific consideration of existing vehicular movements so as to properly assess the impact of the proposal.	The TA (ES Appendix 16.1, DCO Application Document Reference 6.25) has examined this area in detail. The proposed mitigation will ensure there will be no detriment to the existing highway level of service.
AVC1.3A	Disappointed with the process to date, the lack of transparency and the lack of involvement in the consultation process	In response to feedback from the Stage 2 Consultation, the Applicant held a further consultation period (Additional Stage 2 Consultation: Ashton Vale Industrial Estate (Level Crossing Works Impacts)) in February 2018 specifically targeting businesses that may

Ref. no.	Summary of comments	Regard had by the applicant
		be affected by the Ashton Vale Level crossing works.
AVC1.4A	Believed the proposal will have a significant adverse impact on the ability of some businesses to continue to operate from the Ashton Vale Industrial Estate.	The TA (ES Appendix 16.1, DCO Application Document Reference 6.25) has examined this area in detail. The proposed mitigation will ensure there will be no detriment to the existing highway level of service.
AVC1.5A	Believed that data and information upon which is relied in bringing forward the revised proposal is significantly flawed and fails to adequately address the reality of the highway access point in terms of providing the sole access to the Industrial Estate.	The TA (ES Appendix 16.1, DCO Application Document Reference 6.25) has examined this area in detail. The proposed mitigation will ensure there will be no detriment to the existing highway level of service.
AVC1.6A	Believed it premature to attempt to gather information about the potential road works and their proposed delivery. Stated that some of the businesses are able to operate 24 hours a day, 7 days a week under current planning restrictions and therefore questions in relation to works on Ashton Vale Road would need to properly consider specific dates in order to be considered acceptable. Stated that if any closure at any time were to take place occupiers would be unable to reach their place of employment nor carry out the	The correspondence sent to consultees during the Additional Stage 2 Consultation: Ashton Vale Industrial Estate (Level Crossing Works Impacts) consultation stage provided a questionnaire requesting details on their individual business operations. This was to help the Applicant determine the best approach to the sequencing of the construction proposals for the detailed design stage. Feedback is included in the Stage 2 Consultation Report Appendix

Ref. no.	Summary of comments	Regard had by the applicant
	usual operations at the site, which is completely unacceptable and prevents carrying out normal day to day business.	<p>I8. Further information including dates and hours for the possessions will be confirmed at the detailed design stage, in accordance with rail industry processes overseen by NR. At this location, it is envisaged only limited possessions will be needed and when necessary they will be programmed to have the least impact e.g. overnight / weekend possession.</p> <p>NSDC and NR will develop a community engagement strategy as set out in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) for the DCO Scheme during construction.</p>
<b>Additional Stage 2 Consultation: Red Line Boundary – March 2018</b> (full responses included in Appendix I8 – Report on Stage 2 Consultation)		
<b>Highways England – South West</b>		
HE1.1A	Stated support for the proposal on the basis that it will encourage modal shift away from the private motor vehicle onto public transport.	Noted.
HE1.2A	Accelerated renewal schemes on [M5] Portbury Bridge to be delivered in 2018 and 2019 in order to facilitate the proposals,	Noted.

Ref. no.	Summary of comments	Regard had by the applicant
	but stated there is still a need to give technical approval to any works under or in close proximity to the structure.	
HE1.3A	Stated a need for due regard to the security and integrity of the Highways England estate when considering the diversions of cycling and footways in the locality.	The proposed temporary diversions do not use any Highways England estate land. The proposed permanent bridleway extension underneath the M5 viaduct has been discussed with Highways England and the land is owned by The Port.
HE1.4A	Stated their requirement to maintain the operational integrity of the Strategic Road Network.	Noted and contact continued with Highways England regarding possible impacts to the SRN. This is covered in the CTMP (DCO Application Document Reference 8.13)
<b>Bristol Port Company</b>		
BP1.1A	Stated a failure to demonstrate any need for the land [consulted on], or any part of it, or the increased rights in respect of it which the proposals appear to seek.	Areas of land owned by The Port have only been included within the Order land where there is no other alternative. None of the Order land lies within The Port secure boundary fence line. The Applicant will work with The Port to acquire these parcels of land via agreement. The DCO Scheme proposals would not impede access to the dock estate. The Statement of Reasons (DCO Document Reference 4.1) provides

Ref. no.	Summary of comments	Regard had by the applicant
		justification for the acquisition of third party land required for the DCO Scheme.
BP1.2A	Stated that the bulk of the land is held for the purposes of statutory undertaking and any interference with it would cause serious detriment to that undertaking.	None of the land scheduled in the DCO application for compulsory acquisition lies within The Port secure boundary fence line. The Applicant continues to work with The Port to acquire these parcels of land via agreement. The DCO Scheme proposals would not impede access to the dock estate. Draft Protective Provisions are proposed and have been included in the draft Order (DCO Document Reference 3.1).
<b>The National Trust</b>		
NT1.1A	Stated that consent will be given to National Rail and its contractors carrying out rock picking, subject to licence, on the understanding that The National Trust will facilitate access subject to National Rail, or successors in title, accessing and undertaking the works in a way that is approved by the National Trust with all necessary consents and permissions. Stated that costs and losses that are incurred by the National Trust should be covered by National Rail and its successors (subject to further	The Applicant is in discussions with the National Trust and NR regarding proposed geotechnical works in the Avon Gorge. Further details are within the Summary of Works in the Avon Gorge Woodlands SAC (ES Appendix 4.4, DCO Application Document Reference 6.25).



Ref. no.	Summary of comments	Regard had by the applicant
	clarification on licence terms which are to be agreed and the paragraph above is not a reflection of all terms).	
NT1.2A	Reiterated concerns raised at previous consultation stages of increased liability on the Trust for rockfalls onto the line. Requested further information on Network Rail's responsibility for managing falls onto the line and what the National Trust's liability is proposed to be.	The Applicant is in discussions with the National Trust and NR regarding proposed geotechnical works in the Avon Gorge. Further details are within the Summary of Works in the Avon Gorge Woodlands SAC (ES Appendix 4.4, DCO Application Document Reference 6.25).
<b>1803-RL-225</b>		
RL225.1A	Requested more detailed information on the land affected.	The Applicant's land agents engaged further with the landowner, including a site visit in April 2018.
<b>1803-RL-109</b>		
RL109.1A	Requested confirmation of the location of the land being consulted on and whether it would be a permanent or temporary acquisition.	This information was provided to the consultee.
<b>1803-RL-020</b>		
RL020.1A	Unable to confirm the rights held over the plots and were therefore unable to offer specific comments. However, stated a	The consultee was provided with as much information as could be provided per plot but was the consultee stated that

Ref. no.	Summary of comments	Regard had by the applicant
	need to be properly compensated should any right be adversely affected or extinguished by the proposals.	there were unable to provide comments without the full title and associated legal costs.  Any compensation due will be dealt with pursuant to the Compensation Code.
RL020.2A	Stated general support for the proposals.	Noted.
<b>1803-RL-283</b>		
RLD1.1A	Profoundly objected to the proposals.	Noted.
RLD1.2A	<p>Stated that the industrial yard, ramp and car parking yard with fencing and lighting will be in plain view of the Suspension Bridge (As well as Clifton and Hotwells and Ashton Court) and most significantly, so will be the removal of the green and verdant semi rural nature of the site.</p> <p>Stated that [the project] could not have chosen a more significant or iconic Bristol-defining back drop against which to construct an industrial eyesore.</p>	<p>The construction compound will be temporary and lighting only required whilst in use. Views from both sides of the bridge looking towards the compound area show little if any visual impact due to the vegetation growth nearby which mask it. Photos from multiple views were taken to inform the ES Chapter 11 – LIVA (DCO Application Document Reference 6.14). Appropriate mitigation measures have been included in the Clanage Road Compound, Landscaping and Access Plan (DCO Document Reference 2.55).</p>
RLD1.3A	Stated that consent was previously sought to locate a five a side football operation on site,	The planning application was decided on its own merits, and should not be compared

Ref. no.	Summary of comments	Regard had by the applicant
	<p>which the Conservation officer summarily and whole heartedly rejected because of its “Industrial aesthetic which conflicts heavily with the verdant and semi rural setting.”</p>	<p>directly to the DCO Scheme proposals, which are for an NSIP under the Planning Act 2008. There are imperative reasons for locating the compound at this site.</p>
RLD1.4A	<p>Stated that there will be a significant number of people who have heretofore enjoyed use of the land who will be directly and adversely affected by the proposal. Believed that the project’s view of the land is that it is low value redundant open space and that no one will really be affected if they cannot use it if and when the proposals go ahead. Stated specific uses for:</p> <ul style="list-style-type: none"> <li>• Car boot sales</li> <li>• Car parking for Bristol City Football Club, Ashton Court, Ashton Gate Stadium and Balloon Fiesta (maximum of 600 spaces)</li> <li>• Two businesses that use the space for the events themselves and parking</li> <li>• Tenants, a selling point of which is the green, clean, traffic free and safe environment against the beautiful backdrop.</li> </ul> <p>Stated that these employ staff both casual and permanent who will be affected.</p>	<p>All potential land use and affected parties have been considered by the Applicant in keeping with its statutory duties to consult persons with land interests and to mitigate or compensate. In seeking powers, competing public and private interests have been carefully evaluated before reaching decisions.</p> <p>The proposals concern part of the land, allowing continued use of the rest of the site, not significantly affecting current use. Offers were made to work with the land owners to develop a design that allows suitable access at all reasonable times.</p> <p>The area of occupation sought a limit to the minimum required. Following engagement with the landowner, the footprint of the compound was reduced.</p>

Ref. no.	Summary of comments	Regard had by the applicant
RLD1.5A	Stated that the land is part of the solution to the BCFC [Bristol City Football Club] parking, and the forthcoming indoor stadium development at Ashton will only increase the demand for these sort of facilities	The proposals for the site should allow most of the land currently used for car parking to continue to be so used. Following engagement with the landowner, the footprint of the compound was reduced.
RLD1.6A	Stated that the ability to provide car parking will be severely curtailed and a realistic assessment is losing the ability to park at least 250 cars and possibly even more depending upon the ability to maintain the one way traffic management with the exit gates currently where the project wants to build	The area of occupation sought a limit to the minimum required. Following engagement with the landowner, the footprint of the compound was reduced. Also the proposals were revised to provide separate highway access to minimise impacts to the landowner and tenants.
RLD1.7A	Stated that children will have an industrial work yard as a neighbour with all the noise, fumes and dust that result, and there will be child security issues which heretofore were no issue at all due to the proximity of the resultant workforce.	<p>The proposals will take into account the proximity of sensitive receptors including the nursery and is included in the ES Chapter 14 - Socio-economics and Economic Regeneration (DCO Application Document Reference 6.17), the EqlA (ES Appendix 14, DCO Application Document Reference 6.25) and Health Impact Assessment (“<b>HIA</b>”), (ES Appendix 14.2, DCO Application Document Reference 6.25).</p> <p>Environmental impacts during construction have been</p>

Ref. no.	Summary of comments	Regard had by the applicant
		<p>reported in ES Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12). The CoCP (ES Appendix 4.1, DCO Application Document Reference 8.15) and Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) proposed measures (where appropriate) to control dust. This will be fully detailed in the contractor’s CEMP in the Air Quality and Dust Management Plan.</p> <p>Noise impacts to the area have been assessed in the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16), and air quality in the ES Chapter 7- Air Quality and Greenhouse Gases (6.10).</p>
RLD1.8A	Stated that Bedminster Cricket Club could no longer benefit from their support both financially and operationally as they have done in the past.	The proposals do not materially affect the cricket club.
RLD1.9A	Stated they are responsible and community spirited and have sought to manage the site with direct benefit to the community.	The proposals concern part of the land, allowing continued use of the rest of the site, not significantly affecting current use. Following engagement with the landowner, the footprint of the compound was

Ref. no.	Summary of comments	Regard had by the applicant
		reduced. Also the proposals were revised to provide separate highway access to minimise impacts to the landowner and tenants.
RLD1.10A	Stated co-operation with the Police over dog and helicopter training.	The proposals concern part of the land, allowing continued use of the rest of the site, not significantly affecting current use. Following engagement with the landowner, the footprint of the compound was reduced.
RLD1.11A	<p>Stated that an adjacent site would be better because:</p> <ul style="list-style-type: none"> <li>• Although the conservation issues would still apply, the line of site from the Suspension Bridge is more acute and that the vistas are more obscured due to the topography</li> <li>• The site has been empty for a number of years and is an unused, unloved site that is clearly redundant and now at risk of becoming a magnet to vandalism and squatters</li> <li>• The footpath [claimed as a constraint] could be moved back to its original position</li> <li>• Access was never been an issue for the Police when they used it</li> </ul>	<p>Alternatives were considered and it remains the view that there is no site materially better than this area to suit the requirements identified. This is due to its proximity to the Avon Gorge, and the need for safe highway access and access as close to level as possible to the railway. The proposals take a small area of land at the north of the site, for a small temporary compound for construction, and a smaller permanent compound required for railway operational maintenance access and to access the railway if an incident occurs on the railway in the Avon Gorge.</p> <p>The realignment of the footpath would be an additional statutory step, and whilst possible to include in the</p>

Ref. no.	Summary of comments	Regard had by the applicant
		<p>proposed consent, the decision has been taken that this interference with public rights can be avoided.</p> <p>Access requirements have been assessed in accordance with modern highway design standards and in consultation with the local planning and highway authorities.</p>
RLD1.12A	<p>Stated that the best solution (in terms of impact on heritage assets) should be found elsewhere in or around the already commercial and industrial environment of Ashton itself.</p>	<p>Alternatives were considered and it remains the view that there is no site materially better than this area to suit the requirements identified. This is due to its proximity to the Avon Gorge, and the need for safe highway access and access as close to level as possible to the railway. The proposals take a small area of land at the north of the site, for a small temporary compound for construction, and a smaller permanent compound required for railway operational maintenance access and to access the railway if an incident occurs on the railway in the Avon Gorge.</p>
RLD1.13A	<p>Stated that Bristol City Council Conservation Officers have told them they are totally and vehemently opposed to the proposed use of the site and will oppose it for exactly the same reasons given in their rejection of</p>	<p>BCC and Historic England were part of the discussions to consider appropriate mitigation for visual impacts and no formal objections were received. Other than a small ramp and fencing, no</p>

Ref. no.	Summary of comments	Regard had by the applicant
	earlier plans for five a side pitches and a Caravan Club site.	permanent built structures are proposed.
RLD1.14A	Stated that Historic England have informed them that the plans are quite wrong and indeed one described the plans for the site as "scandalous". Stated that Historic England maintain the generality of the support for the overall scheme but not at the expense of sensitive heritage assets which they referred to in their response.	Bristol City Council and Historic England were part of the discussions to consider appropriate mitigation for visual impacts and no formal objections were received. Other than a small ramp and fencing, no permanent built structures are proposed.
RLD1.15A	Stated that Ashton Gate Stadium should have been consulted and have told them they are extremely concerned at the implications to them by virtue of the loss of car parking upon which they and Bristol City football Club rely.	Those with a registered interest in any land requirements were sent RFIs and consulted. The Applicant has not been informed of any commercial arrangement between Ashton Gate Stadium Bristol City Football Club (Bristol Sport) and the landowner. Bristol Sport have been formally consulted on the DCO Scheme proposals and no representations have been received regarding loss of parking at the location in question.
RLD1.16A	Stated that the car boot sales team have advised them they were not consulted and will be launching a campaign against the proposals.	Those with a registered interest in any land requirements were sent RFIs and consulted.



Ref. no.	Summary of comments	Regard had by the applicant
RLD1.17A	Stated that local community and businesses are against the plans and that another site should be used.	Community consultation was undertaken in two stages in line with the SoCCs and issues recorded, albeit very few regarding this area.
<b>1803-RL-218</b>		
RL218.1A	Stated surprise of an increase in the temporary use of the land for works access, that this was not picked up during earlier consultation, and that it would result in additional compensation requirements.	During the development of the outline design, following the Stage 2 Consultation period, and also the interface with the National Grid Electricity Transmission PLC DCO Scheme, it became apparent that additional land would be needed on a temporary basis to ensure both DCO schemes could be constructed. Discussions and negotiations continued with the landowner regarding a compensation package and acquisition of land.
RL218.2A	Requested that all the requirements are settled by negotiation as compulsory purchase is strongly opposed due to the severely detrimental effect on the value of the land.	Discussions and negotiations continued with the landowner regarding a compensation package and acquisition of land.
<b>1803-RL-289</b>		
RLF1.1A	Stated that previous consultations made no reference to any requirement for any part of the site prior to the letter sent on	The land was not identified as part of the DCO Scheme until March 2018 with affected parties consulted in line with

Ref. no.	Summary of comments	Regard had by the applicant
	the 28 <sup>th</sup> March 2018. Stated that as such, the promoter has failed to comply with its basic duty in this regard.	the Section 42 process as soon as possible.
RLF1.2A	Stated that the proposal for the site is not in the public interest and that more suitable options are available.	At the time of this consultation stage, the land was identified for potential flood mitigation purposes. However, further FRA modelling identified this land was not required and removed from the final DCO Scheme.
RLF1.3A	Stated that the occupation and/or development of the retained buildings will not be viable without inclusion of the land proposed to be acquired by the scheme promoter, because the development of the paddocks will effectively subsidise the costs of demolishing the existing buildings and providing infrastructure. The loss of the paddock land will therefore result in the existing buildings further deteriorating to the detriment of the surrounding locality.	At the time of this consultation stage, the land was identified for potential flood mitigation purposes. However, further FRA modelling identified this land was not required and removed from the final DCO Scheme.
RLF1.4A	Stated that it will result in the loss of significant tourism income and employment opportunities to the local economy as the current lease of the site at Baltic Wharf, Cumberland Road is coming to an end - the subject site was acquired to provide a replacement within the local area.	At the time of this consultation stage, the land was identified for potential flood mitigation purposes. However, further FRA modelling identified this land was not required and removed from the final DCO Scheme.

Ref. no.	Summary of comments	Regard had by the applicant
RLF1.5A	Stated that the most suitable solution would be to locate the entirety of the temporary and permanent construction and maintenance compound on the site immediately adjacent to the southern boundary in line with the promoter's original proposals. Stated that this would allow the proposed vehicular junction to the compound to be moved further south which would be beneficial in highway safety terms.	At the time of this consultation stage, the land was identified for potential flood mitigation purposes. However, further FRA modelling identified this land was not required and removed from the final DCO Scheme.
RLF1.6A	Stated that none of the previous consultation responses objected to the location of the construction and maintenance compound on the land adjoining the southern boundary of the site and there was no suggestion that the previous proposals were considered unacceptable.	Objections were received and alternatives sites were considered.
<b>1803-RL-221</b>		
RL2211.1A	Specific queries received regarding overage rights to a piece of land.	Rights holders were kept informed of plans regarding the piece of land they have an interest in.
<b>Additional Stage 2 Consultation: Sheepway – April 2018</b> (full responses included in Appendix I8 – Report on Stage 2 Consultation)		
n/a	No responses were received during this stage of consultation.	n/a

Ref. no.	Summary of comments	Regard had by the applicant
<b>Additional Stage 2 Consultation: Clanage Road Compound – May 2018</b> (full responses included in Appendix I8 – Report on Stage 2 Consultation)		
n/a	No responses were received during this stage of consultation.	n/a
<b>Additional Stage 2 Consultation: Red Line Boundary changes – June 2018</b> (full responses included in Appendix I8 – Report on Stage 2 Consultation)		
<b>1806-CL-138, 1806-CL-139</b>		
CL138.1	Object to the proposed scheme.	Noted.
CL138.2	Both the original and redesign will adversely affect the land rendering it unmanageable during construction and thereafter.	The Applicant is continuing discussions with this consultee and heads of terms have been issued seeking to agree an approach that would resolve their concerns. Part of these discussions include the consultee retaining a right of access.
CL138.3	The loss of access is unacceptable leaving the whole field impossible to manage and use. The small compound only adds to this problem.	The Applicant is continuing discussions with this consultee and heads of terms have been issued seeking to agree an approach that would resolve their concerns. Part of these discussions include the consultee retaining a right of access.

Ref. no.	Summary of comments	Regard had by the applicant
CL138.4	Acquiring additional land along the railway embankment will significantly impact the size of the field making it harder to use, let and manage. The environmental impact on the land will also be huge.	The DCO Scheme will permanently acquire a thin (1m wide) strip of land running along the length of a drain to enable NR to access the drain and erect and maintain a fence. Any compensation due would be assessed in accordance with the Compensation Code.
CL138.5	[The consultee is] in negotiations to sell the land. The DCO will inevitably stop this process and significantly devalue the land.	Any compensation due would be assessed in accordance with the Compensation Code.
<b>1806-CL-163</b>		
CL163.1	Stated a need for continued and uninterrupted use of their building and access during development.	<p>The compound will be accessed via the existing gate on the north-eastern edge of the field rather than the entrance used by the business and other businesses further south.</p> <p>The ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) and the TA (EA Appendix 16.1, DCO Application Document Reference 6.25) assesses the potential effects of the DCO Scheme on traffic, transport and access and identifies mitigation measures required.</p>

Ref. no.	Summary of comments	Regard had by the applicant
CL163.2	<p>Stated the safety and security of all persons on their site must not be compromised.</p>	<p>The compound will be using a different access point from the business and will be securely fenced off as shown on the Clanage Road Compound, Landscaping and Access Plan (DCO Document Reference 2.52). This will ensure that the safety and security of the site will not be compromised by the DCO Scheme.</p>
CL163.3	<p>Raised the following concerns about the construction phase:</p> <ol style="list-style-type: none"> <li>1. Increased level of dust and rubble.</li> <li>2. Increased level of noise from heavy construction vehicles and equipment.</li> <li>3. Compromised security of the site as there will be large numbers of unknown personnel in close proximity.</li> <li>4. Possible risk of impact on services.</li> </ol>	<p>The impact of the DCO Scheme on construction dust is assessed in ES Appendix 7.1- Construction Dust Management (DCO Application Document Reference 6.25), and summarised in the ES Chapter 7 – Air Quality and Greenhouse Gases (Document Reference 6.10). The ES Chapter 13 – Noise and Vibration (Document 6.16) assesses construction and operation noise. The approach to the management of environmental issues during construction is explained in the CoCP (ES Appendix 4.1, DCO Application Document Reference 8.15) and the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14). These will be addressed through:</p>

Ref. no.	Summary of comments	Regard had by the applicant
		<ul style="list-style-type: none"> <li>• an Air Quality and Dust Management Plan as set out in the Master CEMP ES Appendix 4.2, DCO Application Document Reference 8.14);</li> </ul> <p>consideration by the contractor of proximity to neighbouring land and properties through the CoCP (ES Appendix 4.1, DCO Application Document Reference 8.15) and Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14).</p>
CL163.4	<p>Raised concerns that the pattern of use of the completed scheme will impact on the operation of the business by increased volume of traffic and noise.</p>	<p>The DCO Scheme's noise and its impacts have been modelled and results presented in the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16). The results detailed in the ES showed that noise did not meet the threshold for mitigation at this location.</p> <p>A TA (ES Appendix 16.1, DCO Application Document Reference 6.25) has been undertaken and there will no material increase in traffic at Clanage Road post opening.</p> <p>The permanent maintenance compound will be used occasionally throughout the year.</p>

Ref. no.	Summary of comments	Regard had by the applicant
CL163.5	Requested other sites be used for the Clanage Road compound which would have less of an impact on existing occupiers and the local landscape.	The land is the most appropriate location for the proposed temporary and permanent compounds because of its proximity to Avon Gorge, its location on a straight part of Clanage Road and being close in level to the railway.
<b>Additional Stage 2 Consultation: Highway Subsoil Rights – July 2018</b> (full responses included in Appendix I8 – Report on Stage 2 Consultation)		
<b>1807-HV-001</b>		
HV001.1	Queried the content of the consultation letter and whether their land might be affected.	The purpose of the consultation was explained, and the Section 42 consultation documents (including land plans) were emailed to the individual. They were advised to review them and contact the Applicant if they had any further queries. No further correspondence was received.
<b>1807-HV-115</b>		
HV115.1	<p>[The consultees] concerns were on how the DCO Scheme's proposals for the highway at Lodway would impact on:</p> <ul style="list-style-type: none"> <li>• them and their home; and</li> <li>• their elderly neighbours [address given], who...were not</li> </ul>	<p>The relevant land plan was shared with the property owner, and the relevant DCO Scheme proposals relating to highways explained.</p> <p>It was explained that the relevant DCO Scheme proposals concerned traffic</p>



Ref. no.	Summary of comments	Regard had by the applicant
	<p>internet users and were uncertain on the impacts of project proposals on their house...which is unregistered.</p> <p>[The consultees] said they understood that the project's impacts from the highways restrictions by their home were minimal, not extensive as they had thought might be the case, and they did not have any further queries.</p>	<p>restrictions on highway land included in the DCO redline at Lodway (just west of the Old Vicarage land), and would involve minimal impacts on the local residents, being highways restrictions at a distance from the properties. It was also explained that the highways restrictions in question were to assist construction works elsewhere. No further comments were received.</p>
<b>Additional Stage 2 Consultation: Utilities – October 2018</b>		
<b>Harlaxton Energy Networks Ltd</b>		
UT11.1A	No apparatus in the area	Noted.
<b>Additional Stage 2 Consultation: Portishead and Leigh Woods Access – February 2019</b>		
<b>1902-LW-012</b>		
LW012.1	Unable to locate the mortgage account number.	Noted and records updated.
<b>1902-LW-116</b>		
LW116.1	Unable to locate the mortgage account number.	Noted and records updated.

Ref. no.	Summary of comments	Regard had by the applicant
<b>1902-LW-132</b>		
LW132.1	We understand that [the consultee] has an interest in some of the land required, or affected by, this proposal. If you are able to provide us with any further details of properties that we may have an interest in then please advise us accordingly. We assume that you have notified all the registered proprietors of the affected properties.	Further details were sent. No other correspondence was received.
<b>1902-LW-200</b>		
LW200.1	Stated that the home, property and business will all be severely affected by the Portishead Line reopening as the line severs the property.	Discussions and negotiations are ongoing with the landowner regarding a compensation package and acquisition of land.
LW200.2	Stated that the existing access across the redundant line via two former crossings will be extinguished as a result of the line reopening.	<p>The existing crossings will need to be closed on safety grounds as a result of the DCO Scheme. Alternative access arrangements will be provided. This involves enhancing the current highway access from the Sheepway (road) to the fields south of the railway.</p> <p>Discussions and negotiations continued with the landowner regarding a compensation package and acquisition of land.</p>

Ref. no.	Summary of comments	Regard had by the applicant
		Any compensation for impacts to the property will be dealt with through the Compensation Code.
LW200.3	<p>Stated that currently, access across the line is very simple and it is a 'one- man' operation to take stock across the line, this access is used daily by [the consultee] and/or his several equine livery tenants. Stated that having to use alternative access to the property will cause considerable disruption, loss of time and will, no longer be a 'one-man' job for the moving of stock. Also stated that the road along which access would need to be taken is extremely busy as it forms a popular link for commuters which would render it difficult for large proportions of the day.</p>	<p>The existing crossings will need to be closed on safety grounds as a result of the DCO Scheme. Alternative access arrangements will be provided. This involves enhancing the current highway access from Sheepway (road) to the fields south of the railway.</p> <p>Discussions and negotiations continued with the landowner regarding a compensation package and acquisition of land.</p> <p>Any compensation for impacts to the property will be dealt with through the Compensation Code.</p>
LW200.4	<p>Requested that a bridge is put in place as part of the scheme to allow the continued access to the property which will ensure the continued success of the business. Believed that failure to provide such access and the severing of such a large proportion of [the consultee's] agricultural land will inevitably see the closure of the farming business.</p>	<p>A bridge was discussed with the landowner and ruled out in the early stages of the DCO Scheme's development due to the large land footprint and resultant close proximity to the residential buildings and the associated costs of such a bridge.</p> <p>Alternative access arrangements will be provided. This involves enhancing the current highway access from</p>

Ref. no.	Summary of comments	Regard had by the applicant
		<p>Sheepway (road) to the fields south of the railway.</p> <p>Discussions and negotiations continued with the landowner regarding a compensation package and acquisition of land.</p> <p>Any compensation for impacts to the property will be dealt with through the Compensation Code.</p>
<b>Additional Stage 2 Consultation: Crockerne House, Pill – July 2019</b>		
<b>1907-CR-006</b>		
CR006.1	Concerned about the availability of parking [assumed because of the temporary acquisition of car parking spaces under Pill viaduct although not explicitly stated]	Up to 6 off-street parking spaces on Chapel Row in Pill will be temporarily displaced while works to the viaduct are undertaken. There are very limited on street restrictions in the area and consequently impacts will be limited. Traffic impacts and mitigations during construction have been addressed in the CTMP (DCO Application Document Reference 8.13), specifically to ensure that the impact and disruption to the local communities is minimised.
<b>1907-CR-012</b>		
CR012.1	Concerned that large vans will park in front of the property's	Construction concerns have been addressed in the ES

Ref. no.	Summary of comments	Regard had by the applicant
	front window depriving them of light.	Chapter 16 – the CTMP (DCO Application Document Reference 8.13), specifically to ensure that the impact and disruption to the local communities is minimised.
<b>Additional Stage 2 Consultation: Memorial Club car park access rights, Pill – September 2019</b>		
<b>1908-MM-001</b>		
MM001.1	We confirm receipt of the plan enclosed with your letter but understand from [a neighbour] that the plan has been updated and corrected. We have yet to receive a copy of the revised plan to comment on and reserve my right to do so following receipt, whenever that may be.	<p>Following a site visit, the plan has been amended to address the issues raised.</p> <p>The revised plan will be made available as part of the DCO application as Pill Memorial Club Bus Stops and Car Park: Construction Compound Plan, DCO Document Reference 2.43.</p>
MM001.2	The wall along the boundary between [property address] and the car park is protected by a kerb on the carpark side; this needs to be retained and not removed as proposed on the plan.	<p>Following a site visit, the plan has been amended to protect the garden wall through the retention and extension of the kerb line.</p> <p>The revised plan will be made available as part of the DCO application as Pill Memorial Club Bus Stops and Car Park: Construction Compound Plan, DCO Document Reference 2.43.</p>

Ref. no.	Summary of comments	Regard had by the applicant
MM001.3	<p>There is a hedge at the end of the drive to [property address], this is not shown on the plan. It needs to be shown on the plan and retained. It may have a Tree Preservation Order protecting it.</p>	<p>Following a site visit, the plan has been amended to show the hedge.</p> <p>The revised plan will be made available as part of the DCO application as Pill Memorial Club Bus Stops and Car Park: Construction Compound Plan, DCO Document Reference 2.43.</p>
MM001.4	<p>The number of 'current' car-parking spaces and their location shown on the plan is not accurate. There is no parking space beyond the end of the hedge...as the space between the hedge and the opposite car parking spaces next to the Club extension form part of our right of way. The width of this accessway should not be reduced in size.</p>	<p>Following a site visit, the plan has been amended to address the issues raised.</p> <p>The revised plan will be made available as part of the DCO application as Pill Memorial Club Bus Stops and Car Park: Construction Compound Plan, DCO Document Reference 2.43.</p>
MM001.5	<p>Your proposal for five temporary car parking spaces beside the compound entrance to the temporary site compound during construction threatens to inhibit our right of way across the car park. These and the boundary to the compound need to be moved to a line behind the end of hedge (i.e. into the area hatched red on your plan). The access across the front of the Clubhouse is currently wide enough for vehicles to pass each other in opposite directions to/from the</p>	<p>Following a site visit, the plan has been amended to address the issues raised.</p> <p>The revised plan will be made available as part of the DCO application as Pill Memorial Club Bus Stops and Car Park: Construction Compound Plan, DCO Document Reference 2.43.</p>

Ref. no.	Summary of comments	Regard had by the applicant
	<p>car park. This two-way access needs to be maintained due to its constant use and for vehicles that need to gain access to the rear car park (and to avoid blocking our access).</p>	
MM001.6	<p>The plans show no proposal to improve visibility or access to the entrance to Station Road.</p> <p>a. During the previous consultation I raised the point that improvements needed to be made to prevent the access Station Road becoming blocked (as it frequently does now) with the increase in traffic attempting to reach the Station and Station car park.</p> <p>b. Visibility around the bend downhill from at the entrance to Station Road also needs improving for safety reasons to cater for</p> <ul style="list-style-type: none"> <li>the increase in traffic turning into and out of Station Road and</li> <li>to prevent the road becoming blocked outside the entrance to the Club car park which is in use 24-hours a day.</li> </ul> <p>This is an ideal opportunity to remove the obstructing triangle and trees at the entrance to Station Road and widen the</p>	<p>This junction has been assessed as part of the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). This has informed any mitigations required to this area, specifically:</p> <ul style="list-style-type: none"> <li>The car park access visibility will be improved by widening Heywood Road;</li> <li>Parking restrictions will be extended along Station Road to prevent this route becoming blocked; and</li> <li>Works to the triangle are not required and are therefore beyond the scope of the DCO scheme.</li> </ul> <p>These have been included in the Permanent Traffic Regulation Order Plans (DCO Document Reference 2.31), and Pill Memorial Club Bus Stops and Car Park: Construction Compound Plan, DCO Document Reference 2.43.</p>

Ref. no.	Summary of comments	Regard had by the applicant
	access and make it safer at that point.	
MM001.7	There is a stretch of derelict land between the wall and car parking at Old Vicarage Close at the end of Station Road. This could be purchased to widen the access to Station Road, allowing for a wider foot path and bus stop alongside the Club car park whilst retaining its current boundary. This is in preference to permanently depriving the Club of car parking that is so heavily used and a community benefit.	<p>The bus stop and footway improvements were required to the south side of the road adjacent to the Pill Memorial Club and will result in a small number of car parking spaces being lost which has been shared with the landowner. The consultee's suggestions would involve taking land from an additional landowner and require substantially more engineering to the junction which the Applicant considers unnecessary.</p> <p>The revised plan will be made available as part of the DCO application as Pill Memorial Club Bus Stops and Car Park: Construction Compound Plan, DCO Document Reference 2.43.</p>
<b>1908-MM-005 (notes from on-site meeting)</b>		
MM005.1	Stated that the property's title documents show vehicular access rights across the Memorial Club car park as it used to be a road, and that the planned changes to the car park's layout cause a possible obstruction of to this right of way.	<p>Through engagement with the property owner, the car park layout at the Memorial Club was amended to create a wider route between the car parking spaces and the property. This plan was also issued to the Memorial Club.</p> <p>The revised plan will be made available as part of the DCO</p>



Ref. no.	Summary of comments	Regard had by the applicant
		application as Pill Memorial Club Bus Stops and Car Park: Construction Compound Plan, DCO Document Reference 2.43.
MM005.2	Stated concerns regarding the proximity of the proposed parking to the property's perimeter wall (which is not a load bearing wall and that there are differences in levels).	<p>Through engagement with the property owner, the car park layout at the Memorial Club was amended to move the car parking spaces away from the garden wall. The existing kerb is proposed to be extended to provide a further level of protection for the wall. This plan was also issued to the Memorial Club.</p> <p>The revised plan will be made available as part of the DCO application as Pill Memorial Club Bus Stops and Car Park: Construction Compound Plan, DCO Document Reference 2.43.</p>

Ref. no.	Summary of comments	Regard had by the applicant
MM005.3	Stated that the proposals encroach onto the property, and that the plans are based around an old garage which has been replaced with a new one in a slightly different location but still within the property's boundary.	<p>Through engagement with the property owner, this was resolved by reducing the footprint of the proposed parking spaces so that they are further away from the property's garden wall to remain within the land boundary of the Memorial Club. This plan was also issued to the Memorial Club.</p> <p>The revised plan will be made available as part of the DCO application as Pill Memorial Club Bus Stops and Car Park: Construction Compound Plan, DCO Document Reference 2.43.</p>
<b>1908-MM-007</b>		
MM007.1	Confirmed they have no access rights from the car park and have no point of informal access. Stated that they had been in discussions with the Memorial Club to come to an arrangement but declined the offer and have no intention of pursuing this in the near future.	Noted.

## **10.5 Statement of Compliance**

- 10.5.1 This Chapter demonstrates that all requirements for summarising the consultation responses received under Section 42 of the Act during the statutory consultation and having regard to those responses under Section 49 of the 2008 Act have been met.
- 10.5.2 It can be concluded from an analysis of this information that the comments, views and impacts identified through the statutory consultation have influenced the development of the DCO Scheme, primarily in relation to:

### *Scheme Wide*

- (a) effects on protected species such as bats have been considered and appropriate mitigations proposed;
- (b) worked closely with the North Somerset IDB to not adversely affect their statutory activities and made design changes where appropriate to accommodate their needs; for example the fence line has been designed to be kinked in at the location of culvert headwalls to allow maintenance access;
- (c) multiple amendments to flooding and drainage proposals following feedback;
- (d) reduction of land requirements where possible and where requested by the associated land owners;
- (e) apparatus owned by the utility companies will be diverted or have protective provisions;
- (f) creation or enhancement of ponds for GCN;
- (g) public safety improvements;

### *Portishead*

- (h) the design of Portishead Station has been altered in line with some consultee comments;
- (i) short term and disabled parking spaces have been included in the larger of the Portishead Station car parks to help offset the loss of parking nearby on Harbour Road;
- (j) TROs in Portishead have been altered or removed to lessen the impacts of traffic restrictions on residents;

- (k) the design of the Trinity Primary School bridge has been altered to reduce its size and local visual impact, and to improve public safety and local residents' privacy; also, a proposed footpath adjacent to Trinity Primary School has been removed;
- (l) planting has been added where possible to address privacy issues to local residents;

*Sheepway and Portbury*

- (m) the design of the access and compound at Sheepway has been enlarged to provide sufficient vehicular access for Fire Engines;
- (n) Cattle Creep Bridge will be strengthened while keeping its current design, instead of being rebuilt or replaced by new culverts;
- (o) where the Hinkley Point C Connection DCO project's electricity cable route (promoted by National Grid) crosses the DCO Scheme's railway route at Portbury, the Applicant has engaged with National Grid to ensure that both promoters' DCO Schemes can co-exist and progress;

*Pill*

- (p) safety improvements have been added, such as minor alterations to Pill Station open-air furniture;
- (q) access to Pill Station has been changed with the creation of a forecourt in the place of no. 7 Station Road, and with a ramp connecting the adjacent highway with the station's southern platform, thereby negating the need for a new footbridge;
- (r) TROs in Pill have been altered or removed to lessen the impacts of traffic restrictions on Pill residents;
- (s) the bus stops on Heywood Road, Pill, will be upgraded to allow step-free access to and from Pill Station, including the provision of wider footpaths, dropped kerbs, and safer crossing points;
- (t) proposals for the layout of the car park for Pill Memorial Club were altered following feedback from residents whose access would be affected by the plans;
- (u) at the back of Sambourne Lane, Pill, soil nail works have been altered to lessen their impact on residents' properties;
- (v) memorials underneath the Avonmouth Bridge will be protected during construction;

- (w) the bridleway will be extended underneath the M5 Avonmouth Bridge through to Pill linking back onto the NCN Route 41;

#### *Avon Gorge*

- (x) amendments have been made to the DCO Scheme's proposals for the passenger railway through the Avon Gorge in order to minimise their impacts, for example:
  - (i) to reduce visual impacts, paladin (or mesh) fencing has been chosen instead of palisade fencing;
  - (ii) to reduce construction and operational impacts on the Whitebeam tree population to the side or above the railway, propagation and other mitigation measures have been carefully considered and progressed;
  - (iii) to allow for continued vehicular access for The National Trust to its land adjacent to the railway, the proposed works to the bridge known as Quarry Underbridge No. 2 have been altered (so that Quarry Underbridge No. 2 will not be re-built);
- (y) compensation of 1.6 hectares of positive management is proposed for losses of SAC woodland and grassland;
- (z) the height of the track was revised to ensure it remains at its current level and flood compensation provided in the Clanage Road compound for flood water displacement by the ramp. This avoids flood risk to third parties;

#### *Ashton Vale*

- (aa) pedestrian safety improvements have been added to highway proposals in the vicinity of the Ashton Vale Level Crossing;
- (bb) design improvements for Ashton Vale Road junction, in order to mitigate traffic impacts resulting from increased closures of the Ashton Vale Level Crossing once the passenger railway has been re-opened. These design improvements include the extension of the left-hand turning lane on Winterstoke Road, and an upgrade of traffic signals.

## **11 SUMMARY OF RESPONSES UNDER SECTION 47 OF THE 2008 ACT**

### **11.1 Introduction**

11.1.1 This Chapter sets out how the Applicant has complied with its duty under Section 49 of the 2008 Act to take account of consultation responses received under Section 47 of the 2008 Act. Information pertaining to consultation responses received under Sections 42 and 48 of the 2008 Act is presented in Chapters 10 and 12 of this Report respectively.

11.1.2 This Chapter seeks to provide the information relevant to Section 47 consultation responses as required in the Consultation Report under Sections 37(7)(b) and 37(7)(c) of the 2008 Act and the relevant parts of the DCLG guidance on pre-application consultation.

### **11.2 Legislative context**

11.2.1 Section 49(2) of the 2008 Act requires the applicant to have regard to relevant responses to the consultation and publicity that has been undertaken under Sections 42, 47 and 48. A relevant response for the purposes of Section 47 is defined in Section 49(3)(a) as a response from a person consulted under Section 47 that is received by the applicant before the deadline imposed.

### **11.3 Summary of responses received for the Stage 1 Consultation**

11.3.1 At the time of the Stage 1 Consultation it was anticipated that much of the work on the freight line would be carried out by NR relying on the Permitted Development rights. As a result, the Stage 1 Consultation focussed on the major physical works on the disused section of the Portishead branch as well as works in the vicinity of Ashton and Pill. The specific elements considered in detail were:

- (a) Portishead Station and associated infrastructure such as highway alterations;
- (b) Trinity Primary School bridge in Portishead;
- (c) Pill Station and associated infrastructure;
- (d) Impacts on NCN Route 26;
- (e) Emergency access route to Pill Tunnel;
- (f) Double tracking and bridge widening works through Pill; and
- (g) Ashton Gate level crossing works and closure of Barons Close pedestrian crossing.

- 11.3.2 This focus did not preclude any responses on other elements, as demonstrated by the Summary Tables 11-1 – 11.10.
- 11.3.3 During the Stage 1 Consultation, the Applicant formally consulted consultees in accordance with the Stage 1 SoCC. A total of 863 questionnaires, letters and email responses were received from Section 47 consultees.
- 11.3.4 Due to the number of responses received, Tables 11-1 – 11-10 only summarise those issues raised which have or could have influenced elements of the DCO Scheme. They do not include:
- (a) issues raised which were not part of the DCO Scheme and which may have been scoped out during earlier development stages (due to issues such as cost);
  - (b) issues raised which had already been decided on through the Governance process which may have already been consulted on such as the location of Portishead Station;
  - (c) general comments of support or against;
  - (d) issues outside of the DCO Scheme's control such as the DCO process itself, mode, train operator, fares, costs or additional stations.
- 11.3.5 A complete set of comments and the Applicant's response to them are in the Stage 1 Consultation report (Appendix I7), which also contains a full description of the Stage 1 consultation process and its results
- 11.3.6 Comments received from Section 47 consultees during the Stage 1 Consultation period, with the exception of those described in 11.3.4 have been summarised below in Tables 11-1 – 11-10. To aid analysis, responses have been grouped by geographical area and/or specific scheme elements.
- 11.3.7 The first column of Tables 11-1 to 11-10 corresponds to the issue number as set out in Appendix J of the Stage 1 Consultation Report (Appendix I7). Where no issue number is provided this indicates that the Applicant has included additional points from the consultation responses that were not summarised in the Stage 1 Consultation Report to ensure that this Report is as comprehensive as possible.

**TABLE 11-1 – STAGE 1 CONSULTATION COMMENTS ON SCHEME WIDE ASPECTS**

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
005 and 091	General concerns over the design and layout of the scheme works	<p>The final approach to the scheme design is set out in the DAS (DCO Document Reference 8.1). The design accords with rail industry guidance and technical requirements as shown in the Railway Alignment, Design and Engineering Plans DCO Application document references 2.7 – 2.28. The concept designs presented in the Stage 2 Consultation material were developed in more detail to take on board comments raised at the Stage 1 Consultation.</p>
011	General concerns over environmental pollution; noise and light	<p>The environmental impacts were developed in more detail to take on board comments raised in this consultation stage, and have been considered:</p> <ul style="list-style-type: none"> <li>• as part of the EIA which assesses the impacts of the infrastructure works that require consent and considers the cumulative impacts of the wider DCO Scheme;</li> <li>• in the ES (DCO Document References 6.1 – 6.31) which set out in detail how we will implement measures to mitigate environmental impacts and accompany the DCO</li> </ul>



Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>Application - a non-technical summary is included; and</p> <ul style="list-style-type: none"> <li>• in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) which sets out a framework for Environmental Management Consents during construction.</li> </ul>
012 and 013	<p>General concerns over impact to local property. How will properties along the route be checked for impact?</p>	<p>Impacts on local properties have been considered and measures to mitigate impacts identified and reported in the following documents supporting the DCO planning application:</p> <ul style="list-style-type: none"> <li>• Impacts during construction - Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14)</li> <li>• Environmental impacts – ES (DCO Document References 6.1 – 6.31)</li> <li>• Transport impacts – TA (Es Appendix 16.1, DCO Application Document Reference 6.25_</li> </ul>
037	<p>Can you confirm what noise there will be and how frequent?</p>	<p>Background noise measurements have been undertaken and the impacts from the operation of the trains assessed and included in the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16).</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
057	Suggestion for landscaping and greenery	Initial consideration of landscaping at the stations, station car parks and footbridge was made but considered further as the DCO Scheme design progressed and consultation responses from this stage recorded. Landscaping has been assessed within the ES Chapter 11 – LVIA (DCO Application Document Reference 6.14) and the approach to the DCO Scheme design is set out in the DAS (DCO Document Reference 8.1). Landscaping proposals are presented in the Railway Landscape Plans (Disused line) (DCO Document Reference 2.10), and various Access, Highways and Traffic Plans DCO Application document references 2.29 – 2.52 that will be submitted with the DCO Application.
031	What arrangements have been made for the period of building, when site traffic will be at its highest?	Impacts during construction and mitigation measures are reported in the CTMP (DCO Application Document Reference 8.13) and the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14). .
029, 010, 062 and 157	General concerns over the impact on parking, congestion and traffic surrounding the stations	Changes to parking and traffic flows resulting from the DCO Scheme have been assessed and reported in the TA (ES Appendix 16.1, DCO Application Document

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>Reference 6.25). Mitigations proposed to minimise impacts include a number of permanent and temporary TROs in identified locations. Following feedback from Stage 1 Section 47 consultation these were amended and consulted on again during the Stage 2 period. Views were considered at both consultation stages and shaped the TRO proposals for construction and operation in the DCO Application. These are shown on the Permanent Traffic Regulation Order Plans (DCO Application Document Reference 2.31).</p>
032	<p>Are there enough parking spaces considering some people will be parked all day?</p>	<p>The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case 2014 and Outline Business Case 2017 (DCO Document References 8.3 and 8.4 respectively), and these were continually reviewed as the DCO Scheme progressed due to the number of concerns raised about parking at Stage 1 Section 47 consultation. The Applicant has tried to minimise the impacts through discussions with NSDC who will manage the car parks, and have agreed to short stay and all-day tariffs and season permits, and will monitor its use. Further consideration of wider parking issues have been reported in the</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		TA (ES Appendix 16.1, DCO Application Document Reference 6.25).
033	Will there be a residents parking scheme put in place?	Residents' parking was considered after the Stage 1 Section 47 consultation but required discussion at Local Authority level as part of a wider parking strategy. There will be post-implementation monitoring of parking provision within Portishead and Pill, as set out in Table 16.8 of the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). The impacts on parking provision are discussed within Section 16.6 of the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), and Section 7 of the TA (ES Appendix 16.1 DCO Application Document Reference 6.25) also discusses the impact of the scheme on local roads and parking. NSDC is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking.
016	General concerns over access by all modes and for users with mobility and sensory impairment	The design has been developed to consider the access by all modes and users with mobility or sensory impairments and has been assessed in the EqlA (ES Appendix 14.1, DCO Application

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>Document Reference 6.25) The new infrastructure will comply with Equality Act 2010 and has been designed to enable attractive access by non-car modes. The approach to the DCO Scheme design is set out in the DAS (DCO Document Reference 8.1) and will accord with rail and highway industry guidance and technical requirements as shown in the Railway Alignment, Design and Engineering Plans (DCO Document References 2.7 – 2.28).</p> <p>Following feedback from the Stage 2 Section 47 consultation, accessibility to Pill station was redesigned to enable step free access from the nearest bus stops on Heywood Road to the platform.</p>
041	Suggestion to adjust the number and size of carriages/concerns for rail line capacity	<p>Technical assessment work has been undertaken to quantify the rail passenger demand. The assessment indicates 3 car units (3 train carriages) will provide adequate passenger capacity in the early years of operation, providing up to 270 seats. In the medium to long term additional carriages could be introduced and the platforms at Portishead and Pill stations will be sufficient for 5 train carriages, providing up to 450 seats. Further information has been reported in more detail in the</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		Outline Business Case 2017 (DCO Document Reference 8.4).
017	General concerns over safety	<p>Safety is the rail industry's first priority. Safety is an integral part of the design of the DCO Scheme. In particular, the engineering designs have been subject to technical approval by NR; this process includes consideration of safety for rail passengers, rail industry staff and the wider public. The ORR also has a role of overseeing safety on the rail network. Also, the safety impacts to the LRNs and SRNs has been considered and reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).</p>
035 and 082	Suggestion for rail services to be integrated with other transport services	<p>Portishead rail station will include a multi-modal interchange forecourt to enable physical integration across all mainstream modes of transport. Pill station will also include modal integration although the context is very different in respect of the forecast passenger footfall and environmental constraints of the station location.</p> <p>Through ticketing will be available from Portishead and Pill stations to anywhere on the UK passenger rail network. The integration of public transport and other modes has been considered in more detail in the TA (ES Appendix 16.1, DCO</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		Application Document Reference 6.25).
046 and 048	General concerns over crime, vandalism and safety and privacy measures	<p>Any DCO Scheme changes made after this stage of consultation ensured that such concerns raised were continually considered in the design. The rail industry treats acts of vandalism to railway property very seriously and prosecutes the perpetrators. Furthermore, British Transport Police plays a key role in providing security, acting on lines of enquiry and educating target demographics in the community.</p> <p>There will be CCTV in operation at Portishead and Pill stations and protective measures to prevent access on the tracks. Portishead station will be staffed part time, while Pill station will be unstaffed due to the more limited forecast passenger footfall.</p> <p>The design and safety of the station has been developed in accordance with NSDC and NR design standards included in the DAS (DCO Document Reference 8.1.</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
052	General concerns over ticketing system and cost of travel	The fares for the re-opened Portishead line are yet to be determined as they are outside the control of the DCO Scheme and will be set with the operator in due course.
053	General concerns over the accuracy of passenger forecast demand	A multi-modal transport model (mathematical model) known as G-BATS4, alongside rail industry models are being used to forecast rail passenger demand and highway traffic impacts. The train operator and NR contributed to this modelling work which was reported in the Preliminary Business Case 2014 and updated for the Outline Business Case (2017 (DCO Document References 8.3 and 8.4 respectively) for the reduced one train per hour scheme scope. Both Business Cases were independently reviewed and endorsed by the West of England JTB/Joint Committee. An updated demand forecast was reported in the Outline Business Case and the forecast has been benchmarked against actual passenger volumes at similar sized existing stations.



**TABLE 11-2 - STAGE 1 CONSULTATION COMMENTS ON PORTISHEAD CAR PARKS AND PARKING**

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
075	General concerns over construction impacts	Impacts during construction such as traffic, air pollution, noise, and light and their proposed mitigation measures have been reported in the ES (Part 6 of the Application) and Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14).
064, 065 and 066	<p>Suggestion for parking restrictions in local roads to the station</p> <p>Suggestion for day time parking restrictions</p> <p>Will residents in roads such as Marjoram Way, Camomile Walk and Tansy Lane be issued with parking permits?</p>	<p>Traffic, parking and related issues have been considered in detail in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).1. This has informed the DCO Scheme proposals needed and although a residents' parking scheme may help control parking, the volumes of traffic and parking assessed in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) shows it is not a necessary for the delivery of the DCO Scheme. Mitigations proposed to minimise impacts include a number of permanent and temporary TROs in identified locations. Following feedback from Stage 1 Section 47 consultation these were amended and the revised proposals consulted on during the Stage 2 period. Views were considered at both consultation</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		stages and shaped the TRO proposals for construction and operation in the DCO Application. These are shown on the Permanent Traffic Regulation Order Plans (DCO Document Reference 2.31). NSDC is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking.
069 and 070	Suggestion for car park to be free  Will the car parks be pay and display?	Portishead station car park is to be retained by NSDC, who will have control over the tariff. NSDC have agreed to short stay and all-day tariffs and season permits, and will monitor its use.
074	Will there be a time limit in the drop off area, if a train is late you still have to wait?	The drop off area is likely to have a waiting time limit but will be managed by NSDC.

**TABLE 11-3 - STAGE 1 CONSULTATION COMMENTS ON PORTISHEAD STATION AND SURROUNDING ROADS / WALKING AND CYCLING ROUTES**

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
044	General concern over the design and layout of the DCO Scheme works.	The station design accords with rail industry guidance, technical requirements and

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>planning authority requirements. The design was also informed by the comments received from the Stage 1 Consultation and revised designs were consulted on at the Stage 2 Consultation. The approach to the DCO Scheme design is set out in the DAS (DCO Document Reference 8.1).</p>
<p>092, 093, 094, 095 and 096</p>	<p>Suggestion for design to be in keeping with old station</p> <p>Suggestion for design to be modern / not in keeping with old station</p> <p>Suggestion for station to feature art or iconic architecture</p> <p>Suggestion for station to be basic in design</p> <p>General concerns that station design is too small and basic</p>	<p>The station is not located in a conservation area and there are no historic buildings within the immediate vicinity. The station has been designed to blend with the existing modern high-quality urban design. Therefore, the station design is a modern iconic design and will form an important gateway into Portishead. The design was also informed by the comments received from the Stage 1 Consultation and revised designs were consulted on at the Stage 2 Consultation. The approach to the DCO Scheme design is set out in the DAS (DCO Application Document Reference 8.1).</p>
<p>097, 098, 099, 101, 102 and 103</p>	<p>General concerns that canopy will be difficult to maintain</p> <p>General concerns over design and length of</p>	<p>The approach to the DCO Scheme design is set out in the DAS DCO Application document reference 8.1. The design accords with rail</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
	<p>canopy at Portishead station</p> <p>Shelter inadequate</p> <p>General concerns over the platform length</p> <p>Suggestion for shelter to be extended to walkways and bus interchanges</p>	<p>industry guidance and technical requirements as shown in the Railway Alignment, Design and Engineering Plans DCO Application document references 2.7 – 2.31.</p> <p>The station canopy will cover the entrance of the station, station building and part of the platform (approx. one train carriage). The length of the platform needs to accommodate up to 5 train carriages. The station design also takes into account how the station will be operated and maintained.</p>
007, 108 and 109	<p>Suggestion for cycle routes to be improved</p> <p>Suggestion that shared route be designed in line with guidance</p>	<p>The approach to the DCO Scheme design is set out in the DAS (DCO Document Reference 8.1). The DCO Scheme is proposing to retain the existing cycle path NCN Route 26 under the bridges between Portishead and Pill detailed in the TA (EA Appendix 16.1, DCO Application Document Reference 6.25) Improvements will be made; for example the section of the NCN Route 26 between Marsh Lane and the M5 forms part of the haul route during construction and will undergo surface treatment for</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		HGVs which will remain once reopened. Further details of the proposed alterations and enhancements to the NCN Route 26 / bridleway are included on the National Cycle Network Temporary and Permanent Work Plans (DCO document reference 2.37).
110 and 111	<p>Provision of cycle facilities</p> <p>Suggestion for cycle racks to be bolted, not cemented</p>	<p>The wider connectivity of the pedestrian and cycle path network has been considered as part of the TA (EA Appendix 16.1, DCO Application Document Reference 6.25) . The DCO Scheme is proposing a range of cycle route enhancements which are detailed in the TA (EA Appendix 16.1, DCO Application Document Reference 6.25), including new cycle routes to Portishead station and covered cycle parking located close to the entrance of both Portishead and Pill stations.</p>
058, 136 and 137	<p>General concerns over access by all modes and for users with mobility and sensory impairment</p> <p>Suggestion for surface treatments and kerbs and thresholds to be included in the design to provide unimpeded</p>	<p>The approach to the DCO Scheme design is set out in the DAS (DCO Document Reference 8.1). The design has been developed to consider the access by all modes and users with mobility or sensory impairments. The new infrastructure will comply with Equality Act 2010 and has</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
	access and movement by wheelchairs	<p>been designed to enable attractive access by non-car modes.</p> <p>Following consultation, both of the proposed stations have been designed to provide step free access from the pedestrian approach to the station, through to the platform Specifically, feedback from the Stage 2 Section 47 consultation resulted in changes to accessibility to Pill station to enable step free access from the nearest bus stops on Heywood Road to the platform.</p>
076, 077, 078 and 079	<p>General concerns over environmental pollution; noise, air, ecological and light</p> <p>General concerns over noise mitigation strategies</p> <p>Will noise reduction be put in place for residents near the station?</p> <p>We would also seek reassurance about the</p>	<p>Environmental impacts have been considered as part of the EIA. The EIA assesses the impacts of the infrastructure works that require consent and considers the cumulative impacts of the wider MetroWest Phase 1 project. The ES (DCO document references 6.1 – 6.31)6 details how measures will be implemented to reduce environmental impact. ES Chapter 13 - Noise and Vibration (DCO Application Document Reference 6.16) specifically discusses noise</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
	noise as the railway is opened.	impacts and proposed mitigations, such as the provision of noise fencing in Portishead for properties assessed as being affected by the DCO Scheme.
081	Will lighting be lowered in the evenings when trains stop running to minimise disruption to sleep for all houses overlooking both station and track?	NSDC lighting policy states that footpaths, alleyways, PROW and walkways in open spaces should always be lit. Lighting in these areas can be reviewed after opening. Platform and car park lighting will be at the minimum safe level in its 'rest' state. When movement is detected it will become brighter, dimming again after a period of inactivity. It would not turn off completely during the hours of darkness. This is detailed in the ES Chapter 4 - Description of the Proposed Works (DCO Application Document Reference 6.7).
117	General concerns over lighting of pedestrian routes	NSDC lighting policy states that footpaths, alleyways, PROW and walkways in open spaces should always be lit. Lighting in these areas can be reviewed after opening. Platform and car park lighting will be at the minimum safe level in its 'rest' state. When movement is detected it will become brighter, dimming again after a period of

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		inactivity. It would not turn off completely during the hours of darkness. This is detailed in the ES Chapter 4 - Description of the Proposed Works (DCO Application Document Reference 6.7).
123 and 124	<p>General concerns over impact to local property</p> <p>Visual impact should be minimal</p>	<p>Environmental impacts during construction have been reported in the ES Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12) . The CoCP (ES Appendix 4.1, DCO Application Document Reference 8.15) and Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) outline proposed measures to reduce impacts. The Applicant has sought to limit visual impacts through design features such as landscaping. The effects on privacy through loss of visual screening is described and assessed in Sections 11.6 and 11.7 of the ES Chapter 11 – LVIA (DCO Application Document Reference 6.14).</p>
127	<p>Compensation for increased noise should be provided for devaluation of properties for closest properties</p>	<p>Noise assessments have been undertaken such that the impacts to properties close to the stations and line have been quantified and mitigations proposed where necessary (such as noise fencing). This is</p>



Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		detailed in the ES Chapter 13- Noise and Vibration (DCO Application Document Reference 6.16), with mitigations included on the Environmental Master Plan (DCO Application document reference 2.53). Any compensation due would be assessed in accordance with the Compensation Code.
140	General concerns over sustainability of station	Sustainability of the new station was considered during all stages of the design process and measures incorporated where possible. For example, solar panels will be fitted for power, an air water heat pump will be installed for the boiler, and consideration will be given to installing electrical charging points for vehicles
135	General concerns over impacts during construction along local roads	Consideration of the impacts from construction have been considered and limited where possible. The impacts have been assessed in the TA (EA Appendix 16.1, DCO Application Document Reference 6.25),, and mitigation measures implemented through the CTMP (DCO Application Document Reference 8.13) and Master CEMP (ES

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		Appendix 4.2, DCO Application Document Reference 8.14)
045 and 120	General comments on station amenities and facilities / retail space. Can the proposal include the facility to have some unusual shops like they have at Oban (Scotland) etc?	Portishead station will include a ticket office, waiting area and toilets in line with rail industry guidance to provide facilities based on considerations such as expected passenger numbers. The use of any retail space will be determined by the station operator.
050	General concerns over new road layouts	The relocation of Quays Avenue and subsequent changes to Phoenix Way and Harbour Road are required for the Portishead Station site, which was consulted on and a decision made (see Appendices I1 – I4 of this report). The proposed changes to the road layout meet the technical requirements set out in the Manual for Streets and assessed in the TA (EA Appendix 16.1, DCO Application Document Reference 6.25),. The approach to the DCO Scheme design is set out in the DAS (DCO Document Reference 8.1).
	Specific concerns with the new road layout, pedestrian island and trees/bushes lining the boulevard affecting	The business was consulted following the Stage 1 Consultation period and they provided vehicle sizes to

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
	<p>operations of a silo business from Haven View.</p> <p>Concerns that the parking on Harbour Road would impede their movements.</p>	<p>enable swept path analysis to be carried out. The design of the highway layout has been adapted to include an overrun area at this junction and the analysis shows that the abnormal loads can continue to manoeuvre around the new layout.</p> <p>Parking restrictions are proposed for Harbour Road providing a clear way for vehicles to manoeuvre out of Haven View, over Harbour Road and onto Quays Avenue.</p>
084 and 085	<p>Suggestion for shuttle bus around Portishead</p> <p>Suggestion for bus to be provided to/from Clevedon</p>	<p>Local bus services have been considered within the TA (EA Appendix 16.1, DCO Application Document Reference 6.25), and bus stops provided outside the station on Quays Avenue. However there are no plans for new bus services as this is outside the scope of the DCO Scheme.</p>
113	General concerns over pedestrian access	<p>The wider connectivity of the pedestrian and cycle path network has been considered as part of the TA (EA Appendix 16.1, DCO Application Document Reference 6.25),. The DCO Scheme</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>design includes a range of pedestrian route and access enhancements such as new formal crossings in the immediate vicinity of the station on Quays Avenue and Harbour Road, and a pedestrian / cycle boulevard towards the town centre. These are detailed in the Portishead Station Car Park Layout, Landscaping and New Boulevard and Access Plan (DCO Document Reference 2.38).</p>
114	Suggestion for pedestrian priority crossing, consider raised crossings	<p>Signal controlled pedestrian crossings are proposed on Quays Avenue, Phoenix Way and Harbour Road. The pedestrian crossing facilities have been developed as part of the station design and through a Road Safety Audit as part of the TA (EA Appendix 16.1, DCO Application Document Reference 6.25). The Road Safety Audit takes account of vulnerable groups of people including children and older people.</p>
115 and 116	General concerns over pedestrian safety when crossing	<p>The approach to the DCO Scheme design is set out in the DAS (DCO Document Reference 8.1). Signal controlled pedestrian crossings are proposed on Quays Avenue, Phoenix Way and</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
	General concerns for child safety/impact on children	Harbour Road. The pedestrian crossing facilities have been developed as part of the station design and through a Road Safety Audit as part of the TA (EA Appendix 16.1, DCO Application Document Reference 6.25). The Road Safety Audit takes account of vulnerable groups of people including children and older people.
125	Access to private roads should remain so, public footpaths should be separated by a barrier	The DAS (DCO Document Reference 8.1) considers how the station and Trinity Primary School bridge footpaths are connected to the existing footpath network, which is the area the comments relate to. The roads are not adopted and are under a section 38 agreement; they remain under ownership of the developer but may be adopted in the future by NSDC. The developer has been consulted and have raised no issues with the footpath proposals in this area.
047, 132 and 133	<p>General concerns over maintenance and security</p> <p>Is there adequate security measures in place such as CCTV and lockable gates to</p>	The approach to the DCO Scheme design is set out in the DAS (DCO Document Reference 8.1). The station and railway design takes into account how the infrastructure will be operated and

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
	ensure persons cannot gain access to station premises out of hours?	<p>maintained by the train operator and NR. There will be CCTV in operation at Portishead station and protective measures to prevent access on the tracks.</p> <p>Portishead station will be staffed part time, while Pill station will be unstaffed due to the more limited forecast passenger footfall.</p> <p>Furthermore, the design and safety of the station has been developed in accordance with highway and NR design standards and technical requirements.</p>
128	General concerns over ticketing system and cost of travel	<p>The fares for the re-opened Portishead branch line are yet to be determined but are likely to be similar to comparative fares across the rest of the local network, except the Severn Beach line which has zoned fares. Rail cards offering around a one-third reduction to fares are available for a range of people including young people, older people, people with disabilities. Further information is available at <a href="http://www.railcard.co.uk">www.railcard.co.uk</a> Ticket prices are ultimately governed by the train operators and therefore outside of the control of the DCO Scheme.</p>

**TABLE 11-4 - STAGE 1 CONSULTATION COMMENTS ON TRINITY  
PRIMARY SCHOOL BRIDGE**

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
006, 134, 143, 144, 145, 146, 147 and 148	<p>General concerns over the footbridge</p> <p>General concerns over the design of the bridge</p> <p>Suggestion for design to be sympathetic to surroundings</p> <p>General concerns over length of ramp</p> <p>General concerns over ramp safety</p> <p>Suggestion for footbridge to be well lit</p> <p>Could the bridge be made wider to allow children to pass each other?</p>	<p>The designs presented in the Stage 1 Consultation material were developed in more detail for Stage 2 to take on board comments raised in this consultation stage. Comments on landscaping, footpath routing to and from the bridge, and screening from the school were all able to be incorporated.</p> <p>However, key determinates of the scale, appearance and position of the footbridge meant that some aspects could not be changed, such as:</p> <ul style="list-style-type: none"> <li>• The need to provide a ramped access at a suitable width and gradient for users with mobility impairments; and</li> <li>• The need to provide sufficient height clearance over the railway line;</li> <li>• The need for the footbridge design and associated lighting and landscaping design to take account of the surrounding residential setting;</li> <li>• The need to provide a deterrent against vandalism and protective measures to prevent access onto the line and for</li> </ul>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>example items being thrown onto the line; and</p> <ul style="list-style-type: none"> <li>• The space available.</li> </ul> <p>The approach to the DCO Scheme design is set out in the DAS (DCO Document Reference 8.1). The design of the footbridge accords with highway and NR design standards and technical requirements.</p> <p>To address the specific concerns regarding width, the bridge design is wide enough to allow children to pass each other.</p> <p>NSDC lighting policy states that footpaths, alleyways, PROW and walkways in open spaces should always be lit. Lighting in these areas can be reviewed after opening. The lighting proposals are included in the S051 Trinity Footbridge Proposed Electrical Layout General Arrangement Plan DCO Application document reference 2.17.</p> <p>The footbridge design is shown in the S051 Trinity Footbridge Proposed General Arrangement (Sections) plans (DCO Document Reference 2.8.3) . Landscaping is shown on the S051 Trinity Footbridge Proposed Landscaping General Arrangement plans (DCO Document Reference 2.15). Photomontages are also included</p>



Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		in the DAS (DCO Document Reference 8.1).
080 and 149	Suggestion for earth banking to be implemented	This was considered before and after the Stage 1 Consultation in the design of the proposed bridge but was not effective for screening it. The proposed approach for screening is to provide landscape tree planting. The S051 Trinity Footbridge Proposed Landscaping General Arrangement plans (DCO Document Reference 2.15) show the proposed landscaping for the bridge.
166	At what point does the "DDA" [Disability Discrimination Act – superseded by The Equality Act 2010] aspect of the bridge become so time consuming another mode of transport would become viable?	The DCO Scheme intention in relation to the bridge is to provide full accessibility for the public, whilst minimising impact on the environment. The footbridge would not be built without it being accessible, as reported in the EqIA (ES Appendix 14.1, DCO Application Document Reference 6.25)
155	General concerns over impact to local property, including privacy	The designs presented in the Stage 1 Consultation material were developed in more detail to take on board comments raised at this consultation stage. The proposals include landscape tree planting to provide screening of the bridge, a

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>visual screen (a perforated steel screen) proposed on the bridge parapet (1.85 m in height) to limit views from the bridge to the school (to be finalised at detailed design), and removal of the steps from the bridge at the north-eastern corner and associated footpath. These are included in S051 Trinity Footbridge Proposed General Arrangement (Sections) plans (DCO Document Reference 2.8.3).</p> <p>NSDC lighting policy states that footpaths, alleyways, PROW and walkways in open spaces should always be lit. Lighting in these areas can be reviewed after opening. The lighting proposals are included in the S051 Trinity Footbridge Proposed Electrical Layout General Arrangement Plan DCO Application document reference 2.17. Visualisations of the bridge and its setting are presented in ES Appendix 11.4, Photomontages Technical Report (DCO Application Document Reference 6.25).</p> <p>Specific impacts on local properties is considered in the following documents supporting the DCO Application:</p> <ul style="list-style-type: none"> <li>• Impacts during construction - Master CEMP (ES Appendix 4.2, DCO Application Document Reference 9.14);</li> </ul>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<ul style="list-style-type: none"> <li>• Environmental impacts – EIA (DCO Application document references 6.1 – 6.31); and</li> <li>• - Transport impacts – TA (ES Appendix 16.1, DCO Application Document Reference).</li> </ul>
160 and 161	<p>Concerned by proximity to school</p> <p>School catchment for Trinity [School] doesn't extend to Vale quarter</p>	<p>The location of the footbridge is determined by the pre-existing pedestrian and cycle route, also by the historic alignment of the dis-used railway track. The design of the footbridge accords with rail industry guidance and technical requirements and complies with The Equality Act 2010. The school was also consulted on the proposals and raised no objections; they suggested design changes which were incorporated where possible for example a visual screen to limit views from the bridge to the school.</p> <p>The footbridge design is shown in the S051 Trinity Footbridge Proposed General Arrangement (Sections) plans (DCO Document Reference 2.8.3) Landscaping is shown on the S051 Trinity Footbridge Proposed Landscaping General Arrangement plans (DCO Document Reference 2.15). Photomontages are also included in the DAS (DCO Document Reference 8.1).</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>The crossing is used by residents living on both sides of the railway, and therefore the school's catchment area has not been a determinant in the need for a bridge at this location.</p>
158	General concerns over environmental pollution; noise, wildlife and light	<p>The environmental concerns raised at this stage of consultation were considered during further DCO Scheme developments. Environmental impacts are considered in the ES (DCO Document References 6.1 – 6.31). The ES assesses the impacts of the infrastructure works that require consent and considers the cumulative impacts of the wider MetroWest Phase 1 project. The ES sets out in detail how we will implement measures to reduce the environmental impact of the bridge, including through landscaping, screening, minimal lighting, and footpath routing to and from the bridge. The footbridge design is shown in S051 Trinity Footbridge Proposed General Arrangement (Sections) plans (DCO Application Document Reference 2.8.3). Landscaping is shown on the S051 Trinity Footbridge Proposed Landscaping General Arrangement plan (CO Document Reference 2.16). The lighting proposals are included in the S051 Trinity Footbridge Proposed Electrical</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		Layout General Arrangement Plan DCO Application document reference 2.17. Photomontages are also included in the DAS (DCO Document Reference 8.1).
156	General concerns that the bridge will attract anti-social behaviour	The approach to the DCO Scheme design is set out in the DAS (DCO Application Document Reference 8.1). The footbridge has been designed to minimise any anti-social behaviour impacts by protective measures to prevent access onto the line, visual screening, and through the lighting design. The footbridge design is shown in the S051 Trinity Footbridge Proposed General Arrangement (Sections) plans (DCO Application Document Reference 2.8.3). Landscaping is shown on the S051 Trinity Footbridge Proposed Landscaping General Arrangement plan (CO Document Reference 2.16). The lighting proposals are included in the S051 Trinity Footbridge Proposed Electrical Layout General Arrangement Plan DCO Application document reference 2.17.
159	General concerns over access by all modes and for users with	The DCO Scheme intention in relation to the bridge is to provide full accessibility for the public, whilst minimising impact on the

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
	mobility and sensory impairment	<p>environment. The footbridge would not be built without it being accessible, as reported in the EqIA (ES Appendix 14.1, DCO Application Document Reference 6.25).</p> <p>The design has been developed to consider the access by all modes and users with mobility or sensory impairments. The new infrastructure will comply with the Equality Act 2010 and designed to enable attractive access by non-car modes</p>
162	Required to maintain the well-used / important cycle route	The bridge will enable cyclists to continue to cross over the line at this location via the ramps. The wider connectivity associated with cycle paths is considered as part of the TA (ES Appendix 16.1, DCO Application Document Reference 6.25)
164 and 165	<p>What are the implications of snow and ice on the bridge?</p> <p>How will these risks be mitigated?</p>	The design of the footbridge accords with highway and NR design standards and technical requirements. Loading and grip are considered in the design along with wider operational requirements including in the event of severe weather conditions. The footbridge design is shown in S051 Trinity Footbridge Proposed General Arrangement (Sections) plans

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		(DCO Application Document Reference 2.8.3).

**TABLE 11-5 - STAGE 1 CONSULTATION COMMENTS ON SECTION OF THE DCO SCHEME BETWEEN PORTISHEAD AND PILL**

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
007, 038, 039, 040, 199, 200, 203, 204 and 205	<p>Concerns over the impact to existing cycle paths; width, gradients, turnings.</p> <p>Cycle paths need a dual purpose e.g. for walkers as well as cyclists</p> <p>Suggestion for alternatives for cycle routes</p> <p>Concerns over sufficient and suitable access</p> <p>What is the proposal to accommodate the cycle path on the route?</p> <p>Are we to lose [the cycle track under the M5] this child friendly, carbon neutral link?</p>	<p>The DCO Scheme is proposing to retain the existing cycle path NCN Route 26 under the bridges between Portishead and Pill, for both pedestrians and cyclists. At Royal Portbury Dock Road and Marsh Lane the existing alternative route (avoiding the railway bridge) crossing over the highway will be retained and enhanced. At the M5 bridge an alternative route will be provided by extending the existing bridleway, as well as retaining the existing route parallel to the railway running under the M5. Alternative routes were considered for NCN Route 26 at the road bridges, however the design was able to accommodate enough space to retain a cycle route alongside the railway at these locations.</p> <p>The wider connectivity of the pedestrian and cycle path network has been considered as part of the TA (ES Appendix 16.1) of the ES Chapter 16. Details of the proposed alterations and enhancements to the NCN Route</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		26 / bridleway are included on the NCN Temporary and Permanent Works Plans (DCO Document Reference 2.37).
201 and 202	<p>Suggestion for improvements to be made to existing path</p> <p>Suggestion for adequate materials used if cycle path is changed e.g. high fences, tarmac etc.</p>	<p>The proposals include the reinstatement and realignment where necessary of the paths under the Royal Portbury Dock Road and Marsh Lane bridges and the clearance of vegetation approaching the bridges. Proposals are detailed in the NCN Temporary and Permanent Works Plans (DCO Application Document Reference 2.37).</p> <p>The fencing specification has been informed by NR's design standards and technical requirements and the specific context of the three under bridges. Safety considerations have also been a major factor in the fencing specification. Therefore, paladin fencing will be installed in these locations. Fencing examples can be seen in the ES Chapter 4 - Description of the Proposed Works (DCO Chapter 6.7).</p>
206	Concerns over safety to the route	The fencing specification has been informed by NR's design standards and technical requirements and the specific context of the three under bridges. Safety considerations have also been a major factor in the fencing specification. Therefore, paladin fencing will be installed where the NCN is adjacent to the railway. Fencing



Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>examples can be seen in the ES Chapter 4 - Description of the Proposed Works (DCO Chapter 6.7).. Proposals are detailed in the NCN Temporary and Permanent Works Plans (DCO Application Document Reference 2.37).</p> <p>The NCN 26 is currently unlit. While providing lighting may assist users of the path it could cause issues for wildlife, particularly bats, therefore the route will remain unlit. Lighting has been considered further in the ES Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12) and Chapter 11 – LVIA (DCO Application Document Reference 6.13).</p>
207	Suggestion to implement visible signs along the route.	<p>The existing NCN Route 26 route signage will be retained but as the permanent route is being retained, no new signage will be provided as this is outside of the scope of the DCO Scheme. The diversion will be well sign posted for traffic and there will also be warnings to cars about cyclists using the highway diversions. The diversion routes were discussed with the North Somerset PROW team and the Local Access Forum, and advanced notices will be advertised as referenced in the CTMP (DCO Application Document Reference 8.13).</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
208	Concerns / suggestions for suitable lighting	The NCN Route 26 is currently unlit. While providing lighting may assist users of the path it could cause issues for wildlife, particularly bats, therefore the route will remain unlit. Lighting has been considered further in the ES Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12) and Chapter 11 – LVIA (DCO Application Document Reference 6.13).

**TABLE 11-6 - STAGE 1 CONSULTATION COMMENTS ON PILL CAR PARKS AND PARKING**

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
176 and 177	General concerns over environmental pollution; noise, wildlife impact  Request for noise mitigation	Environmental impacts have been considered as part of the EIA. The EIA assesses the impacts of the infrastructure works that require consent and considers the cumulative impacts of the wider MetroWest Phase 1 project. The ES (DCO Document References 6.1 – 6.31) details how measures will be implemented to reduce environmental impact. Chapter 13 of the ES specifically discusses noise impacts and proposed mitigations, however in Pill there are few noise impacts due to the station being located in a cutting. The largest impacts are from the car park and increases in traffic which is mitigated

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		for through TROs, covered in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).. Bat surveys revealed a presence around Pill Station, and effects on bats are considered in Section 9.6 of ES Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12) with the survey reports in the Bat Technical Appendix at ES Appendix 9.2 (DCO Application Document Reference 6.25).
178	General concerns over impacts to local area [around Pill Station and Pill car park]	General concerns were raised at the Stage 1 Consultation regarding the new pedestrian bridge entrance and related footway changes, and the car park layout. These comments were reviewed and new designs were considered and consulted on during the Pill Station and Ashton Vale Road alternative access Micro-consultation (informal consultation) Appendix I5. Feedback lead to the creation of a new entrance, station forecourt and disabled parking from the acquisition and demolition of No. 7 Station Road, Pill. This also meant a new pedestrian bridge and related footway were no longer required, and the moving of disabled parking bays to the new forecourt meant changes could be made to the car park layout and entrance/exit. The preferred design from the Micro-consultation was consulted on during the Stage 2 Consultation, and the final designs are shown in the S050 Pill Station

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		Proposed Station Layout plan (DCO Application Document Reference 2.19) and Pill Station Car Park and PSP Layout, Landscaping, Lighting and Access Plan (DCO Document Reference 2.42).
179	How are the people of Pill to be recompensed for what is being taken from them?	Where it is not possible to agree acquisition of land by negotiation, the DCO application seeks to acquire land compulsorily and recompense will be paid in line with the compensation code.
180	Suggestion to restore historic surrounding buildings	The Cultural Heritage Gazetteer (ES Appendix 8.1, DCO Application Document Reference 6.25) details potential impacts to receptor sites for the DCO Scheme. All those identified in Pill have been assessed as having a neutral effect, therefore no mitigations are required. In addition a Level 1 Historic Building Record for No. 7 Station Road, Pill was carried out due to the proposals to demolish it (see the Cultural Heritage Gazetteer (ES Appendix 8.1, DCO Application Document Reference 6.25) and concluded that as a non-designated asset of limited architectural and historical interest, it is considered to be of local (low) heritage value at best.
175	General concerns over construction	The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>Application Document Reference 8.13), specifically:</p> <ul style="list-style-type: none"> <li>• Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner;</li> <li>• Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods;</li> <li>• Ensure that the impact and disruption to the local communities and tourists is minimised;</li> <li>• Minimise construction trips where possible;</li> <li>• Ensure the continued monitoring, review and subsequent improvement of the CTMP (DCO Application Document Reference 8.13) and mitigation measures;</li> <li>• Limit the impacts on the SRN and the LRN;</li> <li>• Limit the impacts on the natural and built environment.</li> </ul> <p>The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.15) to keep impacts to a minimum, which will be developed and approved prior to works starting.</p>
167	General concerns over the impact on parking, congestion and traffic surrounding the station	Following the Stage 1 Consultation, new designs for Pill Station and car park were produced and consulted on during the Pill Station and Ashton Vale Road alternative access Micro-

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>consultation (informal consultation) Appendix I5. Feedback lead to the creation of a new entrance, station forecourt and disabled parking from the acquisition and demolition of No. 7 Station Road, Pill. The final designs are shown in the S050 Pill Station Proposed Station Layout plan (DCO Application Document Reference 2.19) and Pill Station Car Park and PSP Layout, Landscaping, Lighting and Access Plan (DCO Application Document Reference 2.42). Changes to parking and traffic flows resulting from the revised designs are assessed and reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25), with appropriate TTROs included on Station Road to mitigate from the resultant increase in traffic volume. These have been included on the Permanent Traffic Regulation Order Plans (DCO Document Reference 2.31).</p>
168, 169 and 170	<p>Suggestion for speed restrictions</p> <p>Suggestion for parking restrictions</p> <p>What exactly will the on-street parking restrictions be? Are these guaranteed?</p>	<p>The roads surrounding the station and car park in Pill are residential and subject to 30mph speed restriction. A road safety audit was completed for these proposals and design approved without the need for reducing the speed limit any further. Changes to parking and traffic flows are assessed and reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25), with appropriate TTROs included on Station Road to mitigate from the resultant increase in</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>traffic volume. At the Stage 1 Consultation, TTROs were included on Monmouth Road as well but were removed following feedback at this stage. The inclusion of a forecourt at the station entrance also provides a drop off area which reduces the traffic flows on Monmouth Road and the need for parking restrictions along it. These have been included on the Permanent Traffic Regulation Order Plans (DCO Application Document Reference 2.31). Policing of the TTROs will be carried out by the local highway authority.</p>
171	<p>Has MetroWest also considered that commuters are likely to leave their vehicles in the narrow roads around the station rather than pay to use the car park?</p>	<p>The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case 2014 and Outline Business Case 2017 (DCO Document References 8.3 and 8.4 respectively). The potential impacts of station users parking in residential areas are assessed in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25), and TTROs proposed on Station Road to mitigate. Proposed TTROs are shown on the Permanent Traffic Regulation Order Plans (DCO Application Document Reference 2.31)</p>
172	<p>General concerns over the impacts of drop offs/pick ups</p>	<p>The station design was amended following this stage of consultation to include a forecourt area for drop off, and a range of parking options for differing modes of transport, including disabled spaces have been included.</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>These designs were consulted on in the Pill Station and Ashton Vale Road alternative access Micro-consultation (informal consultation) Appendix I5. The final designs are shown in the S050 Pill Station Proposed Station Layout plan (DCO Application Document Reference 2.19) and Pill Station Car Park and PSP Layout, Landscaping, Lighting and Access Plan (DCO Application Document Reference 2.42).</p>
173	<p>Why not make entrance in car park area, with walkover bridge further along line?</p>	<p>This would involve the creation of a new accessible bridge over the railway further west than the proposals with additional land and associated costs. In addition, the proposed station entrance is more centrally located in Pill which maximises the pedestrian catchment. Therefore, the Applicant felt there were few, if any, advantages to incorporating this proposal and it was not considered further.</p>
174	<p>Suggest that access to the car park should only be IN from Monmouth Road and a new OUT link be made to Hardwicke Road.</p>	<p>This traffic arrangement was incorporated into the original Pill station car park design consulted on in the Stage 1 Consultation period. Following feedback the design of Pill Station and car park was revised following the creation of the forecourt and relocation of the drop off area to the forecourt adjacent to the station entrance. These changes negated the need for a separate entrance and exit at the car park. The final designs are shown in the S050 Pill Station</p>



<b>Issue no. from Stage 1 report</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
		Proposed Station Layout plan (DCO Application Document Reference 2.19) and Pill Station Car Park and PSP Layout, Landscaping, Lighting and Access Plan (DCO Application Document Reference 2.42).

**TABLE 11-7 - STAGE 1 CONSULTATION COMMENTS ON PILL STATION, FORECOURT AND SURROUNDING WALKING / CYCLING ROUTES**

<b>Issue no. from Stage 1 report</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
198	What measures are you taking to protect the public utilities which are very close to the surface, especially in Monmouth Road.	Consultation with the statutory undertakers has been undertaken and the scheme has to follow prescribed statutory processes to seek the requirements of utility companies. Protection of each utility will be made through Protective Provisions / side agreements or SoCGs. A complete list of all utilities the DCO Scheme is affecting and the Applicant's consideration of each is included in Section 10.3 of Chapter 10 of this report.
209	Concerns over the double tracking and bridge widening [at the Avon Road bridge].	Additional line capacity to provide a passenger service was identified by technical work undertaken by NR which involved modelling the proposed passenger train paths and the freight train paths. The work identified that this section of track needs to be doubled to enable the required capacity. This can

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		only be achieved by providing a double span bridge. Residents in the vicinity of the works have been consulted on the proposals, including the requirement to use some private garden space to carry out the works, with agreements pursued.
211	The increased number of trains will increase frequency of noise. As operating times for freight will also have restrictions due to the passenger trains it is likely that the freight trains will increase in frequency at night.	The design of the DCO Scheme has taken into account the current train paths reserved for freight train movements. However it is a matter for Royal Portbury Dock to timetable these movements and potential changes to the future freight timetables does not form part of the EIA for the DCO Scheme.
	Concerns over noise from night-time maintenance on the wellbeing of near by residents.	Noise levels have been assessed in the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16). The predicted noise levels in Pill are all above the night-time Unacceptable Adverse Effect Level of 65 dBLAeq,1h and would cause a temporary significant adverse environmental effect which would be significant in relation to the EIA regulations. An assessment to determine eligibility for noise insulation would need to be undertaken prior to any night working. The Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) sets out a framework for Environmental

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		Management Consents during construction.
	Concern over the lack of specific information on noise, with the consultation just saying "Pill village - noise barrier options to be investigated".	The operational noise assessment for Pill is presented in the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16), Section 13.6. Based on the approach to determining the need for mitigation described in Section 13.3 of the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16), no noise barriers are proposed for Pill.
	Vibration – Concern for house built in 1880, and expectation of precautions such as tracks, train selection and speed limits to guarantee no structural damage to property.	The assessment of vibration during operation is presented in the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16), Section 13.6, with the risk of building damage through Pill considered to be negligible.
	Concern over the possible effects caused by vibrations to the local area including residential properties.	The assessment of vibration during operation is presented in the ES Chapter 13– Noise and Vibration (DCO Application Document Reference 6.16), Section 13.6 with the risk of building damage through Pill considered to be negligible.
212	Can we limit the disruption overnight so we can get some sleep?	Noise levels have been assessed in the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16). The predicted noise

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>levels in Pill are all above the night-time Unacceptable Adverse Effect Level of 65 dBLAeq,1h and would cause a temporary significant adverse environmental effect which would be significant in relation to the EIA regulations. An assessment to determine eligibility for noise insulation would need to be undertaken prior to any night working. The Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) sets out a framework for Environmental Management Consents during construction.</p>
213	Do we have to suffer yet again from enormous lorries and trailers using Monmouth Road?	<p>Monmouth Road is one of only two highway routes to the car park so will experience some construction traffic impacts. However the Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13) specifically:</p> <ul style="list-style-type: none"> <li>• Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner;</li> <li>• Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods;</li> <li>• Ensure that the impact and disruption to the local communities and tourists is minimised;</li> <li>• Minimise construction trips where possible;</li> </ul>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<ul style="list-style-type: none"> <li>• Ensure the continued monitoring, review and subsequent improvement of the CTMP (DCO Application Document Reference 8.13) and mitigation measures;</li> <li>• Limit the impacts on the SRN and the LRN;</li> <li>• Limit the impacts on the natural and built environment.</li> </ul> <p>The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting.</p>
007, 181	General concerns over impact to cycle network	<p>The approach to the DCO Scheme design is set out in the DAS (DCO Document Reference 8.1). The DCO Scheme is proposing to retain the existing cycle path NCN Route26 under the bridges between Portishead and Pill detailed in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). Improvements will be made; for example the section of the NCN Route 26 between Marsh Lane and the M5 forms part of the haul route during construction and will undergo surface treatment for HGVs which will remain once reopened. Further details of the proposed alterations and enhancements to the NCN Route 26 / bridleway are included on the NCN Temporary and Permanent Work Plans (DCO Document Reference 2.37).</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>During construction, a diversion will be well sign posted for traffic and there will also be warnings to cars about cyclists using the highway diversions. The diversion routes were discussed with the North Somerset PROW team and the Local Access Forum, and advanced notices will be advertised as referenced in the CTMP (DCO Application Document Reference 8.13).</p>
182	<p>Will more traffic use Marine Parade and interact with cycle route? Also, how narrow will cycle/pedestrian path be and how much visibility under M5?</p>	<p>The impact of the scheme to traffic flows on the LRN are assessed and reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). The cycle path proposals include the reinstatement and realignment where necessary of the paths under the Royal Portbury Dock Road and Marsh Lane bridges and the clearance of vegetation approaching the bridges. The bridleway under the M5 viaduct is also being extended to the eastern side to link NCN Route 26 and NCN Route 41 and provide an alternative route avoiding the M5 underbridge. Proposals are detailed in the NCN Temporary and Permanent Work Plans (DCO Application Document Reference 2.37).</p>
184	<p>General concerns over basic station amenities and facilities</p>	<p>Station facilities and amenities are in line with other stations of similar passenger footfall. The approach to the scheme design is set out in the DAS (DCO Document Reference 8.1). The design will accord with rail industry</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		guidance and technical requirements as shown in the S050 Pill Station Proposed Station Layout plan (DCO Document Reference 2.19).
185	General concerns about the station design	General concerns were raised at the Stage 1 Consultation regarding the new pedestrian bridge entrance and related footway changes, and the car park layout. These comments were reviewed and new designs were considered and consulted on during the Pill Station and Ashton Vale Road alternative access Micro-consultation (informal consultation) Appendix I5. Feedback lead to the creation of a new entrance, station forecourt and disabled parking from the acquisition and demolition of No. 7 Station Road, Pill. This also meant a new pedestrian bridge and related footway were no longer required, and the moving of disabled parking bays to the new forecourt meant changes could be made to the car park layout and entrance/exit. The preferred design from the Micro-consultation was consulted on during the Stage 2 Consultation, and the final designs are shown in the S050 Pill Station Proposed Station Layout plan (DCO Document Reference 2.19).and Pill Station Car Park and PSP Layout, Landscaping, Lighting and Access Plan (DCO Document Reference 2.42).
186	General concerns over the provision of shelter	A passenger waiting shelter is to be provided on Pill station platform as

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		shown on the S050 Pill Station Proposed Station Layout plan (DCO Document Reference 2.19)..
191	General concerns it will attract anti-social behaviour / vandalism	<p>Any DCO Scheme changes made after this stage of consultation ensured that such concerns raised were continually considered in the design. The rail industry treats acts of vandalism to railway property very seriously and prosecutes the perpetrators. Furthermore, British Transport Police plays a key role in providing security, acting on lines of enquiry and educating target demographics in the community.</p> <p>There will be CCTV in operation at Portishead and Pill stations and protective measures to prevent access on the tracks. Portishead station will be staffed part time, while Pill station will be unstaffed due to the more limited forecast passenger footfall.</p> <p>The design and safety of the station has been developed in accordance with NSDC and NR design standards included in the DAS (DCO Document Reference 8.1).</p>
192	Suggestion for rail services to be integrated with other transport services	The nearest bus stops to Pill Station are on Heywood Road. Following feedback from the Stage 2 Section 47 consultation, the route between the bus stops and station entrance were reviewed and changes made to enable step free access from them to the



Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		platform. The integration of public transport and other modes is considered as part of the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).
195 and 196	<p>General concerns for emergency and health / safety (on the track and for local residents).</p> <p>Is there a potential for people to throw objects onto the track or onto passing trains from either the road bridge or proposed footbridge? What precautions are planned?</p>	<p>Any DCO Scheme changes made after this stage of consultation ensured that such concerns raised were continually considered in the design. The rail industry treats acts of vandalism to railway property very seriously and prosecutes the perpetrators. Furthermore, British Transport Police plays a key role in providing security, acting on lines of enquiry and educating target demographics in the community.</p> <p>The additional footbridge was removed from the DCO Scheme following this consultation stage and a new entrance and forecourt provided instead. The existing road bridge over the railway will not be altered as it conforms to NR's design standards. There will be CCTV in operation at Portishead and Pill stations and protective measures to prevent access on the tracks. Portishead station will be staffed part time, while Pill station will be unstaffed due to the more limited forecast passenger footfall.</p> <p>The design and safety of the station has been developed in accordance with NSDC and NR design standards</p>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		included in the DAS (DCO Application Document Reference 8.1).

**TABLE 11-8 - STAGE 1 CONSULTATION COMMENTS ON SECTION OF THE SCHEME BETWEEN PILL AND TO THE NORTH OF AVON GORGE**

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
215 and 216	<p>Concerns over the access for emergency vehicles</p> <p>Is it normal practice to have road vehicle access to railway tunnels [at Ham Green for maintenance and emergency access to Pill Tunnel]? There must be many tunnels on the national network which do not have road access. Whilst it might be desirable to have it, is it worth the extra cost and local disruption? The railway previously ran for around a hundred years without it. Has a risk assessment been carried out?</p>	<p>Safety is the rail industry's first priority and is an integral part of the design of the DCO Scheme. In particular, the GRIP 3 &amp; 4 engineering design has been subject to technical approval by NR; this process includes consideration of safety for rail passengers, rail industry staff and the wider public. The ORR also has a role of overseeing safety on the rail network.</p> <p>The proposed permanent maintenance compounds will also provide enhanced permanent access to the railway for emergency vehicles, for responding to incidents on the railway network.</p>
220	If street lighting is required, could this be motion activated so that	NSDC lighting policy states that footpaths, alleyways, PROW and walkways in open spaces should

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
	it is not continuously on?	always be lit. Lighting in these areas can be reviewed after opening. Platform and car park lighting will be at the minimum safe level in its 'rest' state. When movement is detected it will become brighter, dimming again after a period of inactivity. It would not turn off completely during the hours of darkness. This is detailed in the ES Chapter 4 – Description of the Proposed Works (DCO Application Document Reference 6.7).
217	Concerns over impact/relationship with other services e.g. street lighting	Consultation with the statutory undertakers has been undertaken and the scheme has to follow prescribed statutory processes to seek the requirements of utility companies. Protection of each utility will be made through Protective Provisions / side agreements or SoCGs. A complete list of all utilities the DCO Scheme is affecting and the Applicant's consideration of each is included in Chapter 10, Section 10.3 of this report.
218	Concerns over impact to bridleway [running south of Chapel Pill Lane]	Following this stage of consultation, the compound and associated access route to it was changed. The compound was moved to the north of the railway, therefore the bridleway off Chapel Pill Lane will be untouched as an alternative access route via the adjacent field onto the relocated compound is proposed instead. This alternative route was previously used for the works to re-open the line in 2001. This alternative proposal was

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		consulted on during the Stage 2 Consultation period.
219	Concerns over impact to cycle path	NCN Route 41 runs along Chapel Pill Lane but will not be altered by the DCO Scheme proposals. The impact of the scheme to traffic flows on the LRN are assessed and reported in the TA (ES Appendix 16.1 DCO Application Document Reference 6.25)

**TABLE 11-9 - STAGE 1 CONSULTATION COMMENTS ON SECTION OF THE SCHEME THROUGH THE AVON GORGE**

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
	General concerns over environmental pollution; noise, wildlife and light	The environmental concerns raised at this stage of consultation were considered during further DCO Scheme developments. Environmental impacts are considered in the ES (DCO Document References 6.1 – 6.31). The ES assesses the impacts of the infrastructure works that require consent and considers the cumulative impacts of the wider MetroWest Phase 1 project. The ES sets out in detail how we will implement measures to reduce the environmental impact.

**TABLE 11-10 - STAGE 1 CONSULTATION COMMENTS ON SECTION OF THE SCHEME FROM THE SOUTH OF AVON GORGE, THROUGH BOWER ASHTON TO ASHTON VALE**

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
243	Concerns over environmental pollution; noise, wildlife impact, conservation impact	<p>The environmental impacts and mitigation measures were developed in more detail to take on board comments raised in this consultation stage, and have been considered:</p> <ul style="list-style-type: none"> <li>• s part of the EIA which assesses the impacts of the infrastructure works that require consent and considers the cumulative impacts of the wider DCO Scheme;</li> <li>• in the ES (DCO Application Document References 6.1 – 6.31) which sets out in detail how we will implement measures to mitigate the environmental impacts such as noise and ecology and accompanies the DCO application - a non-technical summary is included;</li> <li>• as part of the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) which looks at impacts during construction; and</li> <li>• in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) which looks at the transport impacts.</li> </ul>
244	Suggestion for works / disruption to occur	The Applicant has sought to limit construction impacts by addressing the

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
	outside of football season	<p>following concerns in the CTMP (DCO Application Document Reference 8.13), specifically:</p> <ul style="list-style-type: none"> <li>• Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner;</li> <li>• Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network during the busy periods;</li> <li>• Ensure that the impact and disruption to the local communities and tourists is minimised;</li> <li>• Minimise construction trips where possible;</li> <li>• Ensure the continued monitoring, review and subsequent improvement of the CTMP (DCO Application Document Reference 8.13) and mitigation measures;</li> <li>• Limit the impacts on the SRN and LRN;</li> <li>• Limit the impacts on the natural and built environment.</li> </ul> <p>The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting.</p>
223, 224, 225, 226 and 230	Level crossing works should be replaced by a new bridge	The concerns raised at the Stage 1 Consultation prompted two Micro-consultations on alternative access routes and the closure of the level

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
	<p>Build an underpass at Ashton Gate</p> <p>Is there any way to remove the level crossing?</p> <p>Alternative access should be provided</p> <p>Could a diversion of the road be implemented?</p>	<p>crossing to all traffic, Appendices I5 and I6 of this report. When the DCO Scheme was reduced to one train an hour the level crossing was able to remain open and the alternative access options dropped. These scheme changes were consulted on at Stage 2 (included below in Table 11-20) and an additional Section 42 consultation (included in Section 10.4).</p> <p>The traffic impact in this area is reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25), and mitigations identified, including the extension of the left-hand turn lane from Winterstoke Road and upgrading of the traffic signals to MOVA to increase capacity.</p>
227 and 229	<p>Concerns that [level] crossings cause congestion during peak hours</p> <p>Flawed investigation / underestimation road congestion during construction</p>	<p>The TA (ES Appendix 16.1, DCO Application Document Reference 6.25) has examined the Ashton Vale area in detail. The proposed mitigation will ensure there will be no detriment to the existing highway level of service. The Applicant has sought to limit construction impacts by addressing the following concerns in the CTMP (DCO Application Document Reference 8.13), specifically:</p> <ul style="list-style-type: none"> <li>• Ensure that movement of people and materials are achieved in a safe, efficient, timely and sustainable manner;</li> <li>• Keep freight and construction traffic to a minimum during network peaks</li> </ul>

Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
		<p>to reduce the impact on the highway network during the busy periods;</p> <ul style="list-style-type: none"> <li>• Ensure that the impact and disruption to the local communities and tourists is minimised;</li> <li>• Minimise construction trips where possible;</li> <li>• Ensure the continued monitoring, review and subsequent improvement of the CTMP (DCO Application Document Reference 8.13) and mitigation measures;</li> <li>• Limit the impacts on the SRN and LRN;</li> <li>• Limit the impacts on the natural and built environment.</li> </ul> <p>The contractor will also be required to follow their own detailed CEMP based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) to keep impacts to a minimum, which will be developed and approved prior to works starting.</p>
228	Car parks at local stations [Parson Street and Bedminster] should be improved	Some small-scale improvements to existing stations within the MetroWest Phase 1 station network, are to be undertaken subject to budget availability but this does not include additional car parking as this is not required for the DCO Scheme.
231 and 232	Concerns over disruption to	The DCO Scheme is proposing to divert the PROW from crossing the railway at Barons Close to the Ashton



Issue no. from Stage 1 report	Summary of comments	Regard had by the applicant
	<p>pedestrian access / walking route</p> <p>Current crossings require improvements for pedestrians</p>	<p>Vale Road level crossing point which is much safer for a number of reasons including the fact that it is controlled via CCTV. The route will be realigned via the pedestrian / cycle route constructed as part of the MetroBus scheme. The changes were consulted on widely including PROW groups and no opposition has been received.</p> <p>For construction, advanced notices of works will be advertised as referenced in the CTMP (DCO Application Document Reference 8.13).</p> <p>The connectivity associated with pedestrian paths in this area has also been examined to ensure crossing points are suitable for the proposed changes. These have been considered as part of the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).</p>
242	Signalling should be prepared for disruptions	The impact of train timetable disruption has been considered in the DCO Scheme design (including signalling) through technical work modelling train paths.

## **11.4 Summary of responses received for the Stage 2 Consultation**

- 11.4.1 By the time of the Stage 2 Consultation it was known that much of the work on the freight line would be carried out by NR relying on PD rights, however this was included in the DCO scheme as associated development given the possible wider impacts of the scheme as a whole. Unlike the Stage 1 Consultation which focussed on specific elements, the Stage 2 Consultation sought views on the whole scheme, with the consultation material detailing each section of the scheme by geographical element.
- 11.4.2 During the Stage 2 Consultation, the Applicant formally consulted consultees in accordance with the Stage 2 SoCC. A total of 886 questionnaires, letters and email responses were received from Section 47 consultees.
- 11.4.3 Due to the number of responses received, Tables 11-11 – 11-20 only summarise those issues raised which have or could have influenced elements of the DCO Scheme. They do not include:
- (a) issues raised which were not part of the DCO Scheme and which may have been scoped out during earlier development stages (due to issues such as cost);
  - (b) issues raised which had already been decided on through the Governance process which may have already been consulted on such as the location of Portishead Station;
  - (c) general comments of support or against;
  - (d) issues outside of the DCO Scheme's control such as the DCO process itself, mode, train operator, fares, costs or additional stations.
- 11.4.4 A complete set of comments and the Applicant's response to them are in the Stage 2 Consultation report (Appendix I8), which also contains a full description of the Stage 2 Consultation process and its results.
- 11.4.5 Comments received from Section 47 consultees during the Stage 2 Consultation period, with the exception of those described in 11.4.3 have been summarised below in Tables 11-11 – 11-20. To aid analysis, responses have been grouped by the same geographical areas as the Stage 1 Consultation responses above and/or specific scheme elements.
- 11.4.6 The first column of Tables 11-11 to 11-20 corresponds to the issue number as set out in Appendix I of the Stage 2 Consultation Report (Appendix I8). Where no issue number is provided this indicates that the Applicant has included additional points from the consultation responses that were not summarised in the Stage 2 Consultation Report to ensure that this Report is as comprehensive as possible.

**TABLE 11-11 - STAGE 2 CONSULTATION COMMENTS ON SCHEME WIDE ASPECTS**

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
	Links / adequate routes to bus stops	All aspects of railway design must conform with NR standards. Access to / from stations is discussed in the ES, particularly Chapter 14 - Socio-economics and Economic Regeneration (DCO Application Document Reference 6.17) and Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), and the EqlA (ES Appendix 14.1, DCO Application Document Reference 6.25) and improvements were incorporated to ensure step free, safe routes between the stations and nearest bus stops, including new bus stops at Portishead station and improved bus stops on Heywood Road in Pill to improve accessibility.
67.11	Roadside shelters are required for users to wait in if a train is cancelled for a bus/taxi replacement.	The design of Portishead station includes a covered entrance canopy and platform and bus shelters are to be provided at the adjacent bus stops on Quays Avenue. In Pill, changes have been made to the nearest bus stop to the station to accommodate a new shelter.
8.12	Concerns around access to areas for emergency vehicles	All aspects of railway design must conform with NR standards which will ensure emergency access at all

	during construction and operation	times. Access has been considered and is discussed in the ES, particularly Chapter 14 - Socio-economics and Economic Regeneration (DCO Application Document Reference 6.17) and Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). The Master CEMP (ES Appendix 4.2, DCO Application Document Reference 6.25) requires the contractor to produce an Emergency Preparedness and Response Plan.
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**TABLE 11-12 - STAGE 2 CONSULTATION COMMENTS ON PORTISHEAD CAR PARKS AND PARKING**

<b>Issue no. from Stage 2 report</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
1.8 (part)	<p>Without parking restrictions those using the station are likely to overspill onto Phoenix Way, part of The Vale housing estate, existing business and residential parking surrounding Harbour Road, and existing car parks.</p> <p>The parking limitations proposed are not extensive enough.</p> <p>Parking is already an issue [in The Vale and Village Quarter]</p>	<p>Changes to parking and traffic flows resulting from the DCO Scheme have been assessed and reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). Mitigations proposed to minimise impacts include a number of permanent and temporary TROs in identified locations. Following feedback from Stage 1 Consultation these were amended and consulted on again during the Stage 2 period. Views were considered at both consultation stages and shaped the TRO proposals for construction and operation in the DCO Application. These are shown on the</p>

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
	<p>because residents don't use their garages or driveways to keep highways clear.</p> <p>Finisterre Parade is a well-used cut through, but parked cars cause it to become very congested. Without parking restrictions it will become worse.</p>	<p>Permanent Traffic Regulation Order Plans (DCO Document Reference 2.31). There will be post-implementation monitoring of parking provision, and NSDC is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking.</p>
1.9	<p>Regarding new TROs in The Vale and Village Quarter:</p> <p>I feel this proposal has not yet been fully thought through and could be amended somewhat so that it does truly offer a reasonable and viable option.</p> <p>If we cannot leave our cars outside our homes during the day (which is the only parking option we have), it strongly encourages people to drive their cars to work - the opposite of what you are trying to achieve by reinstating the railway</p> <p>What about disabled people or others with</p>	<p>The TROs for residential streets in the Village Quarter and The Vale were removed from the DCO Scheme following feedback at this stage of consultation. Instead of introducing parking restrictions in these areas, there will be post-implementation monitoring of parking provision within Portishead and Pill, as discussed in the Table 16.8 of the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). The impacts on parking provision are discussed within Section 16.6 of the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), and Section 7 of the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) also discusses the impact of the scheme on local roads and parking. NSDC is both the DCO Scheme promoter and the local</p>

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
	<p>health issues? How do they get from their car (parked elsewhere) to their house?</p> <p>What about if a resident is ill and unable to move their car?</p> <p>What about friends/family wishing to visit residents during restricted times?</p> <p>Affected residents would be forced to park on adjacent roads.</p> <p>They made the roads very narrow and very little if any driveways for residents so if parking restrictions were applied we would have nowhere to park and neither would our visitors</p> <p>Pick up and drop off times already are a problem locally and the school already asks parents to park away from school as much as possible, how would these restrictions affect them?</p> <p>Family houses were built here which included one parking space. For the many</p>	<p>Highway Authority and therefore has powers to control on-street parking.</p>

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
	<p>families with more than 1 car, this means parking on the roads.</p> <p>Residents who don't use their car everyday (pensioners, workers at home etc.) will be forced to move their car when the restrictions are in place, increasing trips</p> <p>Portishead does not have many parking restrictions – this needs to remain to ensure the town stays unique.</p> <p>The restrictions won't be adequately policed.</p> <p>Property prices will be affected by parking restrictions.</p>	
1.8 (part)	<p>Parking is an issue on Haven View because of a local business which puts cones out to make room for their lorries.</p>	<p>The business was consulted following the Stage 1 Consultation period and they provided vehicle sizes to enable swept path analysis to be carried out. The design of the highway layout has been adapted to include an overrun area at this junction and the analysis shows that the abnormal loads can continue to manoeuvre around the new layout.</p> <p>There will be post-implementation monitoring of parking provision, and NSDC is both the DCO</p>

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
		Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking.
1.8 (part)	<p>Parking restrictions around the station will aid smoother traffic flow at peak times.</p> <p>Harbour Road is at present very difficult to negotiate with constant on road parking related to health centre and local businesses.</p> <p>No parking on Harbour Road and Phoenix Way will make it safer and ease driver frustrations.</p> <p>Double yellow lines will only force commuters to park further into the Village Quarter.</p> <p>Parking restrictions are needed to ensure emergency services and refuse lorries can have access at all times, and need to be well policed.</p>	<p>Changes to parking and traffic flows resulting from the DCO Scheme have been assessed and reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25). Mitigations proposed to minimise impacts include a number of permanent and temporary TROs in identified locations. Following feedback from Stage 1 Section 47 consultation these were amended and consulted on again during the Stage 2 period. Views were considered at both consultation stages and shaped the TRO proposals for construction and operation in the DCO Application. These are shown on the Permanent Traffic Regulation Order Plans (DCO Document Reference 2.31). There will be post-implementation monitoring of parking provision, and NSDC is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking.</p>
1.10	Preference for residents only parking permits and	Residents' parking was considered after the Stage 1 Section 47 consultation but required discussion at Local Authority level



Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
	<p>visitors permits in The Vale and Village Quarter</p> <p>Mixed views on whether a future residents' parking scheme should be free or charged for</p> <p>Parking is an issue now and permits would help</p>	<p>as part of a wider parking strategy. There will be post-implementation monitoring of parking provision within Portishead and Pill in Table 16.8 of the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). The impacts on parking provision are discussed within the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), Section 16.6, and Section 7 of the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) also discusses the impact of the scheme on local roads and parking. There will be post-implementation monitoring of parking provision, and NSDC is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking.</p>
1.8 (part) and 1.21 (part)	<p>Consider pay and display / permits / short term tickets</p> <p>Consider different costs / waiting times between car parks A and B</p> <p>Consider a parking management plan to review its use annually</p>	<p>Portishead station and Pill station car parks will be retained by NSDC, who will have control over any tariff and permit systems. It is envisaged there will be a nominal tariff for the car parks, with prices similar to other council operated station car parks. However a formal decision is yet to be made and discussions will continue with NSDC and be regularly reviewed once it is operational.</p>

<b>Issue no. from Stage 2 report</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
	Introduce a ticket for discounted parking if you use the train.	
1.21 (part)	Needs to be a drop off / pick up zone for taxis and lift shares	The station designs include a place for a drop off area and the car park will have parking for a wide range of modes of transport, and disabled spaces. These are detailed in the Portishead Station Car Park Layout, Landscaping and New Boulevard and Access Plan (DCO Document Reference 2.38).
1.21 (part)	Enough electric charging points.	Electric charging points can be added after construction however it will only be delivered as part of a wider charging programme.

**TABLE 11-13 - STAGE 2 CONSULTATION COMMENTS ON PORTISHEAD: STATION AND SURROUNDING ROADS / WALKING AND CYCLING ROUTES**

<b>Issue no. from Stage 2 report</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
1.2	Portishead station will be a very important gateway for the town. The design needs to be attractive and welcoming.	The station has been designed to blend with the existing modern high-quality urban design. Therefore, the station design is a modern iconic design and will form an important gateway into Portishead. The design was also informed by the comments

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
	<p>The current design of the station is too basic.</p> <p>Station design is poor.</p> <p>Not at all in keeping with the town's ambience.</p>	<p>received from the Stage 1 Consultation and revised designs were consulted on at the Stage 2 Consultation. The approach to the DCO Scheme design is set out in the DAS (DCO Document Reference 8.1).</p>
1.3	<p>The visual that shows the walls that would enclose the end of the railway line/station appear unsightly and need refinement to appear attractive.</p> <p>The structural protection that surrounds the end of the track as it meets Quays Avenue must be designed appropriately, recognising that this will be a prominent viewpoint for station users and residents. It would be worthwhile for instance considering how this could potentially be treated using green walls.</p>	<p>The walls around the end of the railway line/station are included to screen views of the buffer stops and other equipment from the view from surrounding paths and road network. The height and location of the walls are determined by safety and security requirements. The walls have been designed so that they make a positive contribution to the view. Green walls are not considered to be viable considering the spatial requirements, the loading requirements on the wall and long-term maintenance and management commitments. The walls have been included on the Portishead Station Building Design: Proposed Station Buildings (DCO Document Reference 2.11). Further discussion of the design is presented in the DAS (DCO Document Reference 8.1).</p>
1.5	<p>There needs to be weather protection for</p>	<p>The station will comprise of a canopy structure sheltering the station building and a section of the single platform. The building</p>

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
	<p>passengers outside the hours of the ticket office.</p> <p>Perhaps stretch the canopy of platform along further down the platform to cover more people who wait.</p>	<p>will include a ticket and waiting area. The canopy has been included on the Portishead Station Building Design: Proposed Station Buildings (DCO Application Document Reference 2.11) Further details have been set out in the DAS (DCO Document Reference 8.1).</p>
1.7	<p>Consideration needs to be given to the new landscaping and tree screening around the station and critical areas.</p>	<p>The planting design has been an integral part of the station forecourt design. These are detailed in the Portishead Station Car Park Layout, Landscaping and New Boulevard and Access Plan (DCO Application Document Reference 2.38).. Further details have been set out in the DAS (DCO Document Reference 8.1).</p>

**TABLE 11-14 - STAGE 2 CONSULTATION COMMENTS ON TRINITY PRIMARY SCHOOL BRIDGE**

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
1.28	<p>Concerns over the design / over-engineering.</p> <p>Concerns about the height.</p>	<p>A bridge is required at this location to maintain a crossing point for the pre-existing pedestrian and cycle route, which is used by residents of The Vale and Village Quarter, as well as school children to the nearby primary school. The designs</p>

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
	<p>Concerns about the size.</p> <p>Concerns about the visual impact.</p>	<p>presented in the Stage 1 Consultation material were developed in more detail for Stage 2 to take on board comments raised in this consultation stage. Comments on landscaping, footpath routing to and from the bridge, and screening from the school were all able to be incorporated.</p> <p>However, key determinates of the scale, appearance and position of the footbridge meant that some aspects could not be changed, such as:</p> <ul style="list-style-type: none"> <li>• The need to provide a ramped access at a suitable width and gradient for users with mobility impairments;</li> <li>• The need to provide sufficient height clearance over the railway line;</li> <li>• The need for the footbridge design and associated lighting and landscaping design to take account of the surrounding residential setting;</li> <li>• The need to provide a deterrent against vandalism and protective measures to prevent access onto the line and for example items being thrown onto the line; and</li> <li>• The space available.</li> </ul> <p>The design of the footbridge accords with highway and NR</p>

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
		<p>design standards and technical requirements. The approach to the DCO Scheme design is set out in the DAS (DCO Application Document Reference 8.1).</p> <p>The footbridge design is shown in the S051 Trinity Footbridge Proposed General Arrangement (Sections) (DCO Document Reference 2.8.3). Landscaping is shown on the S051 Trinity Footbridge Proposed Landscaping General Arrangement plan (DCO Document Reference 2.16). Photomontages are also included in the DAS (DCO Application Document Reference 8.1).</p>
1.28	Consider shorter / circular ramps or steps only.	<p>Alternative designs were looked at following feedback at all stages of consultation. Circular ramps would mean ramps are closer to the adjacent houses and is constrained by the public open space and avoiding loss of that. The ramps are designed to the relevant accessibility standards and cannot be shortened as it would mean a steeper gradient making the ramp less accessible.</p>
1.28	Move it to another location such as closer to the station.	<p>It is located in approximately the same location as the current railway line crossing near the school which it is replacing.</p>

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
1.29	<p>Concerns over privacy and security as people using the foot bridge will be able to:</p> <ul style="list-style-type: none"> <li>• See into people's windows</li> <li>• See into people's gardens</li> <li>• See into the school.</li> </ul> <p>Concerns that planting will not resolve the privacy issues.</p> <p>Concerns over the proximity to the school / houses.</p>	<p>The designs presented in the Stage 1 Consultation material were developed in more detail to take on board comments raised at this consultation stage. The proposals include landscape tree planting to provide screening of the bridge, a visual screen (a perforated steel screen) proposed on the bridge parapet (1.85 m in height) to limit views from the bridge to the school (to be finalised at detailed design), and removal of the steps from the bridge at the north-eastern corner and associated footpath. These are included in S051 Trinity Footbridge Proposed General Arrangement (Sections) (DCO Application Document Reference 2.8.3).</p> <p>Specific impacts on local properties is considered in the following documents supporting the DCO Application:</p> <ul style="list-style-type: none"> <li>• Impacts during construction - Master CEMP (ES Appendix 4.2, CO Document Reference 6.25);</li> <li>• Environmental impacts – EIA (DCO Document References 6.1 – 6.31);</li> <li>• Transport impacts – TA (ES Appendix 16.1, DCO Application Document Reference 6.25).</li> </ul>

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
	<p>Lighting needs to be balanced between safety and intrusiveness to local properties.</p>	<p>NSDC lighting policy states that footpaths, alleyways, PROW and walkways in open spaces should always be lit. Lighting in these areas can be reviewed after opening. The lighting proposals are included in the S051 Trinity Footbridge Proposed Electrical Layout General Arrangement Plan DCO Application document reference 2.17. Visualisations of the bridge and its setting are presented in the Photomontages Technical Report (ES Appendix 11.4, DCO Application Document Reference 6.25).</p>
	<p>High barriers to stop items being thrown from the bridge.</p>	<p>The design of the footbridge accords with highway and NR design standards and technical requirements. The footbridge design is shown in the S051 Trinity Footbridge Proposed General Arrangement (Sections) (DCO Application Document Reference 2.8.3).</p>



**TABLE 11-15 - STAGE 2 CONSULTATION COMMENTS ON SECTION OF THE SCHEME BETWEEN PORTISHEAD AND ROYAL PORTBURY DOCK**

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
1.38	Path to the north of the railway alongside Tansy Lane is unnecessary and may cause unwanted noise and littering.	There is no reason why the uses of the footpath would create any more noise than those using other footpaths in the area. Having had regard to Tansy Lane in the context of the assessments undertaken it is not considered that there are any likely significant noise effects to be identified and assessed in the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16).
1.39	Path between Peartree Field and Quays Avenue is not needed and will disturb residents.	The path provides connectivity between the station and those houses to the east. To limit disturbance to residents it has been located to the north of the existing planting which would be retained to provide visual screening of the path and passing people from the houses. This is shown on Portishead Station Car Park Layout, Landscaping and New Boulevard and Access Plan (DCO Document Reference 2.380).
1.62	When the temporary compound at Sheepway is no longer needed the land will be returned to	It is proposed to return land used temporarily for construction as close as possible to its original state. Measures to manage the land to minimise adverse impacts

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
	<p>grassland and green belt again.</p> <p>Ensure temporary compounds are returned to their natural state.</p>	<p>are described in the ES Chapter 15 - Soils, Agriculture, Land Use and Assets (DCO Application Document Reference 6.18) and Master CEMP (ES Appendix 4.2, DCO Application Document Reference 6.25).</p>
1.62	Lodway compound – concerns for impacts to neighbours	<p>Environmental impacts to all properties adjacent to the scheme have been assessed, with the Applicant seeking to limit the impacts as explained in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 6.25)., including requirements for the contractor to produce a Noise and Vibration Management Plan. The impact of the Lodway Construction Compound on neighbours is specifically discussed in Chapter 15 - Soils, Agriculture, Land Use and Assets (DCO Application Document Reference 6.18) . The significance of effect on local crops due to dust deposition and vegetation clearance is assessed to be neutral, as is the significance of effect of construction noise on livestock and farm workers.</p>
1.62	Impacts of scheme on land used for temporary compounds, with concerns including	<p>It is proposed to return land used temporarily for construction as close as possible to its original state. This includes retaining the same access point(s) where</p>

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
	landowner access and site restoration.	possible; if not alternatives have been agreed in conjunction with each landowner. Measures to manage the land to minimise adverse impacts are described in the ES Chapter 15 and Master CEMP Appendix 4.2 of the ES Chapter 4.

**TABLE 11-16 - STAGE 2 CONSULTATION COMMENTS ON PILL CAR PARKS AND PARKING**

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
3.2	<p>Concerns station users will park for free in residential streets.</p> <p>Consider residents' parking permits.</p> <p>Do not consider residents' parking.</p> <p>Parking is already difficult in Pill.</p> <p>Residents need somewhere new to park if restrictions are put in place</p> <p>Station Road / Monmouth Road restrictions will push residential parking issues to neighbouring streets.</p>	<p>Residents' parking was considered after the Stage 1 Consultation but required discussion at Local Authority level as part of a wider parking strategy. There will be post-implementation monitoring of parking provision within Portishead and Pill, in Table 16.8 of the ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). . The impacts on parking provision are discussed within Section 16.6 of the ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19)., and Section 7 of the TA</p>

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
	<p>Particular concern for Heywood Terrace</p> <p>Restrictions must be adequately policed, particularly short term for Co-op customers.</p> <p>Provide short term parking for local shops.</p> <p>Concerns users will park in Railway Court private parking spaces.</p> <p>Concerns that Sambourne Lane will be affected – already used by visitors to Pill Clinic affecting residents, most of whom are elderly / mobility issues.</p>	<p>(ES Appendix 16.1, DCO Application Document Reference 6.25). ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19). also discusses the impact of the scheme on local roads and parking. NSDC is both the DCO Scheme promoter and the local Highway Authority and therefore has powers to control on-street parking. Specifically for Pill, the a combination of the following factors will limit the impacts as much as possible:</p> <ul style="list-style-type: none"> <li>• the provision of a new car park;</li> <li>• the provision of a forecourt area and disabled parking at the station entrance;</li> <li>• TROs on Station Road, Heywood Road and Myrtle Hill to mitigate for an increase in traffic flows as described in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).</li> </ul>

**TABLE 11-17 - STAGE 2 CONSULTATION COMMENTS ON PILL STATION, FORECOURT AND SURROUNDING WALKING / CYCLING ROUTES**

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
	Ramp should not be built – stairs and a lift instead	<p>All aspects of railway design must conform with NR standards. Access to Pill station has been considered during all stages of the development and led to the design changing to include a forecourt and disabled parking area at the site of no. 7 Station Road, Pill. A lift at Pill Station would result in more land take from householders than a ramp because of site constraints and the cutting. Pill will be an unmanned station, so if anybody becomes trapped in the lift they will need to wait for an engineer to resolve the problem. Also, as the station is unmanned the lift is more vulnerable to vandalism. A ramp provides a more inclusive access arrangement than a lift because it doesn't have the very limited capacity of a lift and it is not a mechanical device so is not prone to failure and becoming out of use.</p> <p>Access to stations is discussed in the ES Chapter 16 – Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), Section 16.7.</p>

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
3.14	<p>Concerns over noise of trains</p> <p>Noise measurements are not accurate due to:</p> <ul style="list-style-type: none"> <li>-Location of recording muffled by embankment on Monmouth Road. It should be done further west level with the tracks</li> <li>-Doesn't consider overnight maintenance works</li> <li>-Only takes into account train and station noise, not foot traffic or vehicles to/from the car park – which could be 200 movements per day</li> <li>-Noise data averaged out over 16 hours and is only measured as 'slight' – does not account for peak times or weekends. Needs re-measuring.</li> <li>-Does not account for cumulative noise levels caused by all noise contributors.</li> </ul>	<p>Noise levels have been assessed in the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16). The noise survey location along Monmouth Road was chosen to be representative of the row of houses. During the survey there were no freight trains using the line and so no noise from the line would have been screened by the embankment. At a location to the west, a higher noise level could have been measured due to proximity to the M5. However, this would be worst case as the baseline level used for the assessment would have been higher and therefore the impact from any increase in noise would be less than a location with a lower baseline noise level.</p> <p>The predicted noise levels in Pill are all above the night-time Unacceptable Adverse Effect Level of 65 dBLAeq,1h and would cause a temporary significant adverse environmental effect which would be significant in relation to the EIA regulations. An assessment to determine eligibility for noise insulation would need to be undertaken prior to any night working. The Master CEMP (ES Appendix 4.2, DCO Application Document Reference 6.25) sets out a</p>

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
		<p>framework for Environmental Management Consents during construction. Noise from 'foot traffic' cannot be taken into consideration as there is no method for doing so. The noise from vehicles using Monmouth Road has been included within this assessment.</p> <p>The operational noise assessment for Pill is presented in the ES Chapter 13 – Noise and Vibration (DCO Application Document Reference 6.16), Section 13.6. Based on the approach to determining the need for mitigation described in Section 13.3 in the ES Chapter 13, no noise barriers are proposed for Pill.</p>
3.14	Sound barriers needed on Monmouth Road	<p>The operational noise assessment for Pill is presented in the ES Chapter 13 - Noise and Vibration (DCO Application Document Reference 6.16), Section 13.6. Based on the approach to determining the need for mitigation described in Section 13.3 in the ES Chapter 13, no noise barriers are proposed for Pill.</p>
3.14	Concerns over station tannoy announcements	<p>The noise from the Public Announcement Voice Alarm system ("<b>PAVA</b>") has been included within the noise model</p>

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
		(see ES Appendix 13.3 on assumptions in the model). The system used will conform to NR standards and will consist of multiple speakers across the platform length. This will reduce volume from each speaker, while providing sufficient coverage waiting passengers.
	No accounting for loss of privacy to houses due to increased footfall along Monmouth Road	This is not an environmental issue and so has not been taken into consideration in the assessment. The increase in people using the footpath as people go to and from the station car park from an arriving train once an hour is not considered to have a significant impact.
	I don't feel that the combined effect of noise, light, privacy etc. to local residents has been cumulatively assessed.	The in-combination effects of different elements of the DCO Scheme on local residents was not presented in the PEIR prepared for the Stage 1 Consultation, but this has been assessed in Section 18.2 of the ES Chapter 18 – In-combination and Cumulative Effects Assessment (DCO Application Document Reference 6.21). The assessment states that there will be adverse impacts but they will be during the construction period and therefore temporary.



**TABLE 11-18 - STAGE 2 CONSULTATION COMMENTS ON SECTION OF THE SCHEME BETWEEN PILL AND TO THE NORTH OF AVON GORGE**

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
	General concerns over environmental pollution; noise, wildlife and light	The environmental concerns raised at this stage of consultation were considered during further DCO Scheme developments. Environmental impacts are considered in the ES (DCO Document References 6.1 – 6.31). The ES assesses the impacts of the infrastructure works that require consent and considers the cumulative impacts of the wider MetroWest Phase 1 project. The ES (DCO Application Document References 6.1 – 6.31) sets out in detail how the Applicant will implement measures to reduce the environmental impact.

**TABLE 11-19 - STAGE 2 CONSULTATION COMMENTS ON SECTION OF THE SCHEME THROUGH THE AVON GORGE**

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
	General concerns over environmental pollution; noise, wildlife and light	The environmental concerns raised at this stage of consultation were considered during further DCO Scheme developments. Environmental impacts are considered in the ES (DCO Application Document

		References 6.1 – 6.31). The ES (DCO Application Document References 6.1 – 6.31) assesses the impacts of the infrastructure works that require consent and considers the cumulative impacts of the wider MetroWest Phase 1 project. The ES (DCO Application Document References 6.1 – 6.31) sets out in detail how the Applicant will implement measures to reduce the environmental impact.
	Improve the tow path for cyclists	This is outside the scope of the DCO Scheme.
	Ensure diversions and closures [of the tow path] are advertised well in advance.	Advanced notices will be advertised as referenced in the CTMP (DCO Application Document Reference 8.13).
	<p>Ham Green Halt should be reopened.</p> <p>Leigh Woods should have a stop for people to access the woodlands.</p>	Additional stations would impact on timetabling, frequency and service and likely require additional infrastructure requirements such as double tracking which is outside the scope of the DCO Scheme.

**TABLE 11-20 - STAGE 2 CONSULTATION COMMENTS ON SECTION OF THE SCHEME FROM THE SOUTH OF AVON GORGE, THROUGH BOWER ASHTON TO ASHTON VALE**

Issue no. from Stage 2 report	Summary of comments	Regard had by the applicant
6.6	Extension of the left-hand lane on Winterstoke Road should be longer	The length of the proposed extension is adequate to mitigate any increase in queuing traffic during barrier down times as assessed in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).
6.6	Level crossing will negatively impact on traffic to and from the industrial estate	The traffic impact in this area is reported in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25), and mitigations identified, including the extension of the left-hand turn lane from Winterstoke Road and upgrading of the traffic signals to MOVA to increase capacity.

## 11.5 Statement of Compliance

- 11.5.1 This Chapter demonstrates that consultation was carried out in line with the Stage 1 SoCC and the Stage 2 SoCC. It also shows that all requirements for summarising the Stage 1 Consultation and Stage 2 Consultation responses under Section 47 of the Act received during the statutory consultation and having regard to those responses under Section 49 of the 2008 Act have been met.
- 11.5.2 It can be concluded from an analysis of this information that the comments, views and impacts identified through the statutory consultation have influenced the development of the DCO Scheme, primarily in relation to:

### *Scheme Wide*

- 1) public safety improvements;

- 2) limit visual impacts through design features such as landscaping;
- 3) in-combination effects of different elements of the DCO Scheme on local residents was included in the ES Chapter 18;

#### *Portishead*

- 4) the design of Portishead Station has been altered in line with some consultee comments;
- 5) short term and disabled parking spaces have been included in the larger of the Portishead Station car parks to help offset the loss of parking nearby on Harbour Road;
- 6) TROs in Portishead have been altered or removed to lessen the impacts of traffic restrictions on residents;
- 7) the design of the Trinity Primary School bridge has been altered to reduce its size and local visual impact, and to improve public safety and local residents' privacy;

#### *Pill and Ham Green*

- 8) access to Pill Station has been changed with the creation of a forecourt in the place of the no. 7 Station Road, Pill, and with a ramp connecting the adjacent highway with the station's southern platform, thereby negating the need for a new footbridge;
- 9) the car park for Pill Station has been redesigned following the creation of the forecourt and drop-off area which negates the need for a drop-off area in the car park as well;
- 10) TROs in Pill have been altered or removed to lessen the impacts of traffic restrictions on Pill residents;
- 11) the bus stops on Heywood Road, Pill, will be upgraded to allow step-free access to and from Pill Station, including the provision of wider footpaths, dropped kerbs, and safer crossing points;
- 12) the compound off Chapel Pill Lane was relocated to the north of the railway from the south to avoid use of the bridleway (and associated widening/upgrading) as an access track and reduce land requirements.

## **12 SUMMARY OF RESPONSES UNDER SECTION 48 OF THE 2008 ACT**

### **12.1 Introduction**

12.1.1 This Chapter sets out how the Applicant has complied with its duty under Section 49 of the Act to take account of consultation responses received under Section 48 of the Act. Information pertaining to consultation responses received under Sections 42 and 47 of the 2008 Act is presented in Chapters 10 and 11 of this Report respectively.

12.1.2 This Chapter seeks to provide the information relevant to Section 48 consultation responses as required in the Consultation Report under Sections 37(7)(b) and 37(7)(c) of the Act and the relevant parts of the DCLG guidance on pre-application consultation.

### **12.2 Legislative context**

12.2.1 Section 49(2) of the Act requires the applicant to have regard to relevant responses to the consultation and publicity that has been undertaken under Sections 42, 47 and 48. A relevant response for the purposes of Section 48 is defined in Section 49(3)(a) as a response from a person consulted under Section 48 that is received by the applicant before the deadline imposed.

### **12.3 Summary of responses received**

12.3.1 During Stage 1 Consultation the applicant formally consulted consultees in accordance with the Stage 1 SoCC.

12.3.2 During Stage 2 Consultation, the Applicant formally consulted consultees in accordance with the Stage 2 SoCC.

12.3.3 In both stages this included the Tier 1 and Tier 2 communities, as well as hard-to-hear groups such as the Disability Equality Forums.

12.3.4 No responses were received specifically in relation to the Section 48 publicity.

### **12.4 Statement of Compliance**

12.4.1 Given that no responses were identified as being received specifically in relation to the Section 48 notice, none are summarised in this Chapter of the Consultation Report. However, comments received from respondents who heard about the consultation from newspapers (which could have included the Section 48 notice) and the regard that the Applicant has had to these comments are set out in Chapter 11 of the Consultation Report.

## **13 POST-FORMAL CONSULTATION ENGAGEMENT**

### **13.1 Introduction**

13.1.1 This Chapter sets out the non-statutory "informal" engagement that the Applicant has undertaken following its formal consultation activities as prescribed by the 2008 Act and described in previous Chapters in this Consultation Report. This engagement was held to further explore and seek to overcome some of the issues raised during the formal consultation period.

13.1.2 As described in Chapter 5, engaging in consultation throughout the application process and beyond is encouraged in the DCLG guidance on pre-application consultation.

### **13.2 Engagement outside of the Additional Stage 2 Consultation periods**

13.2.1 After the Stage 2 Consultation ended on 4 December 2017, a series of Additional Stage 2 Consultation periods, as listed in Table 1-1 took place. A summary of responses made in relation to these specific consultation periods has been included in Chapter 10.

13.2.2 This chapter summarises responses made outside of the formal consultation stages described in paragraph 10.3.1, from the close of the Stage 2 Consultation period on December 4 2017 up to 1 October 2019 from the Section 42 consultees listed in Tables 7-1 to 7-3.

### **13.3 Summary of Non-Statutory Consultation**

13.3.1 17 Section 42 and Section 43 consultees engaged with the DCO Scheme's project team outside of the formal consultation stages described in paragraph 10.3.1.

13.3.2 A summary of responses from these consultees and the regard the project team has had to them is shown below in Tables 13-1 and 13-2.

**TABLE 13-1 - POST-FORMAL CONSULTATION ENGAGEMENT SECTION 42 CONSULTEE RESPONSES**

<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Health and Safety Executive</b>		
HSE3.1P	Stated that although the route of the proposed Portishead	Noted.

	<p>Branch Line (MetroWest Phase 1) lies outside the HSE consultation distance of the former Coleman UK site at Gordano Gate, Portishead, the proposed changes to the road and footpath in Quays Avenue lie within the middle and outer zones of the consultation distance. As these proposals involves a single carriageway road, the sensitivity level (SL) of the proposed development is SL1. As HSE does not advise against SL1 developments within any zone, we therefore would not advise against the granting of planning permission for the proposed development.</p>	
HSE3.2P	<p>Stated that planning permission for [an adjacent development on land off Serbert Road, Portishead (planning application ref. 16/P/2066/F)] has been granted subject to a condition requiring that the development does not commence until the hazardous substances consent for the former Coleman UK Ltd site has been formally revoked by North Somerset District Council as the hazardous substances authority. When the hazardous substances consent has been revoked, the consultation distance around the former Coleman UK site will be withdrawn and there will be no need for HSE to be consulted on developments in the vicinity.</p>	Noted.

HSE3.3P	Stated that [HSE] have also consulted HSE Explosives Inspectorate on the proposed development. They have confirmed that the site does not lie within the safeguarding zones associated with a licensed explosives site at the Port and Harbour of Bristol, and they therefore have no comments this proposal.	Noted.
Ref. no.	Summary of comments	Regard had by the applicant
<b>Natural England</b>		
NE1.1P	<p>Stated a need for assurances that use of the quarry floor (for works to Quarry Underbridge number 2) for storage and a works compound would not result in permanent damage to features of the SSSI. Requested a more comprehensive survey than a Phase 1 survey to better understand the possible impacts as the floor of the quarry has been largely undisturbed for a long period of time.</p> <p>Also requested that opportunities to decrease impacts on the quarry floor are mentioned in the DCO application.</p>	<p>A comprehensive survey was carried out by Dr Tim Rich, WYG Principal Ecologist and Ms Libby Houston, an independent consultant who carried out a survey of the quarry site and identified a piece of land as being suitable for a compound.</p> <p>Discussion was had with NR about using this area. They required a larger area due to the works. The area affected and the methodology for the works was provided to Natural England. Natural England had concerns about the size of the compound. It was explained that 2:1 compensation was being offered for the loss of SAC habitat and the bridge works were more intrusive because of the need to maintain the headroom under</p>



		<p>the bridge for the National Trust.</p> <p>NR confirmed there is potential to carry out the work from the track using a rail mounted crane but this is subject to detailed design and contractor's preferred methodology, as stated in the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5).</p>
NE1.2P	Suggested growing Whitebeams from cuttings to see if it increased the chances of success, and offered written permissions to do this.	Dr Tim Rich, WYG Principal Ecologist and Ms Libby Houston, an independent consultant had said they thought this would not be successful however Paignton Zoo are progressing this method as well as propagation from whitebeam fruits on behalf of the Applicant.
NE1.3P	Requested that any Whitebeam not planted at the end of the 5 year management plan period are offered to the National Trust, Forestry Commission or an arboretum for planting.	This has been included in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). The Applicant is also working with the Forestry Commission, so that NR delivers the line possession for clearance of conifer and then the DCO Scheme provides spare whitebeam for growing in the cleared areas.
NE1.4P	Stated that plans should cover the potential impacts from Ash die back in the next 5-10 yrs.	The widespread incidence of ash die-back disease in the Avon Gorge since 2016 could

		<p>result in death of mature ash trees along the railway in the next few years. However, the general assumption is not to clear ash affected by ash die-back disease unless they are a risk to the railway and where practical, natural regeneration of ash should be encouraged. This is detailed in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).</p>
NE1.5P	<p>Stated that any Schedule 8 plants will need a license such as Bristol Rock Cress and Spiked Speedwell if they are affected.</p>	<p>The Applicant will apply for appropriate licences including for Bristol Rock Cress and a translocation and compensation plan has been put together for them. This has been included in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). No impacts on Spiked Speedwell are anticipated.</p>
NE1.6P	<p>Stated no objection to the draft AGVMP and the main concern lies in the errors and inconsistencies in the description of the botanical interest of the site. Recommended identifying more than 1 site for planting rare whitebeam saplings, investigate the use of cuttings to propagate Avon Whitebeam <i>Sorbus avonensis</i> and asks that surplus propagated material from more widespread species</p>	<p>The AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) was updated to remove errors and inconsistencies in the description of the botanical interest of the site. Two additional planting sites for rare whitebeam saplings have been agreed with NR and the use of cuttings to propagate Avon whitebeam is being undertaken.</p>

	should be offered to the SSSI landowners for planting	
NE1.7P	<p>Stated a preference for a completely track built method for Quarry Underbridge No. 2 because of the sensitivities within the base of the quarry. Also stated that if this is not possible then more specific details would have to be agreed to avoid / minimise damaging sensitive habitats – and any damage considered as part of the overall assessment process.</p>	<p>NR confirmed there is potential to carry out the work from the track using a rail mounted crane but this is subject to detailed design and contractor's preferred methodology, as stated in the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5).</p> <p>If it is not possible to undertake the works using a track built method, the AGVMP ES Appendix 9.11, DCO Application Document Reference 8.12) sets out the worst case methodology and mitigation, for these works.</p>
NE1.8P	<p>Stated that for the HRA - to avoid an impact on Site Integrity - there should be no loss of extent or the loss would have to be trivial or insignificant.</p>	<p>2:1 compensation is being offered for the loss of SAC habitat. This is included in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) and HRA Report (ES Appendix 9.12 (DCO Application Document Reference 5.5)..</p>
NE1.9P	<p>Agreed that the main question in respect of stopping at Stage 2 HRA or proceeding to stages 3-4 is whether the positive management of double the area of SAC being impacted is mitigation or compensation and</p>	<p>The Stage 2 Appropriate Assessment concluded that the loss during construction of 0.73 ha of Tilio-Acerion woodland and 0.06 ha of Festuco-Brometalia grassland cannot be fully mitigated. Accordingly it has not been possible to conclude</p>

	<p>whether this maintains the Site Integrity.</p>	<p>that there will be no adverse effect on the integrity of the Avon Gorge Woodland SAC. If the Secretary of State is minded to proceed, notwithstanding a negative assessment of the implications of the DCO Scheme for the Avon Gorge Woodland SAC then Regulation 64 of the Habitats Regulations sets out the process that must be followed. Thus the DCO Scheme proceeded to stages 3 and 4 of the HRA process.</p>
NE1.10P	<p>Questioned how mitigation differs from compensation in respect of the AGVMP and the HRA Report. Suggested that positive management could be agreed to be mitigation and that this would be sufficient to conclude that there would be no adverse effects on Site Integrity at Stage 2 (compared with taking the HRA further forward including IROPI)</p>	<p>Positive management is considered compensation as is whitebeam propagation and planting. The Stage 2 Appropriate Assessment concluded that the loss during construction of 0.73 ha of Tilio-Acerion woodland and 0.06 ha of Festuco-Brometalia grassland cannot be fully mitigated. Accordingly it has not been possible to conclude that there will be no adverse effect on the integrity of the Avon Gorge Woodland SAC. If the Secretary of State is minded to proceed, notwithstanding a negative assessment of the implications of the DCO Scheme for the Avon Gorge Woodland SAC then Regulation 64 of the Habitats Regulations sets out the process that must be followed. Thus the DCO</p>

		Scheme proceeded to stages 3 and 4 of the HRA process.
NE1.11P	Stated that there are fewer grounds on which a scheme can be authorised under IROPI because priority habitat will be lost, and that authorisation is restricted to three reasons - human health, public safety or important environmental benefits.	An IROPI case has been assembled and presented in the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5)., that considers these and expresses the scheme's overriding public interest in these areas.
NE1.12P	Stated a need for optimum planting locations of Whitebeams, particularly where they may naturally occur, and suggested the embankment at Nightingale Valley, and where the Forestry Commission are planning some tree felling.	<p>Four potential sites on NR land were identified by Dr Tim Rich, WYG Principal Ecologist and Ms Libby Houston, an independent consultant. NR approved planting sites on the embankment to the north of Miles Dock underbridge, on the Embankment at Nightingale Valley and a more natural site above Clifton Tunnel no. 2. Further information on the whitebeam planting sites is provided in Annex H of the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).</p> <p>The Applicant is also working with the Forestry Commission, so that NR delivers the line possession for clearance of conifer and then the DCO Scheme provides spare whitebeam for growing in the cleared areas.</p>
NE1.13P	Stated a need to deliver a better outcome for the SAC and	Whilst the DCO Scheme would result in the loss of small areas

	a net gain through the DCO Scheme.	of the SAC qualifying habitats and associated rare whitebeam species, the proposed compensatory positive management would improve the condition of retained habitats and contribute to improving the condition of the SAC and SSSI. This has been included in the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5).
NE1.14P	Requested clarification of the appropriateness of the proposed mitigation/compensation measures and confirmation of long-term management.	This is included in the AGVMP (ES Appendix 9.11) and, DCO Application Document Reference 8.12) and HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5) drafts of both were shared and commented on by NE through their development.
NE1.15P	Requested justification within the licence application as to why certain ponds were originally scoped out for GCN, reiterating that the waterbody must be totally unsuitable, and if necessary re-surveyed.	Justifications of the ponds scoped out of the GCN assessment is provided in GCN Survey Report, ES Appendix 9.4 (DCO Application Document Reference 6.25). Pre-construction surveys will be undertaken prior to final licence submission. The areas proposed for compensation habitat were reviewed and an additional area north of the disused line near Sheepway will be included in the application for the GCN licence that will be provided to NE.

NE1.16P	Stated a requirement for evidence of denial of access for surveys if applicable.	Further information is provided in the draft GCN licence that has been shared with NE.
NE1.17P	Stated that if Licence Policy 1 is to be used there must be sufficient justification why the use of the policy would provide a better outcome for the local population than the traditional route.	Further information is provided in the draft GCN licence that has been shared with NE.
NE1.18P	Stated a need for appropriate consideration of the risks associated with a reduced investment in capture, relocation or exclusion for GCN Licence Policy 1. Stated a need for evidence that population continuity has been considered and that the impacts of the works and the reduction in exclusion and relocation will not unfavourably impact the robustness of the local population and its ability to retain favourable conservation status.	Further information is provided in the draft GCN licence that has been shared with NE.
NE1.19P	Stated that connectivity is also an important part of the compensation provision, needing to be clear that the habitat provided will be able to be accessed by the population to be impacted. Also stated a need to identify the importance of the development site in the context of the local population, and the relative importance of the habitat to be lost verses	Further information is provided in the draft GCN licence that has been shared with NE.

	those that will be gained through the compensation.	
NE1.20P	Requested further detail relating to the bridges and the proposed use of cable troughs as a means of connectivity.	Further information is provided in the draft GCN licence that has been shared with NE.
NE1.21P	Stated a need for the impacts to present the type/quality, as well as the quantity of the habitats to be impacted.	Further information is provided in the draft GCN licence that has been shared with NE.
NE1.22P	Stated a need to show the quantity, type and connectivity to the existing population of GCN will be provided.	Further information is provided in the draft GCN licence that has been shared with NE.
NE1.23P	Offered a Letter of No Impediment covering all species including bats, badgers and GCN, following the undertaking of an assessment of their draft licences.	<p>The draft licences were provided to NE for their review. As of October 2019, NE have issued letters of no impediment ("<b>LONI</b>") for the following:</p> <ul style="list-style-type: none"> <li>• Badgers (the disused and operational lines)</li> <li>• Bats (operational line)</li> </ul> <p>The outcome of the Applicant's draft licence submission for bats (the disused line) and GCN is awaited.</p>
NE1.24P	Offered specialist advice for the implications on bats on provision of a simplified breakdown of the situation, study findings, works / impacts and proposed mitigation.	As of October 2019, NE have issued LONI for bats (operational line). The outcome of the Applicant's draft licence submission for bats (the disused line) is awaited.



NE1.25P	<p>Stated they remain uncomfortable that some of the NR required (as Public body (Section 28G body)) positive management works in the Avon Gorge Woodlands SAC are being seen as mitigation measures.</p>	<p>In response to these concerns, an adaptive approach to mitigation has been put forward. The AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) and the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5) consider providing potential compensation by positive management on Forestry Commission managed land outside of the Avon Gorge SAC/SSSI within the area identified in the AGVMP as an alternative to providing compensation on some of the 23 sites identified on NR land. The compensation proposals will still be based on 1.6 ha of positive management in total. This will enable Natural England to evaluate the compensation site options to be provided by the DCO Scheme in combination with the conservation measures to be provided by NR through its Site Management Statement and Vegetation Management Plan, and to agree those that achieve the optimum outcome for the SAC in light of the circumstances prevailing at the time.</p>
NE1.26P	<p>Suggested that the composition of those woodland areas in the Avon Gorge Woodlands SAC defined as secondary in nature</p>	<p>Further information and assessment of the whitebeam planting sites was undertaken and is provided in Annex H of</p>

	needs further assessment and thought especially in relation to the proposed whitebeam planting areas and the composition of areas lost and being compensated for.	the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). This information was provided to NE for comment.
NE1.27P	Raised concerns around the need for clearing the Whitebeam planting areas and the composition of other species present, and asked if the planting could be successful without a major clearance programme in some locations (is clearance in these locations the right thing to do for the SAC interest?)	Further information and assessment of the Whitebeam planting sites was undertaken and is provided in Annex H of the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).. This information was provided to NE for comment.
NE1.28P	Stated that the mitigation / compensation measures proposed for grassland habitats are potentially considered as part of what should be happening, and requested further detail for what is required on how what is proposed is over and above and whether further positive improvements should be additionally explored elsewhere.	The Applicant has ensured that the measures proposed in respect of the DCO Scheme can be distinguished from management measures. Details are provided in the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5).
NE1.29P	Raised concerns regarding the possible effect on Schedule 8 plants namely Bristol Rock-cress. Stated a licence would be required, but is only issued for Science/Conservation, not development. Stated a need to reduce any impacts on this species, (ideally to zero so	A translocation and planting strategy has been developed for Bristol Rock-cress and is included in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 5.5).

	<p>none are taken/destroyed); if that is unavoidable a plan is needed for the number plants that are going to be removed/damaged, and should include digging up the plants (which will need a conservation license), keeping them alive until they can be planted somewhere suitable and gathering seed (or obtaining it from a known source previously collected from the Gorge) to grow on and produce more plants for subsequent re-establishment on site somewhere. Stated a need to produce plans and number of plants affected.</p>	<p>The strategy aims to collect Bristol Rock-cress seed and translocate plants from the construction work area prior to works commencing, cultivate them and collect seeds when being grown, then replant both plants and seed at the donor site. Any affected Bristol rockcress plants affected will be replaced on a 2:1 basis, with management and monitoring of the transplanted plants for five years after planting. This reintroduction site will be located as close to the existing site affected by the DCO Scheme as possible where suitable habitat requirements exist.</p>
NE1.30P	<p>Stated that compensatory measures should go beyond the normal/standard measures required for the designation, protection and management of Natura 2000 sites that NR are proposing anyway i.e. that compensation adds to what NR ought to be doing anyway as stated in their Site Management Statement</p>	<p>In response to these concerns, an adaptive approach to mitigation has been put forward. The AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) and the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5) consider providing potential compensation by positive management on Forestry Commission managed land outside of the Avon Gorge SAC/SSSI within the area identified in the AGVMP as an alternative to providing</p>

		<p>compensation on some of the 23 sites identified on NR land. The compensation proposals will still be based on 1.6 ha of positive management in total. This will enable Natural England to evaluate the compensation site options to be provided by the DCO Scheme in combination with the conservation measures to be provided by NR through its Site Management Statement and Vegetation Management Plan, and to agree those that achieve the optimum outcome for the SAC in light of the circumstances prevailing at the time.</p>
NE1.31P	<p>Stated concerns with the compound size for the Quarry Underbridge No. 2 works and the removal of log piles and boulders.</p>	<p>The size of the compound is already constrained for the works required, but there would be positive management elsewhere at a ratio of 2:1 to mitigate for this. This is explained in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). The works may be able to be completed from the track but this won't be known until the detailed design stage. Mitigation by fencing the construction compound and moving the log piles and boulders has been agreed with NR. The mitigation for the impact in the quarry is positive management on NR land. The AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). was updated</p>

		to detail potential further mitigation measures for the site compound and for NR to consider these at the detailed design stage.
NE1.32P	Stated concerns about trespass in the old rifle range in the Avon Gorge affecting the SAC habitat.	The Applicant is proposing paladin fencing in this area which provides improved security to the existing fencing. The reintroduction of passenger services on the line operating hourly in each direction will significantly increase the passive surveillance in this area.
NE1.33P	Requested that the fencing by Quarry Underbridge 6 should be upgraded.	The Applicant is proposing paladin fencing in this area which provides improved security to the existing fencing.
NE1.34P	Requested further information as to how the DCO Scheme is reducing nitrogen deposition in the gorge.	Further clarification was provided regarding nitrogen deposition and considered in the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5) .
NE1.35P	Stated a need for further detail in the ES on how alternative ways of undertaking works to avoid impacts was considered.	Further clarification provided of how alternative ways of undertaking the works have been considered in the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5).
NE1.36P	Stated that further work needed to be undertaken to assess	Effects on bats are considered in Section 9.6 of ES Chapter 9 – Ecology and Biodiversity (DCO Application Document

	operational lighting impacts on horseshoe bats at Pill Station	Reference 6.12), with the survey reports in Bat Technical Appendix (ES Appendix 9.2, DCO Application Document Reference 6.25). Further work to assess and provide mitigation for the operational lighting impacts at Pill Station has been undertaken and is also detailed in the ES Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12), Sections 9.6 and 9.7. The Lighting Survey Report is ES Appendix 9.17 (DCO Application Document Reference 6.25).
NE1.37P	Requested more information about the replanting method for Whitebeams and clarification if the site is secondary woodland.	Further surveys and clarification of planting on the 3 whitebeam planting sites has been completed and is provided in Annex H of the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). This information was sent to NE for their review.
NE1.39P	Stated a preference for Whitebeam planting sites that wouldn't affect developing (also referred to as 'secondary') woodland, and suggested the Forestry Commission's land. Queried the suitability of the Clifton tunnel number 2 planting site.	Further surveys and clarification of planting on the 3 whitebeam planting sites has been completed and is included in Annex H of the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).

NE1.40P	Required clarification to separate the DCO Scheme mitigation and /compensation in the AGVMP from Network Rail's SMS and Vegetation Management Plan for the operational freight line.	The AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) and the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5) were updated to separate NR's existing responsibilities from the DCO Scheme mitigation and compensation proposed for the DCO Scheme.
NE1.41P	Requested a definition of how much clearance would be at identified planting sites e.g. the percentage cleared, and questioned whether it is too much for Whitebeam mitigation. Also requested retention of the small leaved lime and other interesting species	Further information and assessment of the Whitebeam planting sites was undertaken and is provided in Annex H of the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). This information was sent to NE for their review.
NE1.42P	Requested that consideration is given to enabling the clearance of trees on FC land to benefit the Avon Gorge Woodlands SAC.	The Applicant worked with NE and the FC to identify priority areas for positive management outside of the railway corridor. The AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) and the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5) were updated to include an option to undertake positive management on FC land outside of the SAC as an alternative to some of the positive management on NR land. NR are having discussions with the FC about

		working together to enable tree clearance on FC land and the Applicant will potentially plant surplus rare whitebeam saplings propagated by the DCO Scheme on FC land.
NE1.43P	Stated that the Whitebeam planting areas should be counted as a SAC loss if the area is completely cleared and positive management would be required for their loss; however if just parts of the area were managed for Whitebeam planting it would not be the case.	Further information and assessment of the Whitebeam planting sites was undertaken and is provided in Annex H of the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). It details which trees will be retained.
NE1.44P	Stated that more information is required within the RIHRA and AGVMP of how positive management areas were chosen.	Areas where positive management is proposed were identified during site visits undertaken for the development of the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). The positive management focuses on vegetation clearance to benefit rare whitebeam trees by reducing competition and shade from other plants by removal of vegetation surrounding whitebeam trees, particularly invasive non-native species.
NE1.45P	Stated a need to avoid rare species at the bottom of the rock face when rock scaling.	An ecological watching brief has been included in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12)..



NE1.47P	<p>Stated a need to explain how vegetation works for the scheme have been kept to a minimum and how it is expected that the vegetation will grow back around areas of works as the areas will not be permanently clear.</p>	<p>The HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5). describes opportunities to have a lesser effect on the European site. The vegetation management required for the DCO Scheme involves cutting back rather than permanent removal. Once the works for the DCO Scheme have been carried out it is expected that much of the vegetation that has been cut back would re-establish rather than be permanently lost. Although vegetation will need to be cleared on the railway-side of the new fence, in all other areas there will be a vegetation regrowth.</p> <p>Assessed worst-case losses are in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). and the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5)..</p>
NE1.48P	<p>Suggested compensation areas for Tilio-Acerion woodland outside the SAC and reduce the 26 positive management areas on NR land - 2:1 positive management equating to 1.6ha would be the target to be achieved across FC and NR land in total. Suggested suitable areas near the car park for target thinning, Paradise</p>	<p>In response to these concerns, an adaptive approach to compensation has been put forward. The AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) and the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5) consider providing potential woodland</p>

	<p>Bottom for target thinning and the Grotto rock face.</p>	<p>compensation by positive management on Forestry Commission managed land outside of the Avon Gorge SAC/SSSI within the area identified in the AGVMP, as an alternative wholly or in part to providing compensation on some of the 23 sites identified on NR land. The compensation proposals will still be based on 1.6 ha of positive management in total (1.45 ha for woodland). This will enable Natural England to evaluate the compensation site options to be provided by the DCO Scheme in combination with the conservation measures to be provided by NR through its Site Management Statement and Vegetation Management Plan, and to agree those that achieve the optimum outcome for the SAC in light of the circumstances prevailing at the time.</p>
NE1.49P	<p>Stated that there is a strong basis for arguing that the proposals for removal of invasive species over such a large area and within a relatively short period of time, backed up by a detailed and thorough methodology and monitoring programme, is additional to 'normal' measures.</p>	<p>Noted.</p>
NE1.50P	<p>Requested more detail on the plans showing the number of trees to be removed, what type</p>	<p>Further information and assessment of the Whitebeam planting sites was undertaken</p>

	the tree was, whether the trees being retained are young or mature and how much clear space was required around each Whitebeam.	and is provided in Annex H of the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). This was provided to NE for comment.
NE1.51P	Requested the results of the soil pit samples.	This is provided in Annex H of the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). This was provided to NE for comment.
NE1.52P	Stated that the key on some of the plans is not that clear.	The plans were changed to address this.
NE1.53P	Requested a commentary on the findings [of further whitebeam planting site investigations].	This is provided in Annex H of the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).. This was provided to NE for comment.
NE1.54P	Requested more detail on the Whitebeam planting e.g. what would make it a success? Does vegetation need to be stopped from growing back around Whitebeam?	This is provided in Annex H of the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).. This was provided to NE for comment.
NE1.55P	Requested that Ash was not removed if it is not showing signs of being too badly diseased/ resistance as coppiced Ash was more susceptible to disease.	Dead and diseased trees may have to be removed routinely to prevent accidents, which could affect many of the woodland edges along the railway. This will be discussed further with NE and included in a SoCG.

NE1.56P	<p>Stated that ecologically positive management on NR land is good, but having the adaptive approach was wise. Liked the adaptive approach of being able to deliver the 1.6ha of mitigation across both NR and FC land.</p>	NE's support for the approach was welcomed.
NE1.57P	<p>Agreed the following regarding SoCGs:</p> <ul style="list-style-type: none"> <li>• that a high level SoCG may be required between NR, the FC, NE, NSDC for compensation/ mitigation; and</li> <li>• a detailed SoCG would be required between NE and NSDC that would set out the principles, with a schedule within it to cover the Avon Gorge, Bat HRA issues, and with schedules to cover other issues.</li> </ul>	A high level SoCG will be considered at a future date; a detailed SoCG between NSDC and NE will be progressed.
NE1.58P	<p>Stated that trampling could be seen as temporary vegetation loss and cutting back as permanent. Also stated that any woodland loss would be permanent, but grassland loss would be temporary in the medium term.</p>	Noted. Assessed worst-case losses are in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) and the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5).
NE1.59P	<p>Stated there was no hard or fast rule for agreeing compensation amounts (2:1 has been cited previously), but a rationale should be agreed. Stated that 2:1 positive</p>	A rationale will be agreed in a SoCG.

	management would equate to 1.6 ha across FC and NR land in total.	
NE1.60P	Advised that the mitigation measures for Avon Gorge Woodlands SAC are summarised in the HRA Report rather than list the documents where it is detailed.	The HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5) was updated to summarise mitigation measures.
NE1.61P	Supported planting of rare whitebeam trees.	NE's support for the approach was welcomed.
NE1.62P	Supported where the DCO Scheme can provide added value on non-NR land. Compensation by positive management on NR land needs to demonstrate that it is over and above the works that NR is required to do as part of its duties.	Added value on non-NR land (felling by FC on their land) described in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) and the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5).
NE1.63P	Advised that the HRA provides clarification on areas of vegetation subject to clearance 'in the future' (as referred on the Landscape Plans), and it would be helpful to quantify losses and gains. Encouraged additional planting (potentially outside of the corridor).	Areas of vegetation subject to clearance 'in the future' have been quantified and the proposal for planting outside of the disused line corridor (alongside the A369 Portbury Hundred) has been clarified in the Portbury Hundred Location of Additional Tree Planting plan (DCO Application Document Reference 2.58).

NE1.64P	Supported the conclusion that there is no likely significant effect on European sites other than the Avon Gorge Woodlands SAC and North Somerset and Mendips bats SAC following the screening assessment.	Noted.
NE1.65P	<p>Stated that the plans affect the proposed route of the England Coast Path [NCN Route 26] and noted that there will be some necessary disruption to walkers during the construction phase.</p> <p>Satisfied that there will be an onward route for people following the England Coast Path, albeit a circuitous one at times.</p> <p>Requested a discussion on how the diversion is signed - there is the option of advertising the diversion online using <a href="http://www.nationaltrail.co.uk">www.nationaltrail.co.uk</a> which is the main information portal for people following National Trails including the England Coast Path</p>	<p>The diversion routes were discussed with the North Somerset PROW team and the Local Access Forum, and advanced notices will be advertised as referenced in the CTMP (DCO Document 8.13).</p> <p>Closures of NMU routes and provision of diversion routes are outlined in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25)</p> <p>Section 16.7 of the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19) outlines the mitigation measures for the scheme, including the impacts on cyclists and pedestrians.</p>
NE1.66P	Recognised (from a NE National Plant Specialist) the positive opportunities that the scheme can bring to the designated site, if the scheme is carefully managed and implemented.	The AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) includes positive management of SAC qualifying habitats.

NE1.67P	Specific comments received from NE regarding further details on whitebeam planting sites and management proposals.	These comments will be considered and resolved in a SoCG.
Ref. no.	Summary of comments	Regard had by the applicant
<b>Historic England</b>		
HE3.1P	Questioned if there are additional plans which include a service maintenance yard close to Ashton Court for which they have not provided comment.	There were no additional plans but minor revisions were made following stakeholder feedback and flood risk modelling. The permanent compound was reduced in size as shown in the Clanage Road Compound, Landscaping and Access Plan (DCO Document Reference 2.52). Visualisations of the proposals were produced and shared.
HE3.2P	Satisfied with the proposals for the Clanage Road construction compound, including photo montages and views from key vantage points such as the Suspension Bridge. Also stated no concerns with the intended use for the compound, assuming that it wouldn't be permanently lit or contain any buildings other than a small cabin for workers during construction. Requested visuals from Ashton Court Estate, particularly on the route from the mansion to Clanage Road by the deer park.	Visuals were provided as requested and no concerns were raised.

HE3.3P	Reiterated that any possible effects to undesignated assets along the route are deferred to the local authority.	Noted.
HE3.4P	Stated no issues with the extent of vegetation clearance required during construction.	Noted.
HE3.5P	Stated a preference for paladin (see-through mesh) fencing through the Avon Gorge, coloured a dark olive green / grey to blend in throughout the seasons.	Fencing will be this colour.
HE3.6P	Stated no concerns with the GSM-r mast in the Gorge (required for passenger services), located approximately 560m north of the Clifton Suspension Bridge at a maximum height of 10-12m. Also had no concerns with smaller repeater masts on some of the tunnel entrances and exits.	Some changes have been made to the original proposals. The proposed mast will now have two antennas one mounted at 5 m and one mounted at 8 m. In addition there will be two repeater antennas mounted at the southern portal of Sandstone Tunnel at 5 m from the ground. Although these amended proposals have not been shared with HE to date, they expressed no concern at the time with standard railway equipment within the railway corridor. This will be included within a SoCG.
HE3.7P	Stated little concern with the location of the proposed intermediate signal at the Pill end of the Gorge near Sandstone Tunnel. The only concern raised regarded any	The signalling head will have a louvre and be directed towards the railway to ensure light does not spill beyond the railway.



	additional lights from signalling in the vicinity of the Suspension Bridge.	
HE3.8P	Stated no concerns with the works required to Quarry Underbridge number 2, utilising the old quarry which may be noticeable from the opposite site of the Gorge for its construction but would not leave any long term visual impacts.	Noted.
HE3.9P	Requested further details following rock face inspections in the Gorge which may result in the need for rock fencing to stop falls onto the line.	This is detailed in the Summary of Works in the Avon Gorge Woodlands SAC (ES Appendix 4.4, DCO Application Document Reference 6.25) and shown on the General Arrangement plans (DCO Document Reference 2.4). Further details will be provided and discussed for inclusion in a SoCG.
Ref. no.	Summary of comments	Regard had by the applicant
<b>Environment Agency (Wessex Region)</b>		
EA1.1P	Questioned what the flooding impact was in Portishead with a lower than 120 years design life, as 100 years is the usual lifetime used for a more vulnerable development, with 60 years used for less vulnerable developments.	A 60-year design life is used for the central case scenario and the Applicant has undertaken sensitivity tests based on a 100-year design life. The 60-year design life is the standard civil engineering design life used by NSDC and NR. A 60-year design life was accepted by the EA for other West of England infrastructure

		projects such as the South Bristol Link and for MetroBus (M2 - Ashton Vale to Temple Meads route) in respect of river permits.
EA1.3P	Requested draft flood risk permits.	Flood risk permits will be issued pre-construction as included in Consents and Licences required under Other Legislation (DCO Document Reference 5.3).
EA1.4P	Stated that more explanation is required on the flood difference plots, and required commentary on which properties are affected and the number.	The DCO Scheme was adjusted to ensure that no third party land is to be affected by flooding impacts e.g. the track height in Bower Ashton remains at its current level. This is included in the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6).
EA1.5P	Stated that more explanation is required in the flood difference plots to explain why the grey areas have no impact.	In response to the comments from the EA the Applicant has updated the difference plots to differentiate between positive and negative differences in areas shown in grey. In addition, the design has changed in the Bower Ashton / Ashton Vale area such that there are no offsite impacts. The EA has subsequently reviewed and approved the hydraulic modelling undertaken to derive these difference plots for the FRA. More detail is set out in the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6).

		Additional hydraulic modelling has since been undertaken to assess the revised design in the Bower Ashton / Ashton Vale area. This additional modelling will be submitted to the EA to review.
EA1.6P	Requested more explanation in the FRA for the changes in flood levels at Portishead.	The FRA (ES Appendix 17.1, DCO Application Document Reference 5.6).was updated with further detail.
EA1.7P	<p>Requested more information on the discharge rates of track / station drainage into Markham Brook to make sure it is acceptable.</p> <p>Also requested discharge rates for any track/ highway drainage that outfalls into any main river or watercourse that connects to a main river. Stated that without this the scheme could end up with a pre-commencement condition that gives the maximum outfall rate into these watercourses.</p>	The drainage design was revised, so that Pill Station and track drainage does not outfall into Markham Brook. The FRA (ES Appendix 17.1, DCO Application Document Reference 5.6). was shared with the EA, along with the Surface Water Drainage Strategy (DCO Application Document Reference 6.26)
EA1.8P	Stated a need to contact properties in any new yellow areas on the flood plots [in the Bower Ashton area and east of Marsh Lane near Easton-in-Gordano] as a result of an increase of the track height.	The height of track was revised to ensure it remains at its current level and flood compensation provided in the Clamage Road compound for flood water displacement by the ramp. This avoids flood risk to third parties, and therefore there is no need to contact

		<p>properties in the Ashton/ Bower Ashton areas.</p> <p>Flood compensation has been provided at Easton-in-Gordano to remove increased flood risk to third parties. Both areas have been assessed and mitigations included in the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6)..</p>
EA1.10P	Stated a need to explain detriments in flood risk and where compensation is unachievable e.g. Marsh Lane	<p>Flood risk from the DCO Scheme to third parties has been fully mitigated and included in the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6)..</p>
EA1.11P	Stated a need for evidence to show that ground water won't change.	<p>This has been assessed in the ES Chapter 10 – Geology, Hydrogeology, Ground Conditions and Contaminated Land (DCO Application Document Reference 6.13) and it was determined that construction will have no impacts on the underlying hydrogeology in terms of regional and local flows or groundwater quality. There were no likely significant effects from operation on groundwater and so this was scoped out at the Scoping Opinion (DCO Application Document Reference 6.1) stage by the Inspectorate.</p>

EA1.12P	Stated a need for text on Protective Provisions to be included in the DCO application.	Text was provided and is included in the Draft Proposed DCO (DCO Application Document Reference 3.1).
EA1.13P	Stated that in the CAFRA model, the tidal 1000 year event used different base model versions for the pre and post development scenarios; the same should be used for comparison of pre and post development scenarios.	Modelling was updated and shared with the EA who confirmed they were satisfied that the models were fit for purpose.
EA1.14P	Stated that the coastal model can be considered sufficient for this specific purpose, however preferred outstanding issues to be addressed.	Modelling was updated and shared with the EA who confirmed they were satisfied that the models were fit for purpose.
EA1.15P	<p>Accepted that any approved railway designated as 'Essential Infrastructure' (as this scheme is [because it is an NSIP]) will flood in an extreme flood event, subject to the adoption of an agreed flood management plan, including details of flood warnings and evacuation procedures.</p> <p>However, the EA stated that there will be a section of the line [in Bower Ashton] which will flood more frequently than the 1 in 2 year (50% AEP) with a post development flood level of 0.93 m. Therefore stated a requirement to ensure the line remains operational up to a 1 in 20 year (5% AEP) event, with</p>	<p>Since this comment was made the EA, the modelling was updated and showed that in 2075 the line will have to close every year (presently every 5-10 years) due to flooding in Bower Ashton. This 1 year tidal flood is considered likely to have only a relatively minor impact on railway operation due to its short duration and a shallow depth above the lowest rail level. An Operational Flood Plan included with the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6) describes the response for reacting to flooding. This was presented to the EA. The DCO Scheme utilises operational railway</p>

	<p>the allowance for the predicted impact of climate change, without increasing flood risk elsewhere.</p>	<p>along a historic alignment, which could not be changed without prohibitive costs, therefore there is no option to avoid Flood Zone 3 and 3B, which as an NSIP scheme it can do (if it passes the exception test). Initially the track height was due to be raised at Bower Ashton, but the design has been altered to avoid this so that there are no third party flood impacts. It should also be noted that if the Portishead Branch Line is flooded, much of this area of Bristol including the Portway (A4), the Severn Beach Line and areas of Hotwells will too. It is expected that a strategic flood solution will have been developed to deal with this level of flooding by 2075.</p>
EA1.16P	<p>Requested further information on the third party impacts resulting from the proposed scheme from increased flood levels to some areas around Portishead and Bower Ashton.</p>	<p>Flood risk from the DCO Scheme to third parties has been fully mitigated and included in the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6).</p>
EA1.17P	<p>Stated a requirement to include any impacts to main river culverts in the FRA, together with a statement that there will be no additional loading onto or additional drainage into any of these. Stated that if any were to be considered for improvement or replacement, the FRA should show that the plans maximise</p>	<p>Colliter's Brook and Longmoor Brook culverts' structural performance will be assessed in the context of the proposed development and the culverts will be improved if required to allow for any additional structural loading.</p> <p>Information on structural loading has been included in</p>

	opportunities for flood risk benefits.	the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6).
EA1.18P	Stated that the FRA should include a 10m maintenance strip adjacent to all main rivers.	The DCO Scheme will have no adverse impact on access required to maintain Main River culverts and Main River watercourses, included in the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6).
EA1.19P	Stated that the floodplain compensation in Bower Ashton be provided on a level for level basis and is hydraulically linked to the area of lost storage.	This has been superseded by retaining the current track level. Compensation for loss of floodplain storage within the Clanage Road compound due to the ramp has been provided within the compound itself included in the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6).
EA1.20P	Stated that it is not possible to rely on any future strategic flood risk scheme, as the delivery of any such scheme would depend on numerous factors outside the Agency's control. Accordingly, the proposals must have a robust contingency plan, and be included in the FRA.	Noted. An Operational Flood Plan included with the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6) describes the response for reacting to flooding. This was presented to the EA.
EA1.22P	Stated that the model report shows that for the Drove Rhine, the sensitivity test was only run with an increase of 150mm, not 200mm, therefore a run should	In response to the comment from the EA, the Applicant has undertaken sensitivity testing with an increase of 200mm and difference plots added to the

	be undertaken on a selection of return periods for a 200mm increase of the railway and a post development difference plan shown.	Drove Rhyne modelling report. The EA has subsequently reviewed and approved the hydraulic modelling undertaken to derive these difference plots for the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6). Additional hydraulic modelling has since been undertaken to assess the revised design in the Bower Ashton / Ashton Vale area. This additional modelling will be submitted to the EA to review.
EA1.23P	Stated a need for prior notification of tow path closures through the Avon Gorge, in case there is a clash with the Agency's maintenance programme.	NSDC and NR will develop a community engagement strategy as set out in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) for the DCO Scheme during construction.
EA1.24P	Requested detail and methodology/ strategy regarding possible groundwater/land contamination, particularly historical rather than operational.	This has been assessed in the ES Chapter 10 - Geology, Hydrogeology, Ground Conditions and Contaminated Land (DCO Application Document Reference 6.13) and it was determined that construction will have no impacts on the underlying hydrogeology in terms of regional and local flows or groundwater quality. There were no likely significant effects from operation on groundwater and so this was scoped out at the Scoping Opinion (DCO Application



		Document Reference 6.1) stage by the Inspectorate.
EA1.25P	Requested further detail on the emergency plan at the 'permit stage'	<p>Noted. This will be provided as part of a permit application.</p> <p>An Operational Flood Plan included with the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6) that describes the response for reacting to flooding has been presented to the EA.</p>
EA1.27P	Stated that even where there is a very small increase to third party flood risks, the EA still need to flag it as it is contrary to the NPPF.	<p>The DCO Scheme was adjusted to ensure that no third party land is to be affected by flooding impacts e.g. the track height in Bower Ashton remains at its current level. This is included in the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6).</p>
EA1.28P	Stated that the impact of the buildings and car park etc. should be assessed to the same extent as if they were the only development being undertaken.	<p>Following this feedback, further information was provided in the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6).</p>
EA1.29P	Stated that, following a review of the Trackbed, Geotechnical, and Ground Investigation reports, that the track and all of the ancillary land that will comprise the project have not been subject to an adequate level of site investigation and subsequent assessment of	<p>Following this feedback, a further Land Contamination Summary Report was produced (ES Appendix 10.2, DCO Application Document Reference 6.25). The purpose of the report was to collate and summarise the information relating to land contamination,</p>

	risks to the water environment. Stated that none of the information provided is deemed to be of any significant value in this regard, that there has been a significant oversight, and would again urge the project team to address this matter, prior to submitting the application.	and presented a risk assessment for the scheme, with a gap analysis to identify missing information and inform a likely timescale for obtaining this information. A draft of this report was shared with the EA and further comments received.
EA1.30P	Stated that if a pedestrian ramp is being installed near Longmoor Brook in Ashton Vale, or levels raised within 8m of the watercourse a permit will most likely be needed.	Noted.
EA1.31P	Stated that any works which would involve excavating above or adding additional weight on top of the Longmoor Brook culvert near old Ashton Gate station would need close engagement with the EA, on top of any permit requirements.	Colliter's Brook and Longmoor Brook culverts' structural performance will be assessed in the context of the proposed development and the culverts will be improved if required to allow for any additional structural loading.  Information on structural loading has been included in the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6).
EA1.32P	Stated that permits will not be required for scaffolding within 16m of rivers if it is taken down at the end of each day and stored away from the river, and that each day the river conditions are checked before	Noted.

	installation so that their use will not increase flood risk.	
EA1.33P	Stated that permits are required within 8m of a main river (or affecting the main river itself) or 16m of a tidal river or flood defence; further away and they can be covered by planning.	Noted
EA1.34P	Stated that works to Pill Viaduct above the 0.1% AEP (1 in 1000 year) flood level with no impact on flood flows may not require a permit as the works are a statutory undertaking.	Noted.
EA1.37P	Stated that regarding storing material, there may be a requirement to have permits issued by the EA; the basic position is that no material is to be stored in the flood plain. Explained that if this is absolutely necessary / unavoidable, the material should be stored more than 16 metres away from any main river and will require a Flood Risk Activity Permit from the EA, and may additionally be subject to the requirements of a formal waste permit from the EA.	A flood plan was produced for the Clanage Road compound and issued to the EA within the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6). The compound is well over 16 m away from the nearest main river, and if ballast needs to be stored here a Flood Risk Activity Permit will be applied for.
EA1.38P	Queried the details regarding the proposed storage of ballast for the disused line and whether EA guidance on these issues was required. Stated that the volumes of materials	The old ballast is to be stored at the Portbury Hundred and Lodway compounds, and possibly along the rail corridor. Some will be contaminated and perhaps will be stored for over

	would most likely exceed the exempt quantities, and the storage duration of over a year would be an issue too.	a year. These additional details and more were forwarded to the EA for a response.
	Stated that the use of the depots to store ballast using the Non Waste Framework Directive 2 exemption is proposed, and that this exemption is for the storage of waste at the site of production. Requested further information on the expected quantity of waste to be stored at any one time and the period any waste ballast would be stored at each collection point is needed, before determining the suitability of this exemption to store the waste ballast before collection.	Further discussions will take place and be considered for inclusion in a SoCG.
EA1.39P	Stated a need to see assurances over the safe transporting of contaminated material.	Further detail will be included in the contractor's CEMP, based on the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14)
EA1.41P	Queried why further investigation of land contamination at Avon Road Underbridge is not deemed necessary.	Further ground investigation is not planned as it is considered there is sufficient information available to inform the detailed design of measures included in the ES Chapter 10 - Geology, Hydrogeology, Ground Conditions and Contaminated Land (DCO Application Document Reference 6.13) and its appendices. However wider investigations are proposed at

		the Pill Station site to inform detailed design measures, and will include consideration of the Avon Road Bridge area within the Pill Ground Investigations.
EA1.43P	Very supportive of the focus on ensuring there is no increase in flood risk to third parties, by maintaining the line at existing levels.	Noted.
EA1.44P	Stated that if the model review is satisfactory, they would accept the compensation V5 being provided for the ramp, on the grounds that it would appropriately mitigate the increase in flood risk.	The Applicant is awaiting confirmation from the EA that they are satisfied with the ramp modelling.
EA1.45P	Noted that leaving the railway line at its current level will result in regular flooding, particularly when the predicted impact of climate change is considered. Stated they would continue to highlight the resulting low resilience to flooding, in accordance with their statutory duties.	Noted.
EA1.46P	Disagree in respect of the weighting attributed to the potential, and as yet untested, risks associated with land contamination of parts of the scheme.	A meeting was offered to explain the risks and their assessments.
EA1.47P	Stated uncertainty in relation to how detailed the additional site investigations will be, and	The Applicant has proposed a requirement for a DCO Requirement Report to be

	whether this will be sufficient to address potential risks [of land contamination]	produced for the DCO Scheme post-DCO approval. This DCO Requirement Report requires approval by the LPA after consultation with the EA. It is proposed to approach this report in 2 stages – a desk study and GI scope which will be discussed with the EA prior to undertaking the GI and final DCO Requirement Discharge Report.
EA1.48P	Stated that they had not had the opportunity to discuss land contamination issues with [the consultant].	It was suggested that a meeting be held between the land quality specialists from the EA and the DCO Scheme's consultants.
EA1.49P	Stated that a dedicated desk study (or studies) is required to fully inform the proposed site investigation works to enable stakeholders to have sufficient confidence in [these works].	The Applicant has proposed a requirement for a DCO Requirement Report to be produced for the DCO Scheme post-DCO approval. This DCO Requirement Report requires approval by the LPA after consultation with the EA. It is proposed to approach this report in 2 stages – a desk study and GI scope which will be discussed with the EA prior to undertaking the GI and final DCO Requirement Discharge Report.
EA1.50P	Stated that the [land contamination] report does review the very limited site investigation data available however, any conclusions derived from the data reviewed and presented in this report	The focus of the land contamination report at this stage is to provide the DCO process with information on likely significant environmental effects. The Applicant has had regard to the nature and extent

	<p>should be treated with caution, due to its limited nature. Stated that further assessment of the existing data is needed, on the grounds that it is not clear what risk the concentrations (that have been measured) pose to controlled waters, beyond the comparison provided in the report.</p>	<p>of the proposed development and the receiving environment in both scoping the investigations undertaken to date and those that are most appropriate to being undertaken prior to commencement of development. Mitigation measures that are standard measures and known to be effective have been taken into account in determining the likelihood of significant effects. The Applicant has identified those works where further investigations should be undertaken prior to construction activities to ensure that appropriate mitigation measures will be undertaken to remove or minimise pollution linkages. A DCO Requirement Report will be produced for the DCO Scheme post-DCO approval. This DCO Requirement Report requires approval by the LPA after consultation with the EA. It is proposed to approach this report in 2 stages – a desk study and GI scope which will be discussed with the EA prior to undertaking the GI and final DCO Requirement Discharge Report.</p>
EA1.51P	<p>Stated that they did not agree with the assessment provided in Table 4.1 [of the land contamination report] because with each potential source area listed the likelihood of risk</p>	<p>The table does not dismiss all issues. “Unlikely” is defined as per CIRIA 552 and does not dismiss risk. The Applicant suggested a meeting to explain the table and the assessments.</p>

	<p>factor is invariably listed as 'n/a' or 'unlikely', with the risk then listed as 'n/a', 'no risk' or 'low'. Stated that given the lack of understanding in these areas, they questioned why the likelihood and risk appear to largely dismiss any/all issues.</p>	<p>It was stated to the EA that "n/a" is used for risks not considered to exist (either through lack of source/pathway/receptor or simply that they don't exist under baseline (for example risks to site construction staff)).</p>
EA1.52P	<p>Stated that the scope of the ground investigation requirements assessment undertaken in Table 4.1 [of the land contamination report] are not clear and it would be of benefit to present site investigation proposals alongside an improved desk study. Stated that most areas are listed as needing further investigation however, Portishead Station and Avon Road Bridge do not appear to have been recommended for further investigation; it is not clear, based on the information provided, why this should be the case.</p>	<p>The Applicant is recommending further GI at Portishead Station. The purposes of these investigations will be to inform detailed measures to be taken before and during the construction process in order to avoid or reduce risks to workers and the environment. At Avon Road further ground investigations are not planned as it is considered that there is sufficient information available to inform the detailed design of measures. Wider investigations are proposed at Pill Station site to inform detailed design measures, which will include consideration of the Avon Road Bridge area within the Pill Ground Investigations.</p>
EA1.53P	<p>Noted that, apart from the track ballast, which is a known potential source of organic and inorganic contamination, there are numerous other areas of potential concern that require further detailed investigation [section 2 of the Land Contamination Summary Report (ES Appendix 10.2,</p>	<p>The Applicant considers that sufficient information has been provided for the purposes of the DCO application and that the issues raised relating to pathways will be dealt with by the more detailed project design, following further investigations where identified as appropriate, in accordance</p>



	<p>DCO Application Document Reference 6.25).). Stated that it is essential that, as part of the assessment of risks following these further investigations, that the risks associated with mobilising contaminants are also taken into account, i.e. creation of new preferential pathways in the form of drainage features, services and engineering works in general etc</p>	<p>with the requirements proposed for the DCO. Whilst a number of potential and confirmed sources of contamination exist along the route, the extent of works proposed for the existing freight railway are modest and the potential disturbance of ground is mainly limited to short sections of ballast renewal and works to bridges/structures. These works are not considered likely to have an impact upon existing contamination.</p>
EA1.54P	<p>Confirmed the following:</p> <ul style="list-style-type: none"> <li>• Clanage Road compound land should be considered as FZ3b.</li> <li>• The Lodway Farm compound is located entirely in FZ1 however, it should be noted that a number of the access routes to the compound run through areas of higher flood risk.</li> <li>• The Portbury Hundred compound is located in FZ3, protected by defences as are the access routes. As this is a temporary compound, we would expect the defences to remain as existing, for the lifetime of the compound (assuming it will not continue to be used after the construction of the railway line). Flood risk should be considered when planning the use of this</li> </ul>	<p>The Clanage Road compound has been included in the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6) as Flood Zone 3b.</p> <p>Access to Lodway Farm compound uses an existing route. The Portbury Hundred compound will not affect the existing flood defences. As defended flood plain, the risk to the compound is minimal and therefore the storage of material/waste should be acceptable. The contractor(s) will be required to produce a construction stage Flood Plan which takes into consideration the findings of the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6) and the outline construction stage Flood Plan for Clanage Road construction</p>

	<p>compound i.e. the storage of materials/waste must be avoided.</p> <p>Stated that any areas at risk of flooding must be subject to the requirements of any pertinent plans/reports/strategies determined through the DCO process i.e. the Flood Risk Assessment, Emergency Response Plan for Flood Events etc.</p>	compound, included with the FRA.
EA1.55P	<p>Stated that the data [track-bed samples] indicates two potential hazardous waste hotspots of 250 yards in the first table and 900 yards in the second table (11% of the track length in the 'not disused URS track bed Report 2014'). Welcomed the proposal to undertake further assessments, including hydrocarbon in the Land Contamination Summary draft sent to the Agency</p>	Noted.
EA1.56P	<p>Stated that hazardous waste would need to be removed from the site using hazardous waste consignment notes as waste code 170503* and sent for appropriately permitted disposal or remediation before any further use.</p> <p>The Non-hazardous waste would be coded as 17 05 04.</p>	The Applicant agrees with this statement from the EA.
EA1.57P	<p>Stated that there is an indication to sort the ballast at</p>	It is more likely that waste will be sorted as it is dug, i.e.

	<p>depots along the line, which implies both hazardous and non-hazardous sections of ballast would be bought together at the depots and then sorted. Stated that any mixing of hazardous and non-Hazardous waste is prohibited, unless undertaken as expressly stated under a Permit; if mixed, the resultant material would also be deemed hazardous waste.</p>	<p>based on previous ground investigations, supplemented by additional investigation ahead of the excavation, so waste will not be mixed. The reuse of site-won materials will be facilitated through the application of the CL:AIRE The Definition of Waste: Development Industry Code of Practice, and which will be secured through the development and implementation of the Outline Materials Management Plan as part of the detailed CEMP based on the Master CEMP DCO Application Document Reference 8.12,.</p>
EA1.58P	<p>Remains fully supportive of the aims of the project, which is viewed as having considerable merit, as part of a more extensive sustainable transport network.</p>	<p>Noted.</p>
EA1.59P	<p>Noted that the Clanage Road site is considered to be an integral element of the scheme, which has been categorised by the project team as 'Essential Infrastructure' for flood risk management purposes.</p> <p>Advised that they have no objection in principle to the proposed compound, which the [Applicant]'s flood risk modelling has identified as being within Flood Zone 3b (Functional Floodplain).</p>	<p>Noted.</p>

EA1.60P	<p>Stated that any proposed development categorised as 'Essential Infrastructure', proposed within Flood Zone 3b, must be considered by the Authorising Authority to have passed the Sequential Test and Exception Test, in accordance with the requirements of national planning policy.</p>	<p>The DCO Scheme utilises operational railway along a historic alignment, which could not be changed without prohibitive costs, therefore there is no option to avoid Flood Zone 3 and 3B, which as an NSIP scheme it can do (if it passes the exception test). The DCO Scheme passes both the Sequential Test and the Exception Test, as required for Essential Infrastructure development within Flood Zones 3a and 3b. This is detailed in the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6).</p>
EA1.61P	<p>Any areas at risk of flooding must, in addition, be subject to the requirements of any pertinent plans/reports/strategies determined through the DCO process i.e. the Flood Risk Assessment, Emergency Response Plan for Flood Events, Pollution Incident Control Plan etc.</p>	<p>Noted.</p>
EA1.62P	<p>Stated that with reference to the submitted Flood Plan, it must be noted the EA does not comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, on the grounds it</p>	<p>Noted.</p>

	<p>does not undertake these roles during a flood event.</p> <p>Stated involvement with this development during an emergency, will be limited to delivering flood warnings to users covered by its flood warning network. The Agency would advise direct contact with the emergency services and the Local Authority's Emergency /Contingency Planning Officer, in respect of any flood emergency response/evacuation procedures.</p> <p>In all circumstances where flood warning and emergency response is fundamental to managing flood risk, the Agency advises authorising authorities to formally consider the emergency planning and rescue implications of new development, during the decision making process.</p>	
EA1.63P	<p>A number of inaccuracies have been noted in the submitted Flood Plan for the proposed Clanage Road compound. It is stated the compound is situated in Flood Zone 3a and only at risk in a greater than 1 in 50yr event. This is contrary to the Project Team's latest flood risk modelling and therefore must be amended. Additionally, it is noted that the temporary storage of material is proposed, without a plan to remove the</p>	<p>The Flood Plan has been updated to correct this and is included in the Flood Risk Assessment DCO Application document reference 5.6.</p> <p>As stated in the Master CEMP Appendix 4.2 of the ES Chapter 4 the contractor will monitor Environment Agency flood warnings and will react appropriately to the risk according to its Flood Plan and Staff Evacuation Plan. This may include the contractor</p>

	material if flooding is expected. This is unacceptable and contrary to previous advice that such material may increase flood risk to third parties. Accordingly, this must be amended.	securing materials/plant (and where appropriate moving materials/plant off site) that could be a risk during a flood.
Ref. no.	Summary of comments	Regard had by the applicant
<b>Highways England – South West</b>		
HA1.1P	Advised that Highways England are required to achieve commercial values for the land to be acquired, and that any land considered surplus to requirements by Highways England would be sold at market value.	Noted.
HA1.2P	Advised that the access to the M5 underbridge is for maintenance and accessed on a daily basis on footpath from Shirehampton, with the route from Avon Road only used in an emergency along with the Port Authority Road.	Noted.
HA1.3P	Advised that access only for Network Rail along the haul road shown on plan 5 would not be possible as they use this route on a daily basis for constant maintenance to the M5 bridge. Advised that working with the contractor to ensure dual access could be a possibility.	Table 3.1 in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) commits the Applicant to allow Highways England daily access to the M5 bridge via Marsh Lane. These arrangements will mirror previous arrangements that have been put in place between the landowner (The

		Port) and utility companies using this access.
HA1.4P	Stated they will require access to the area of the proposed haul route from Marsh Lane to under the M5 for internal maintenance. The M5 bridge is a structure that requires constant inspection and maintenance being one of the top 5 structures in the UK and therefore sensitive.	Table 3.1 in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) commits the Applicant to allow Highways England daily access to the M5 bridge via Marsh Lane. These arrangements will mirror previous arrangements that have been put in place between the landowner (The Port) and utility companies using this access.
HA1.5P	Advised an agreement would be needed with Bristol Port to use their road regarding construction activity and security.	The Applicant is working with The Port to secure agreement. If voluntary agreement cannot be reached, the DCO Application will seek powers of temporary acquisition.
Ref. no.	Summary of comments	Regard had by the applicant
<b>North Somerset Levels IDB</b>		
IDB1.1P	Stated concerns of how they will gain access to clear The Cut around Trinity Bridge because they clear it every 6 months with a 13-tonne excavator. There also needs to be emergency cover 24/7	This is largely outside of the DCO Scheme. A small section of The Cut near the foot crossing by Trinity Primary School will be inaccessible during the construction of the bridge,, however the IDB have requested dates for this closer to the time of construction so they can access the area before and after instead of during. The DCO Scheme will not change the IDB's current

		access rights or historic fence line.
IDB1.2P	Stated that the watercourses on Portbury Wharf are currently cleared once a year and require emergency access.	<p>Access to the area via the car park will be retained and widened and lengthened.</p> <p>The Applicant understands that the IDB do not have a contract to clear these ditches. This is currently being managed by NSDC Streets and Open Spaces Team.</p> <p>The NSDC Streets and Open Spaces team have reviewed the plans and are satisfied with what is proposed for vehicular access on a temporary and permanent basis to maintain the ditches on Portbury Wharf Nature Reserve (apx 5m wide including verges).</p>
IDB1.3P	Concerned about low loader access and parking at Sheepway, the direction the Rhine maintenance vehicle goes, and shared access keys for maintenance	<p>Access to the area via the car park will be retained and widened and lengthened.</p> <p>The Applicant understands that the IDB do not have a contract to clear these ditches. This is currently being managed by NSDC Streets and Open Spaces Team.</p> <p>The NSDC Streets and Open Spaces team have reviewed the plans and are satisfied with what is proposed for vehicular access on a temporary and permanent basis to maintain the ditches on Portbury Wharf</p>



		Nature Reserve (apx 5m wide including verges).
IDB1.4P	Requested that head walls were on the land boundary for maintenance purposes, meaning NR would need an access right to maintain the culverts.	The fence line has been designed to be kinked in at culvert headwalls to allow access, whilst also allowing NR to retain the headwall on their land. This is shown in the Disused Railway Engineering Plans/GRIP 4 Minor Civils (DCO Document Reference 2.7).
IDB1.5P	Stated that their ditches will need safeguarding in compounds during construction such as south of the railway at Sheepway.	Section 13.2 of the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) states that the contractor shall undertake measures, as detailed in their CEMP for each Stage, to limit, manage or prevent access to areas adjacent to watercourses and water bodies to prevent physical and water quality impacts on them.
IDB1.6P	Requested that in the Portbury Wharf area, the same width of verge is available for their tracked vehicles in case they are awarded a contract to clear the ditches in the future.	<p>Access to the area via the car park will be retained and widened and lengthened.</p> <p>The Applicant understands that the IDB do not have a contract to clear these ditches. This is currently being managed by NSDC Streets and Open Spaces Team.</p> <p>The NSDC Streets and Open Spaces team have reviewed the plans and are satisfied with what is proposed for vehicular</p>

		access on a temporary and permanent basis to maintain the ditches on Portbury Wharf Nature Reserve (apx 5m wide including verges).
IDB1.7P	Requested that in the Galingale Way area the existing fence be removed and 2m of vegetation be cut back to improve their access as they would like to have a 6-9m width to operate with alongside the drainage ditch.	This is largely outside of the DCO Scheme. A small section of The Cut near the foot crossing by Trinity Primary School will be inaccessible during the construction of the footbridge, the programme for which was agreed to be discussed with the IDB prior to construction. The DCO Scheme will not change the IDB's current access rights or historic fence line. The lighting design on the proposed path parallel to The Cut on the west side was updated to ensure it does not restrict access by IDB vehicles. This is detailed on the S051 Trinity Footbridge Proposed Landscaping General Arrangement (DCO Document Reference 2.16).
IDB1.8P	Requested that the proposed surfaced path to Trinity Bridge and the proposed surfaced area at the base of the footbridge be designed in a way that did not impede vehicular access (e.g. no raised kerbs) as they used wheeled vehicles at this location.	Noted. The design will not impede vehicular access. This is shown on the Portishead Station Car Park Layout, Landscaping and New Boulevard and Access Plan (DCO Document Reference 2.38)
IDB1.9P	Stated that their maintenance access be marked [on the relevant design plans] and it	Noted. The design will not impede vehicular access. This is shown on the Portishead

	being acknowledged that specific pavement design is required to accommodate heavy vehicles. Also requested that this should be kept free of all street furniture.	Station Car Park Layout, Landscaping and New Boulevard and Access Plan (DCO Document Reference 2.39).
IDB1.10P	Stated a need for a method of the IDB legally securing access to the proposed Network Rail compound at Sheepway.	The latest highway drawing for the Sheepway area was issued to the IDB and it was stated that there may have been a misunderstanding between what NR need on a temporary and permanent basis. On a temporary basis (during construction) the NR compound will indeed prevent access for the IDB. However, post-construction the existing access route that the IDB has used in the past in that location will be reinstated, albeit in a slightly different alignment to go around the NR compound track. We believe this represents a betterment on the current situation, as we are also vastly improving the general access and parking area from the highway which will be considerably larger. This will assist with unloading the IDB's maintenance vehicles as it has been designed to be large enough to accommodate a low loader and parked cars at the same time; if needed, cars can be restricted from parking which would free even more space as the public have no right to park here and it is not a formal car park.

		NSDC currently clear the ditches in this area and will be able to do so during construction as they use a different access from the north west (via Portishead) – this separate access will be unaffected by our scheme.
IDB1.11P	Requested location specific outfall details of temporary and permeant drainage features that include invert levels and a check on the downstream connectivity of the receiving watercourses. Stated all that currently appears on drawings is an indication of flow rates; however, stated that the flows are acceptable.	The detailed design stage will be completed when it is known what the contractor's plans are for using the haul roads and compounds. The Surface Water Drainage Strategy (DCO Application Document Reference 6.26) has assumed a worst case (i.e. 100% coverage with an impermeable surface, which in reality is unlikely to be the case) in the calculations.
IDB1.12P	Requested details of temporary culverts for the haul road, compounds, site construction areas etc. with location specific sizes and invert levels.	This level of detail is not available until detailed design as it will need to be provided to the contractor with options as to how they deliver the scheme with the land available. The Surface Water Drainage Strategy (DCO Application Document Reference 6.26) sets out a worst case scenario for flow rates and suggested ways to manage the flows and the calculations and possible locations of these are contained within it.
IDB1.13P	Stated a need for a typical culvert and Network Rail fence interface arrangement that can	The fence line has been designed to be kinked in at culvert headwalls to allow

	be carried forward to detailed design.	access, whilst also allowing NR to retain the headwall on their land. This is shown in the Disused Railway Engineering Plans/GRIP 4 Minor Civils (DCO Application Document Reference 2.7).
IDB1.14P	Requested details of each existing and proposed culvert that passes beneath the railway and details of the extension/ refurbishment/ repair/ renewal that is proposed.	The culverts are contained in the NR minor civil plans, which were previously issued to the IDB, and are listed in the FRA (ES Appendix 17.1, DCO Application Document Reference 6.26). The intention is to repair or replace existing culverts like for like on the disused line and more information will be provided at detailed design.
IDB1.15P	Pleased that the DCO (and its DCO Requirements) will be implemented with sufficient information being passed from the Applicant to the IDB in order to allow the IDB to continue monitoring and maintaining drains as it would normally under its byelaws.	The Applicant understood that the IDB needs to maintain so far as possible the same level of access to drains as the IDB currently has, in order for its drainage system to be maintained effectively, and has continually considered their needs in the design of the DCO Scheme.
IDB1.16P	Suggested that the IDB needs further information to assess the DCO Scheme's proposals, with particular reference to the DCO Requirements	Further information was provided.
IDB1.17P	Stated a need for its comments on the drainage strategy	The Applicant understood that the IDB needs to maintain so

	document regarding surface drainage and other matters to have been checked by the Applicant and satisfactorily incorporated into the DCO Scheme's design.	far as possible the same level of access to drains as the IDB currently has, in order for its drainage system to be maintained effectively, and has continually considered their needs in the design of the DCO Scheme.
IDB1.18P	Commented that under section 150 of the Planning Act 2008, the IDB needs to give consent to NSDC for dis-application of IDB byelaws.	Noted and the Applicant is not seeking to disapply the IDB byelaws that require such consent.
IDB1.19P	Suggested that the partially culverted Cut to the west of the Trinity Bridge crossing be fully culverted, so that they no longer need to access that section.	The DCO scheme may do works to the culvert beneath the railway, depending on its condition, but work outside of that is not within the scope of the DCO Scheme.
IDB1.20P	Will consider the impact of the disapplication of the byelaws and provide feedback. Stated they need to be reassured that they can still access the areas that they need to. Stated that the inspector prevented National Grid from disapplication of the all the byelaws they included within their DCO.	Noted.
IDB1.21P	Agreed that the use of the LPA (with IDB as control) is satisfactory process; LPA won't discharge requirement unless they have consulted IDB.	Noted.

IDB1.22P	Agreed to proposed safeguards in the DCO, including documents such as the Master CEMP. Agreed to progress a tripartite Statement of Common Ground / agreement between IDB, NR and NSDC which could give further reassurance of access arrangement and communication plan.	Noted.
Ref. no.	Summary of comments	Regard had by the applicant
<b>Forestry Commission (Forest District Office)</b>		
FC1.1P	Requested to share any DCO Scheme possessions of the freight line to undertake required tree works.	NR may provide possessions as part of their SMS because the FC would prefer the works to be carried out in advance of the DCO Scheme works.
FC1.2P	Concerns raised around the timings for use of their access track for geo-technical works, needing to ensure it was around ecology seasons to avoid nesting birds and Dormice. Stated that a method statement, risk assessment and indemnity statement would be required.	The impacts have been assessed in the ES Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12). A licence will be drafted with the requested information.
FC1.3P	Stated that some trees may be at an increased risk of falling onto the railway line by windthrow with the geo-technical works. Stated that they may need to be removed at the same time as the geo-	The risk of wind throw will be taken into consideration prior to the geo-technical works commencing. The AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) sets out the proposals for positive

	technical works to share possessions of the freight line.	management of habitats on NR land within the Avon Gorge Woodlands SAC.
FC1.4P	Stated a preference to plant Lime and Whitebeam in the cleared areas.	<p>In discussion with the FC, the following is proposed:</p> <ul style="list-style-type: none"> <li>· Positive management by selective felling of planted Cherry, Beech and conifer trees;</li> <li>· Re-coppice small leaved lime in some areas within coppice panels;</li> <li>· Within coppice panels, deer fencing to be installed.</li> </ul> <p>This has been detailed in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).</p>
FC1.5P	Stated that they would prepare the ground for Whitebeam planting, requesting what kind of land preparation is required.	This has been detailed in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) and further information will be provided to the FC in the event that spare whitebeams are available for planting on FC land.
FC1.6P	Asked how many trees would be planted and what type of management they required.	This has been detailed in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) and further information will be provided to the FC in the event that spare whitebeams are available for planting on FC land.
FC1.7P	Stated that a formal agreement wasn't required for the proposal	During the development of the AGVMP (ES Appendix 9.11,



	[to provide whitebeam plants], however a proposal should be written for inclusion in the Avon Gorge Vegetation Management plan as an enhancement off site.	DCO Application Document Reference 8.12), the MetroWest Phase 1 DCO Scheme was the catalyst for discussions between NR and the FC for proposals to work together to implement the FC plan to undertake tree felling close to the freight line. To carry out the tree felling work a rail possession is required which NR may provide as part of their SMS. The DCO Scheme proposes to collect more seed from the rare whitebeam trees in the Avon Gorge in autumn 2019 to propagate. In the event that spare whitebeams are available, the FC could plant on this land.
FC1.8P	Stated that they could grow Whitebeam for the project.	Further discussions have taken place with the FC regarding propagation of whitebeams.
FC1.9P	Stated they would be willing to look into allowing some planting on their land for any SAC woodland loss.	<p>In discussion with the FC and NE, it was decided to do the following instead:</p> <ul style="list-style-type: none"> <li>· Positive management by selective felling of planted Cherry, Beech and conifer trees;</li> <li>· Re-coppice small leaved lime in some areas within coppice panels;</li> <li>· Within coppice panels, deer fencing to be installed.</li> </ul> <p>This has been detailed in the AGVMP (ES Appendix 9.11,</p>

		DCO Application Document Reference 8.12).
FC1.10P	Stated that they would like help to manage Rhododendron and Laurel.	<p>In discussion with the FC and NE, it was decided to do the following instead:</p> <ul style="list-style-type: none"> <li>· Positive management by selective felling of planted Cherry, Beech and conifer trees;</li> <li>· Re-coppice small leaved lime in some areas within coppice panels;</li> <li>· Within coppice panels, deer fencing to be installed.</li> </ul> <p>This has been detailed in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).</p>
FC1.11P	Suggested management options to benefit woodland habitat such as selective thinning by removal of planted beech, cherry and conifer trees, as well as selective coppicing of small leaved lime in coppice panels or a thin strip along the bottom of the slope discussed on site.	<p>In discussion with the FC, the following is proposed:</p> <ul style="list-style-type: none"> <li>· Positive management by selective felling of planted Cherry, Beech and conifer trees;</li> <li>· Re-coppice small leaved lime in some areas within coppice panels;</li> <li>· Within coppice panels, deer fencing to be installed.</li> </ul> <p>This has been detailed in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).</p>
<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>

## Network Rail Infrastructure Ltd.

NRIL1.1P	Advised that they had issued a Network Change notice in accordance with Condition G1.1 of the Network Code which constituted a formal proposal for a Network Change under that Condition. That notice stated that Network Rail wishes to implement “MetroWest Phase 1B Route Enhancement: Upgrade of existing freight infrastructure for passenger services and construction of new passenger service infrastructure” and gave notice of its proposal to the relevant parties.	Noted.
NRIL1.2P	Advised that consultation on the proposed G1 Network Change concluded and that any objection, comment or query received was satisfactorily resolved, and that the change has now become an established Network Change as defined in Part G of the Network Code. Stated that the works necessary to achieve the established Network Change can now be undertaken.	Noted.
Ref. no.	Summary of comments	Regard had by the applicant
<b>Bristol Port Company</b>		
BP1.1P	Continued to query the need for temporary and permanent	The freight line’s spur is privately owned by the Port.

	rights to install and access signalling equipment on Port land.	The DCO Scheme requires a new signal to be installed on this spur. The part of the spur closest to Portbury Junction will also be slightly realigned. The rights are sought to ensure the signalling system required to regulate Port and passenger rail traffic can be installed, which NR will operate and maintain, as well as to properly connect the spur with the rebuilt branch line.
BP1.2P	Against the acquisition of any Port land or rights of access either permanently or temporarily, even if in the case of some utility works the land could be transferred back to the Port.	None of the land scheduled in the DCO application for compulsory acquisition lies within The Port secure boundary fenceline. The Applicant will work with The Port to acquire these parcels of land via agreement. The DCO Scheme proposals would not impede access to the dock estate.
BP1.3P	Raised concerns regarding the need for any land adjacent to Port land.	<p>Requirements arose during the DCO Scheme's development, particularly for ecological and flood risk mitigation purposes which are location specific e.g. newt ponds and fencing.</p> <p>The Statement of Reasons (DCO Document Reference 4.1) provides justification for the acquisition of third party land required for the DCO Scheme.</p>

BP1.4P	Against the DCO Scheme having access rights to any land within the Port's estate.	While the DCO Scheme does need to acquire some Port land permanently and temporary and some land rights, none of this land is within the secure Port fence line.
BP1.5P	Concerned over possible impediment to the Port's existing access arrangements.	The DCO Scheme proposals would not impede access to the dock estate.
BP1.6P	Queried fencing discrepancy issues.	<p>This was recorded in an Interface Document issued to the Port. There were three plots of land where a potential fencing discrepancy was identified during land referencing by the Applicant's land agents. The discrepancies entailed differences between information in title documents, OS mapping and fence boundaries on the ground.</p> <p>Where possible it is proposed to move the NR fence line to resolve these discrepancies. Where this is not feasible it is proposed to acquire of some very small land plots.</p>
BP1.7P	Requested complete details about the specific proposals including draft DCO, Works Plans, Land Plans, Environmental Statement, Transport Assessment and project timeline to understand how these proposals might affect our statutory undertaking	The draft Order including Works Plans, Land Plans and a project timeline were provided to The Port for comment in May 2019. The draft ES, including the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) was provided during the Stage

		2 formal S42 consultation period in the form of the PEIR.
BP1.8P	Stated a need to demonstrate that as a public body, capability of funding fully all the costs of the project	The Applicant confirmed to The Port in spring 2019 that the remaining funding gap had been resolved through the allocation of £31.9M by the Secretary of State and a further £15M by NSDC.
BP1.9P	Concerned that the latest Land Plans show a greater extent of Port land is required since the formal consultation in 2017.	<p>Since the Stage 2 formal consultation, some of the detail of the design and technical development of the DCO Scheme has evolved and this has led to some changes to the extent of land required to construct the DCO Scheme. One such example relates to the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6). The final FRA modelling identified potential for a slight increase in flood risk onto The Port land. In response to this the Applicant has developed flood compensation proposals to prevent an increase to flood risk. A right of access over Port land (currently used for agricultural purposes) is required to undertake these minor works and for access to build a pond for GCN.</p> <p>Revised Land Plans were sent to The Port on 16<sup>th</sup> October 2019, along with final plans showing the proposed bridleway/NCN Route 26 alterations at Royal Portbury</p>

		Dock Road, Marsh Lane and east of the M5 viaduct, together with the final CTMP Appendix K of the TA Appendix 16 of the ES Chapter 16 (DCO Application Document Reference 8.13).
BP1.10P	<p>Concerns that no final and fully made up draft Order has been provided.</p> <p>Also raised the importance of protective provisions.</p>	<p>The draft Order and related application documents sent to The Port in May 2019 was not a fully worked up and complete version.</p> <p>Since May 2019 the Applicant has refined the drafting of the draft Order and related application documents and plans.</p> <p>A close to final version of the draft Order and related documents and plans was sent to The Port on 12<sup>th</sup> November 2019.</p> <p>This included details of proposed draft protective provisions for the Port.</p>
BP1.11P	<p>Reiterated a number of previous concerns relating to the scheme business case, the extent of the proposed works to bridleways/NCN26 including at Royal Portbury Dock Road, Marsh Lane and east of the M5 viaduct and the extend of land acquisition sought.</p>	<p>A detailed explanation of the business case viability, the need for the proposed works and land requirements was provided by the Applicant on 16<sup>th</sup> October in response to the Port's letter of 16<sup>th</sup> August 2019</p>
BP1.12P	Concerns about the Port's recent temporary level crossing	The Port has planning permission for a bridge to cross

	over the railway at Court House Farm.	the railway at Court House Farm. That permission has been implemented and planning permission for the bridge is included in that permission. Further details are set out in a letter provided by the Applicant on 16th October in response to the Port's letter of 16th August 2019.
BP1.13P	Concerns about the proposed arrangements for HGV's and other construction traffic in the vicinity of Royal Portbury Dock Road.	<p>This has been assessed within the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Application Document Reference 6.19), which considers the transport effects during the construction stage.</p> <p>Further discussion of the impacts on rail freight is discussed in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) and the CTMP (DCO Application Document Reference 8.13).</p>
BP1.14P	Concerns about the use of the Port's access track.	The Applicant is proposing to use the access track as a HGV construction haul route, to access compounds under the M5 viaduct and at Lodway. This has been discussed with The Port and with Highways England and the Applicant would not hinder access for either party, or other parties such as National Grid Electricity Transmission PLC



BP1.15P	Concerns about the use of Port land under the M5 viaduct as a compound and concerns about the extent of rights over the freight Spur Line owned by the Port (500 metres of railway connecting Portbury Dock to Network Rail's Portbury Freight Line).	These rights are being sought because NR has requested access to the Port's railway from the compound under the M5 (and from Marsh Lane) on a permanent basis. NR believes this access will reduce perturbation for the benefit of both passenger trains and freight trains to the Port, when DCO Scheme becomes operational.
BP1.16P	Concerns about the level of detail provided about culverts within the vicinity of the railway and Port land.	The Applicant is not proposing any additional culverts under the railway between Portishead and Pill. The existing culverts under the railway will be either repaired or replaced as required on a like for like basis. The details of this will be confirmed following completion of GRIP 5 detailed design. We confirm these works are within the Order limits.
<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>National Grid Electricity Transmission Plc</b>		
NG1.1P	Agreed to share their detailed construction programme so it can be factored into the DCO Scheme's programme.	The Applicant has been working closely with National Grid Transmission Plc to sign a legal agreement and a SoCG.
NG1.2P	Expected that the two schemes are likely to be in the same place (Sheepway) at the same time, and believes the key to successful cooperation	The Applicant has been working closely with National Grid Transmission Plc to sign a legal agreement and a SoCG.

	between the two schemes is sharing of detailed programmes and information throughout the process.	
NG1.3P	Stated that overhead design is such that adequate clearance will be provided for the MetroWest scheme, as it is being treated as a live railway line	Noted.
NG1.4P	Confirmed a representation will be made once the DCO is submitted to reserve their position, and agreed that a SoCG / MOU is the best way to agree high level principles to allow both projects to be constructed and operated at the same time.	The Applicant has been working closely with National Grid Transmission Plc to sign a legal agreement and a SoCG.
NG1.5P	Stated that they didn't have consent to install the accesses [wider bellmouth] off Sheepway as designed by the DCO Scheme.	<p>The Applicant suggested that the first contractor on the land installs the access and the last contractor out will remove and reinstate (unless consented to remain). Legally, National Grid Electricity Transmission Plc have an obligation to remove access at this location once their construction is complete, however, the DCO Scheme's works could supersede this consent.</p> <p>The Applicant has been working closely with National Grid Electricity Transmission Plc to sign a legal agreement and a SoCG.</p>

NG1.7P	Confirmed the overhead line work will overlap but in small packages - the haul road would be constructed first, with piling for the tower foundations soon after. Stated that stringing of the overhead lines will require cooperation for safety reasons but this will be over a few days rather than months.	The Applicant has been working closely with National Grid Transmission Plc to sign a legal agreement and a SoCG.
NG1.8P	Confirmed that the access track north of Sheepway is another area where both schemes should integrate plans and programme sharing.	The Applicant has been working closely with National Grid Transmission Plc to sign a legal agreement and a SoCG.
NG1.9P	Confirmed that the MetroWest DCO will override NGET's obligations to reinstate the bellmouth at Sheepway through permanent acquisition.	<p>The Applicant suggested that the first contractor on the land installs the access and the last contractor out will remove and reinstate (unless consented to remain). Legally, NGET have an obligation to remove access at this location once their construction is complete, however, the DCO Scheme's works could supersede this consent.</p> <p>The Applicant has been working closely with National Grid Electricity Transmission Plc to sign a legal agreement and a SoCG.</p>
NG1.10P	Stated that as the bridleway will cross under NGET's works it will need to be agreed how this will be managed, and a	The Applicant has been working closely with National Grid Electricity Transmission Plc to sign a legal agreement and a SoCG.

	discussion is needed with NGET's contractors.	
NG1.11P	Stated that as there is newt fencing around the NGET DCO boundary a stile would be needed on the path over the newt fencing as the diverted footpath in the MetroWest DCO will go through it.	The Applicant has been working closely with National Grid Electricity Transmission Plc to sign a legal agreement and a SoCG.
NG1.12P	Questioned what kind of approval process Murphy's [NGET contractor] would need to agree cable construction and depth [crossing the railway alignment]. Stated that current depth proposals exceed NR requirements assuming track levels remain the same (cables planned to be at 1400mm below railway sleepers), with the 132kV cables constructed using an open cut method.	<p>Approval would come to NSDC but would refer to NR for advice. The scheme is exceeding NR requirements based on these discussions. The cable crossing would need to be incorporated into an easement which will sit with NR as it will run with land once transferred to their ownership. NR will mark cable crossing points on plans. Designs for track are approved in principle.</p> <p>The Applicant has been working closely with National Grid Electricity Transmission Plc to sign a legal agreement and a SoCG.</p>
NG1.13P	Queried how they would deliver cables if NR Asset Protection is needed.	This would be dealt with directly with NR.
<b>Ref. no.</b>	<b>Summary of comments</b>	<b>Regard had by the applicant</b>
<b>Great Western Railway</b>		
GWR1.1P	Continued technical engagement to assist the DCO	The operator's inputs helped the technical development of

	Scheme's development e.g. timetabling work.	aspects of the scheme. For example the Station Specification Report produced by GWR at the GRIP3 design stage was used to inform the station designs that form part of the DCO Scheme's application.
Ref. no.	Summary of comments	Regard had by the applicant
<b>Freightliner Limited</b>		
FL1.1P	Outlined that a formal access agreement could be arranged to ensure that it is not necessary to use DCO powers over Freightliner land. This would simplify matters for both the scheme and Freightliner.	The Applicant, through NR, is working with Freightliner to come to an agreement for the use of this land.
Ref. no.	Summary of comments	Regard had by the applicant
<b>The National Trust</b>		
NT1.1P	Requested more detail on the Quarry Underbridge No. 2 works.	Initial proposals advance by the Applicant were to insert a lining to allow continued pedestrian access through Quarry Bridge 2 but to infill some of the bridge arch with concrete. Following consultation with the National Trust the proposals for the DCO Scheme were altered to strengthen Quarry Underbridge No. 2 by partial replacement of parts of the bridge with pre-cast units and reinforcement of the deck. This will preserve the

		headroom requested by the National Trust. These works will require the use of part of the quarry (National Trust land) but will avoid the most environmentally sensitive areas where possible. A method statement was provided.
NT1.2P	Concerned about responsibility of the assets such as catch fencing and nets once they are installed.	The Applicant is in discussions with the National Trust and NR regarding proposed geotechnical works in the Avon Gorge. Further details are within the ES Chapter 4 – Description of the Proposed Work (DCO Application Document Reference 6.7). Operational liability would remain with National Trust after the line opens to passengers and it will be National Trust's responsibility to follow up on the recommendations of annual inspection reports.
NT1.3P	Requested detail on liabilities between the National Trust and NR.	General Principles for agreement and settling details on liabilities are being discussed with National Trust and NR.
NT1.5P	Stated with regards to Quarry Underbridge No. 2 that the excavation work is not likely to impact on archaeology on their land and therefore do not propose that an archaeological watching brief is necessary for this work, assuming the grounds of the 1900s building within the area is not disturbed	Agreed - no watching brief required.

	and the surface is protected by membrane with material brought in by rail.	
NT1.6P	Stated with regards to Quarry Underbridge No. 2 that a full ecological assessment of the area to be cleared is needed, focusing on identifying any rare or endemic species prior to works commencing.	The area has been fully assessed in the ES Chapter 9. Prior to construction works commencing, a full ecological survey of the area to be affected by the works will be completed. This is included in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).
NT1.7P	Stated with regards to Quarry Underbridge No. 2 that imported soil is not brought in to build the ramp because unwanted seed could spread across sensitive areas. Stated a preference for clean limestone aggregate.	The ramp will be constructed from imported clean limestone aggregate placed on geotextile membranes. This is included in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12)..
NT1.8P	Stated with regards to Quarry Underbridge No. 2 aftercare to restore the site needs to be considered, and whilst it is the hope that the work area and construction compound won't revert to ruderal weeds on the disturbed ground, this is a possibility. Stated a need for its management through topping and/or spot spraying, without re-seeding, though if there is a high concentration of weeds and the ground is not recovering then short, native, local provenance limestone species such as Emorsgate	<p>After completion of the construction works, the areas of grassland and scrub affected by the site compound within National Trust ownership will be monitored by the Applicant for two years to ensure that it is not affected by ruderal weeds on the disturbed ground after the construction works have been completed.</p> <p>If ruderal weeds affect the disturbed ground, this would be managed by topping and/or spot spraying the ruderal vegetation. The area will not be</p>

	seed should be used to restore the site.	<p>re-seeded unless there is a high concentration of weeds and the ground is not recovering. If this is the case, then short, native, local provenance limestone species such as Emorsgate seed will be sown to restore the site.</p> <p>This is included in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).</p>
NT1.9P	Stated with regards to Quarry Underbridge No. 2 that the banks within the ownership of Network Rail are treated in the same way [as the quarry floor] or there is a risk of weeds spreading from the banks onto the Trust land.	The NR embankment would be left to revert back to scrub and ultimately woodland.
NT1.10P	Stated with regards to Quarry Underbridge No. 2 that an ecologist should be on-site during the works because of the sensitivity of the site.	Ecological supervision is only required during site set up such as installation of fences and ground protection, relocation of boulders and log piles and initial work on construction of the access ramp to ensure that it is in the correct position. The Ecologist would need to deliver Tool box talks to Construction staff to make them aware of the sensitivities. Once the site compound is established and the ramp is in position, an Ecologist would probably undertake a site visit twice per



		week initially and then once per week to do a site check and report. This is included in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12).
NT1.11P	Stated with regards to Quarry Underbridge No. 2 an understanding of the difficulty to remove the demolished under-bridge during the construction works, but an idea of the length of time that this material and methodology for storage would be helpful to understand impacts of compaction and whether it will be covered and stored appropriately within the compound area on a geo-tech membrane. Requested that the geo-textile membrane is approved by them.	This level of detail will be provided at the detailed design stage.
Ref. no.	Summary of comments	Regard had by the applicant
<b>West of England Combined Authority</b>		
WECA1.1P	Offers its wholehearted support for the DCO Scheme application.	Noted.
WECA1.2P	It builds on our significant investment programme in the West of England's transport network that is aimed at cutting congestion, improving air quality provide network resilience and ultimately	Noted.

	helping us meet our ambition of a net zero carbon transport network.	
WECA1.3P	Improving connectivity is key to maintaining our region's economic competitiveness, and the West of England has seen investments in recent years that have benefited the region and further afield. From Network Rail's route modernisation programme and electrification works on the Great Western mainline to London, to GWR's investment in Turbo Trains and the new InterCity Express services. All of this demonstrates the future confidence that partners and investors have in the region and is something we are keen to build on.	Noted.
WECA1.4P	Our own investment plans, including MetroWest, complement this work, and will take it further. Over the next few years we're supporting projects such as Bristol Temple Meads Eastern Entrance, MetroWest Phase 2, and a regional Mass Transit Study. In particular, our work on MetroWest Phase 2 is progressing well and will see services re-introduced on the freight line through Henbury. As with Phase 1, this will increase access to rail services for significant numbers of	Noted.

	people, enabling more journeys to be taken sustainably.	
WECA1.5P	WECA is proud to be joint promoter of MetroWest Phase 1 with NSDC. We will continue to work closely together as the DCO application progresses, and with Network Rail, to make the scheme a reality.	Noted.
<b>Ashton Gate Stadium (Bristol Sport)</b>		
AG1.1P	Opposed to the safeguarding of a highway alignment across their land to provide alternative access arrangements into the Ashton Vale Industrial Estate.	Since the DCO Scheme changed from 2 trains per hour to 1 train per hour, there was no longer a need for alternative highway access is therefore outside of the scope of the DCO Scheme. The safeguarding for any future alternative highway access is a matter for the local planning authorities.

**TABLE 13-2 POST-FORMAL CONSULTATION ENGAGEMENT SECTION 43  
CONSULTEE RESPONSES**

Ref. no.	Summary of comments	Regard had by the applicant
<b>Bristol City Council</b>		
BCC1.1P	Stated that method of reporting tree loss within Bristol City Council's area must comply with the standard, and categorises the different types of tree lost (BS5837:2012).	Tree losses will be provided to the LPA post-DCO Application submission and will comply with the requested methodology.

Ref. no.	Summary of comments	Regard had by the applicant
BCC1.2P	Stated that further discussion was required on a highway agreement.	The Applicant has agreed an approach in principal with BCC. Work on final agreements is ongoing.
BCC1.3P	Sought further clarification as to what constitutes a specific stage of the DCO, and how 'stage-specific CEMPs' would be produced and submitted to discharge DCO Requirements.	Schedule 2 Requirements of the Draft Proposed DCO (DCO Application Document Reference 3.1) includes a description of each stage.
BCC1.4P	Stated that although the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) indicates the requirement for the contractor to identify significant adverse effects and mitigation measures in the EIA and Environmental Statement, a rationale may be required for actions taken during optioneering during GRIP Stage 3.	The Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) addresses the DCO Scheme and not actions taken during GRIP Stage 3.
BCC1.5P	Stated concern that contractors appointed to undertake two or more stages of the development may need to provide only one stage-specific CEMP document. Due to the varying environmental receptors and sensitivities, they sought clarification on whether a single CEMP document would be adequate to cover multiple stages, or whether a single CEMP would be required for each stage of development to	Stage specific CEMPs will be produced by the contractors at the time, as stated in the Schedule 2 Requirements of Draft Proposed DCO (DCO Application Document Reference 3.1)

Ref. no.	Summary of comments	Regard had by the applicant
	ensure environmental management of construction is appropriate.	
BCC1.6P	Stated that amendments to the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) would be required should changes be made to environmental legislation.	Noted.
BCC1.7P	Stated that stage-specific CEMP documents should detail the specific environmental constraints and sensitive receptors within each of the stages identified in Section 1.5.3 of the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14)document.	These aspects will be detailed in the stage specific CEMPs, which will be produced by the contractors at the time, as stated in the Schedule 2 Requirements of the Draft Proposed DCO (DCO Application Document Reference 3.1)
BCC1.8P	Stated that reference [in the CEMP] should be made to guidance for the Water Environment and Drainage and Archaeological and Heritage Assets.	References have been included in the Master CEMP (ES Appendix, DCO Application Document Reference 8.14)..
BCC1.9P	Requested that stage-specific CEMP documents should be provided to relevant planning authorities prior to submission.	The stage specific CEMPs won't be produced until a contractor has been appointed, and is a requirement in the Schedule 2 Requirements of the Draft Proposed DCO (DCO Application Document Reference 3.1)

Ref. no.	Summary of comments	Regard had by the applicant
BCC1.10P	<p>Suggested the following inclusions to the proposed environmental and sustainability objectives:</p> <ol style="list-style-type: none"> <li>1. Minimising traffic movements into the construction compound sites/linear development sites;</li> <li>2. Effective runoff and drainage for air particle dispersion and vehicle washing;</li> <li>3. General good housekeeping of construction compound site/linear development sites; and</li> <li>4. Road enhancements and maintenance of road cleanliness of roads surrounding construction compounds.</li> </ol>	<p>These have been included in the following documents:</p> <ol style="list-style-type: none"> <li>1. TA (ES Appendix 16.1, DCO Application Document Reference 6.25) and the CTMP (DCO Application Document Reference 8.13);</li> <li>2. The Surface Water Drainage Strategy (DCO Application Document Reference 5.6) and Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14);</li> <li>3. The Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14);</li> <li>4. CTMP (DCO Application Document Reference 8.13). Road enhancements were not deemed necessary.</li> </ol>
BCC1.11P	<p>Stated that external party's communication details should be conveyed and published within the Master CEMP document (ES Appendix 4.2, DCO Application Document Reference 8.14) and subsequent Stage CEMP documents.</p>	<p>This will be done when the contractors produce their stage specific CEMPs. The applicant will develop an external communications plan as required by the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14).</p>
BCC1.12P	<p>Stated that contractors and sub-contractors should report on the corrective actions taken and the preventative measures employed. Suggested that</p>	<p>This has been included in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14).</p>

Ref. no.	Summary of comments	Regard had by the applicant
	complaints and corrective actions could be sent to the interested parties to demonstrate acknowledgement of issues and handling procedures, and a complaint's register kept on site at all times.	
BCC1.13P	Suggested that the appointed contractor and subsequent sub-contractor should provide additional detail regarding the severity of any incident and the potential outcomes.	This has been included in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14).
BCC1.14P	Stated that additional site inspections should be administered by the contractor upon sub-contractors to ensure that construction practices are compliant with environmental legislation and CEMP requirements.	This has been included in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14).
BCC1.15P	Stated that a Non-Conformity & Corrective Action Register should be made available at construction sites at all times.	This has been included in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14).
BCC1.16P	Stated that reference should be made in the CEMP to site management practices upon the transport network and roads in addition to residential, environmental and conservation receptors.	This has been included in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14).

Ref. no.	Summary of comments	Regard had by the applicant
BCC1.17P	<p>Stated that reference should be made in the overview of the CEMP that site acquired for temporary construction compounds will be reinstated to their current state and will be reinstated/vacated as early as practicably possible.</p>	<p>This has been included in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14).</p>
BCC1.18P	<p>Requested that the lifespan/length of occupation and proposed location, including grid references, should be included in the CEMP to detail further information regarding temporary construction compounds.</p>	<p>There is only one compound included within the BCC area which will include both permanent and temporary land and has been included in the CEMP. The contractor will require the site for the entire construction period.</p>
BCC1.19P	<p>Raised the following points in regard to paragraph 3.2.3 in the CEMP:</p> <ul style="list-style-type: none"> <li>• Traffic circulation and parking of vehicles for site operatives and visitors – circulation and parking should be located away from residential dwellings to mitigate negative impacts on residential amenity.</li> <li>• Location of temporary offices and welfare facilities – offices and welfare facilities should be located adjacent to the entry/exit of construction compound sites</li> <li>• Loading and unloading plant, materials and waste ballast - unloading and loading areas</li> </ul>	<p>A general statement has been included in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14). However, given the detailed nature of the suggested elements they were considered better placed in the stage specific CEMPs.</p>



Ref. no.	Summary of comments	Regard had by the applicant
	<p>should be located away from residential receptors to reduce the impacts on residential amenity through excessive noise/vibration and intrusive lighting.</p> <ul style="list-style-type: none"> <li>• Site boundaries, security fences, hoardings, noise barriers and other treatments - boundary treatments such as fences should not be overbearing or cause overshadowing of residential receptors adjacent to construction compound sites.</li> <li>• Night time lighting - mitigation including low lux lighting and angling to reduce obtrusive glare on residential receptors should be achieved to reduce loss of residential amenity.</li> <li>• Wheel washing - suitable drainage from the wheel washing and air borne particle suppression facilities should be provided to prevent unacceptable waterlogging or watercourse contamination.</li> </ul>	
BCC1.20P	<p>Raised the following points in regard to paragraph 3.2.4 in the CEMP:</p> <ul style="list-style-type: none"> <li>• Designated smoking areas should be located away from residential or ecological receptors to prevent unacceptable noise impacts from occupants and reduced air quality.</li> </ul>	<p>A general statement has been included in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14). However, given the detailed nature of the suggested elements they were considered better placed in the stage specific CEMPs.</p>

Ref. no.	Summary of comments	Regard had by the applicant
	<ul style="list-style-type: none"> <li>• Implement a scheme of recycling and disposing waste resulting from demolition: adequate removal of waste from the site and the surrounding construction compounds should be undertaken to prevent unacceptable impacts on the road network and road/pedestrian safety (this should include waste as well as materials upon the road such as mud).</li> <li>• Maintenance of washing facilities and methods to reduce mud on the road - Suitable drainage should also be provided to prevent waterlogging of construction compound sites and drainage issues upon surrounding watercourses.</li> <li>• Appropriate lighting to minimise visual intrusion on ecology - Lighting should be provided away from residential receptors to reduce impacts on residential amenity. In addition, low lux lighting would result in reduced glare and disruption to ecological receptors.</li> <li>• Noise management - suitable bunding and noise mitigation barriers should be provided upon boundary treatments to prevent noise and vibration impacts on residential receptors and ecological receptors.</li> </ul>	

Ref. no.	Summary of comments	Regard had by the applicant
	<ul style="list-style-type: none"> <li>• Maintenance of public rights of way and inclusive access - Access to the construction compound sites should not prejudice of result in any unacceptable impacts on road user/pedestrian safety. The turning angles to the site should be adequate to allow access to the site for larger vehicles such as HGVs without disruption to the road network.</li> <li>• Loading and unloading should take place off the public highway wherever practicable - provision of kiosks and buildings off the public highway within the construction compounds should be provided away from residential receptors to minimise noise and vibration and loss of residential amenity. Suitable space should be provided within the compound sites to allow HGVs to turn and exit in a forward gear as to not detriment road users or pedestrian safety.</li> </ul>	
BCC1.21P	Stated that during construction, if operational hours extend to 24hrs per day this should be outlined within the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) and Stage CEMP documents and a	Noted working hours are outlined in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) and they are stipulated in the Schedule 2 Requirements as set out in the Draft Proposed DCO (DCO

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	strategy devised to inform local communities of such incidents.	Application Document Reference 3.1). The detailed Stage specific CEMP's will provide more information.
BCC1.22P	Stated that if abnormally sized loads and deliveries will be completed outside of operational hours, prior warning to affected communities should be provided adjacent to the site and linear routes taken to access sites. Stated that this should be included in the Transport, Access and Non-Motorised Users chapter of the Master and Stage CEMP documents. Also stated that forward planning and scheduling in conjunction with communities should be undertaken to prevent road blockages and community disruption.	The relevant section of the CTMP (DCO Application Document Reference 8.13) has been amended to address this.
BCC1.23P	Stated that the lighting arrangements included within the detailed CEMP document should be low lux lighting to reduce intrusion on residential and ecological receptors.	The Master CEMP Appendix 4.2 of the ES Chapter 4 specifies that night-time lighting details will need to be included in the stage specific CEMPs.
BCC1.24P	Stated that where 24 hour lighting is required during construction, affected communities should be given prior warning of night time working. Stated that a strategy for informing communities of	Noted. The Master CEMP Appendix 4.2 of the ES Chapter 4 specifies that night-time lighting details and a community engagement strategy will need to be included in the stage specific CEMPs.

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	extended operational hours should be included within the stakeholder engagement strategy.	
BCC1.25P	Stated that potential impacts upon services should be communicated and outlined with the relevant LPA and utility provider, and it is suggested that potential impacts and contingencies should be agreed upon and included within the Emergency Preparedness and Response document.	A community engagement strategy will be produced as set out in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) for the DCO Scheme.
BCC1.26P	Stated that the Emergency Preparedness and Response document should be updated in case construction works breach utility providers infrastructure.	This will be included in the contractor's CEMP as set out in the Master CEMP Appendix (ES Appendix 4.2, DCO Application Document Reference 8.14).
BCC1.27P	Stated that regarding air quality, the Environmental Health Officer responded to the draft Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) document and raised no issues to the approaches set out for managing air, noise or odour pollution.	Noted.
BCC1.28P	Stated that regarding archaeology and cultural heritage, the Archaeology Officer raised no objection to the outlined information contained within the draft	Noted.

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	Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) documents.	
BCC1.29P	Stated that regarding ecology and biodiversity, a plan should be provided within the CEMP showing the location of ecologically sensitive features, including the extent and boundaries of the European Site which will be protected by robust fencing with appropriate warning signs during the construction period.	Reference is made in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14), as to where plans are included. Mitigation measures for the Avon Gorge are included in the AGVMP (ES Appendix 9., DCO Application Document Reference 6.25).
BCC1.30P	Stated that an assumption has been made that Schedule 1 Bird Species refers to Peregrine Falcons. In addition, bullet point 1 should refer to 'installation of nesting (not roosting) features or boxes'.	Noted. Bullet point text has been amended.
BCC1.31P	Stated that otter holts should be protected by robust fencing and warning signs to advise site operatives not to enter the exclusion zone.	No otter holts are in the area, however the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) includes precautionary measures to safeguard otters.
BCC1.32P	Stated that the CEMP should include measures to protect badgers during construction to prevent them from becoming trapped in excavations or open pipework. Suggested measures including cover-plating, chain link fencing or the creation of	Noted. The Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) refers to preventative measures including ramps to help mammals escape. These will form part of the badger licence.

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	sloping escape ramps for badgers by edge profiling of trenches/ excavations or placing a plank in the bottom of open trenches at the end of each working day to allow any trapped badgers to escape. Also stated that the text should state that open pipework larger than 150 mm outside diameter will be blanked off at the end of each working day.	
BCC1.33P	Stated that the CEMP should make it clear that the Avon Gorge Vegetation Management Plan must be followed for the SAC portion of the site to meet the regulatory requirements of the Conservation of Habitats and Species Regulations 2017.	The Schedule 2 Requirements in the Draft Proposed DCO (DCO Document Reference 3.1) contains a requirement to comply with the AGVMP (ES Appendix 9., DCO Application Document Reference 8.12) before works commence in the SAC.
BCC1.34P	Stated that in relation to soils, the Land Contamination Officer raises no issues at this stage of the draft Master CEMP	Noted.
BCC1.35P	Stated that in the event of an incident, the appointed contractor should notify the LPA pollution team, Environmental Agency and Network Rail.	This will be included in the Emergency Preparedness and response plan submitted with the contractor's CEMP as set out in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14).

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BCC1.36P	Stated that import of topsoil may require specialist expertise to appropriately source materials.	The works in the Avon Gorge will not require additional topsoil.
BCC1.37P	Stated that site compounds including areas for refuelling should be located on areas of hardstanding with minimal ecological value.	Detailed design of the compounds will be undertaken by the contractor once appointed.
BCC1.38P	Stated that more detail should be provided within the CEMP to set out the approach to liaison with local authorities.	This level of detail will be provided in the contractor's CEMP.
BCC1.39P	Concerned about the proposed working hours, which are usually allowed for works audible to any residential property are 0800 to 1800 Monday to Friday and 0800 to 1300 on Saturdays. Requested further information to demonstrate how works outside of normal hours would not cause negative impacts to residential dwellings.	The works within BCC's administrative boundary are to be carried out on operational railway and existing highway and are not subject to working hour restrictions. However a community engagement strategy will be produced as set out in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) for the DCO Scheme.
BCC1.40P	Questioned why the 'Socio-Economics and Economic Regeneration' chapter is referenced within the executive summary of the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) document, but	There are no socio-economic impacts the contractor needs to be aware of so this reference was removed.



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	not included within the body of the document.	
BCC1.41P	Raised no objection to the approach to managing soils, agriculture, land use and assets at this stage of the draft Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) document.	Noted.
BCC1.42P	Stated that the availability and adequacy of staff parking at the Clanage Road construction compound site should be subject to assessment in the submitted Construction Management Plan and Construction Staff Management Plan.	The CTMP (DCO Application Document Reference 8.13) states that each compound will provide parking on site and staff briefed not to park on local roads.
BCC1.43P	Stated that as the site access width to Clanage Road construction compound is considered unsuitable for two HGVs to pass, such events should be mitigated through on-site communications, and should be detailed within the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) and stage-specific CEMP.	The CTMP (DCO Application Document Reference 8.13) states that deliveries should be managed to avoid traffic congestion on Clanage Road. The contractor's CTMP will contain further detail and is part of the requirement for a detailed CEMP in the Schedule 2 Requirements as part of the Draft Proposed DCO (DCO Application Document Reference 3.1).
BCC1.44P	Raised highway safety concerns regarding visibility of the junction from Clanage Road construction compound; the	Drawings showing traffic management and signing that will be installed during construction as required in the

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	distances stated would require vehicles to creep into a fast speed highway which would impair road user safety.	<p>CTMP (DCO Application Document Reference 8.13) for the final detailed CTMP.</p> <p>There is an existing highway access in the same location as our proposed access which is regularly used by cars. The proposals will improve the visibility from the current situation.</p>
BCC1.45P	Suggested that the Environment Agency would be likely to provide comments relating to drainage and runoff of the scheme due to the proximity to water as the location of most of the linear route acts as a higher risk receptor.	The EA were consulted on Geology, Hydrogeology, Ground Conditions and Contaminated Land (ES Chapter 10 DCO Application Document Reference 6.13), the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6) and its appendices and have provided comments.
BCC1.46P	<p>Stated the following concerns regarding the Ashton Vale Road level crossing:</p> <ul style="list-style-type: none"> <li>• that the additional operation of the level crossing during peak hours will lead to increased delays on the network, particularly where freight services utilise the line during a peak period</li> <li>• that the additional operation of the level crossing for passenger trains and 1 freight train per hour would exacerbate an already</li> </ul>	The traffic modelling results confirm that with the proposed highway improvements, an hourly train service proposed can be delivered without detriment to the local highway conditions within the vicinity of the Winterstoke Road /Ashton Vale Road junction. Many different scenarios were tested, including much higher levels of freight movement than currently operate. This is thoroughly detailed within Appendix N of the TA (ES Appendix 16.1,

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	congested scenario beyond what would be considered acceptable	DCO Application Document Reference 6.25).
BCC1.47P	<p>Questioned the TA with regards to a number of tests which acknowledge the proposed increase in passenger rail movements, alongside the more variable nature of freight movements with sensitivity tests that include up to 5 or 6 closures in a single hour, which assumed 45-minute frequency trains along with a further 2 closures owing to freight. Assumed this to be the worst case, as opposed to the</p> <p>theoretical and realistic worst cases which are based upon the current scenario of 1 or 0 freight trains using the line during a peak hour.</p>	<p>A 45-minute frequency passenger train service was tested but is not part of the DCO Scheme. Overall, testing of the operations and junction improvements confirmed that the proposed hourly train service can be delivered without detriment to the local highway conditions within the vicinity of the Winterstoke Road / Ashton Vale Road junction.</p> <p>Modelling suggested that a 45-minute rail service could also be accommodated, although this would be at the cost of increased delays on Ashton Vale Road of circa 50 seconds over the Do-Nothing in the PM peak period. Testing presented in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) has assumed growth in through-traffic passing along Winterstoke Road, and in reality, MOVA will be far more adaptive and intelligent than the way that it can be modelled theoretically. It is therefore likely that the assessment set out in the TA (ES Appendix 16.1, DCO Application Document Reference 6.25) is conservative, and conditions will be better than those modelled.</p>

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BCC1.48P	<p>Stated that footway and cycleway provision [in the Ashton Vale area] will need to conform to the minimum requirements of a lightly-used shared space route – providing a minimum (clearance) width of 3 metres, noting that where structures (walls) abut a 3m width, this reduces the effective width to just two metres, generating pinch points and conflict between pedestrians and cyclists, even on lightly used routes width.</p>	<p>A 3m width is provided alongside Winterstoke Road and in some cases walls will be moved to allow for this. An immediate parallel route will be dedicated as a cycle route. These are detailed on the Ashton Vale Road and Winterstoke Road Highway Works Plan (DCO Document Reference 2.47).</p>
BCC1.49P	<p>Stated that the current Public Right of Way (Ref: 422/10 in Ashton Vale) would need to be stopped up and advice should therefore be sought from BCC's PRow team on the best way forward in terms of the mechanism required to achieve this. If this is included as part of the DCO Scheme, which will determine the PRow alterations without the need for a separate diversion and / or stopping up order, then under highway law, the status of the route may need to be altered from a footpath to a cycle-route, depending upon what changes / orders the MetroBus scheme has already implemented.</p>	<p>Advice was sought as suggested. The route will be dedicated as a PRow as included on the Ashton Vale Road and Winterstoke Road Highway Works Plan (DCO Application Document Reference 2.47)., and Permanent and Temporary Stopping up and Diversion Plan (DCO Document Reference 2.30).</p>
BCC1.50P	<p>Satisfied with the quantum of proposed replacement trees but</p>	<p>Tree loss replacement has been included in the Clanage Road</p>

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	<p>requested the following further information:</p> <ul style="list-style-type: none"> <li>• a tree survey of those existing affected trees as prescribed within BS5837:2012</li> <li>• a schedule of the size and type of the 35 replacement trees proposed for planting at Clanage Road; preferred to have trees appropriate to the location and suggested that Oak and Sweet Chestnut would meet this requirement.</li> <li>• a plan showing the location of the proposed 35 replacement trees.</li> </ul>	<p>Compound, Landscaping and Access Plan DCO Application document reference 2.52. The details requested will be provided to the LPA post-DCO Application submission and comply with the requested methodology.</p>
BCC1.51P	<p>Stated that in the RIHRA (ES Appendix 9.12, DCO Application Document Reference 6.25), Sections 10.5 and 10.6 are critically important and lacked sufficient specific detail of compensatory measures. Also stated that it lacked detail around Whitebeam planting including locations (plan required) and numbers and 'over-mitigation' (i.e. planting in excess of the number lost) for the estimated 27 trees which would be lost.</p>	<p>The detail of the compensation is included in the AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12) and the HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5), references were included.</p>
BCC1.52P	<p>Raised concerns that controlled waters/human health and contamination have been "scoped out" of the Environmental Impact Assessment without sufficient</p>	<p>In their Scoping Opinion (DCO Application Document Reference 6.1), the Secretary of State agreed that the following</p>

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	<p>supporting evidence. Specifically concerned that section 10.4.18 only refers to historic landfill for the Bristol area of the development, when in fact much of the Parson Street to Ashton Gate Underpass area has been subject to a variety of historical uses. Requested that this section be updated and offered data that covers this section of the route.</p> <p>Believed that surveys were not undertaken and no data made available, despite the advice provided in the PEIR which indicated the surveys were being undertaken.</p> <p>Queried where in the ES these comments have been taken on board.</p>	<p>matters could be scoped out of the ES:</p> <ul style="list-style-type: none"> <li>- Operational impacts on geology, hydrogeology, ground conditions and contaminated land.</li> <li>- The use of material resources and the generation of waste during operation (see the Scoping Opinion, DCO Application Document Reference 6.1, paragraph 3.28).</li> </ul> <p>This recognises that once the old formation along the disused railway has been removed and replaced with fresh uncontaminated formation, and following minor works along the operational railway, the site would have been remediated to some extent and presents an improved situation on present conditions. Furthermore, during operations, wastes, including solid and wastewater wastes disposed of at the stations and potential leaks from the trains along the railway, are unlikely to have a significant effect on the environment.</p> <p>The ES only assesses consents being sought, not PD works, so finishes near Imperial Tobacco. The works are then PD and are minimal thus we are not seeking consent for them.</p>

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		<p>The associated development works proposed between Ashton Vale level crossing and Ashton Junction are minimal – overlaying the existing railway with new ballast, the ramp and modifications to Winterstoke Road, so the proposals are unlikely to have a significant adverse effect on land quality.</p> <p>Additional material has been gathered regarding the section of the railway in the Ashton Vale area from the geotechnical desk studies, so this was added to the assessment of the associated development works.</p> <p>The Land Contamination Summary Report (ES Appendix 10.2, DCO Application Document Reference 6.25) contains baseline information on land quality and was provided to the EA and LPAs in September 2019.</p>
<b>North Somerset Council</b>		
NSC1.1P	Asked for text within the deemed consent that gives the LPA 14 days warning before the end of the 8 weeks.	It was explained that this could not be agreed until the project team decide who is discharging consents.
NSC1.2P	Questioned whether an Ecological Management Plan (EMP) is required.	It was explained that there is no specific EMP because they're covered in the Master CEMP (ES Appendix 4.2, DCO Application Document

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		Reference 8.14) and AGVMP (ES Appendix 9.11, DCO Application Document Reference 8.12). There will also be areas of ecological management outside of the main railway corridor such as areas for landscaping and protected species. Further detail before construction is covered by the Schedule 2 Requirements in the Draft Proposed DCO (DCO Application Document Reference 3.1).
NSC1.3P	Stated that car parks should have electric charging points in line with other developer requirements, and also solar panels on buildings.	Electric charging points can be added after construction however it will only be delivered as part of a wider charging programme. Solar panels will be fitted for power as shown on the Portishead Station Building Design: Proposed Station Buildings Plan (DCO Document Reference 2.11).
NSC1.4P	Suggested fencing should be suitably covered, either from climbing plants that don't cause damage or artwork as an alternative.	The Applicant is happy to work with interested parties such as schools, colleges, universities for them to provide artwork. There is very little space for climbing plants so this will not be incorporated.
NSC1.5P	Requested signage to break up the buffer stop wall	Signage will be considered during detailed design, however the walls have been designed so that they make a positive



Ref. no.	Summary of comments	Regard had by the applicant
		<p>contribution to the view. The walls have been included on the Portishead Station Building Design: Proposed Station Buildings plan (DCO Document Reference 2.11). Further discussion of the design is presented in the DAS (DCO Document Reference 8.1. There is a Requirement within the Draft DCO (DCO Application Document Reference 3.1) that the LPA will need to sign off the detailed designs.</p>
NSC1.6P	<p>Requested retention of any historic features and the use of public art.</p>	<p>There are no historic features left in the Portishead area of the DCO Scheme, however consideration will be given to providing history boards about the railway and history of Portishead, in conjunction with community groups and schools etc. There is no budget for public art, but the Applicant would be willing to work with interested parties if they would like to install some.</p>
NSC1.7P	<p>Requested that the finish on the vertical wall at Pill Station could have texturing to it rather than be smooth concrete.</p>	<p>It was agreed to engage further with the planning authority at the detailed design stage.</p>
NSC1.8P	<p>Suggested Pin Oak be replaced by Common Oak given that pretty much everything else is native</p>	<p>The Pin Oak has been replaced by Common Oak in the planting schedules.</p>

Ref. no.	Summary of comments	Regard had by the applicant
NSC1.9P	Suggested that Whitebeams could be put into the rest of the DCO Scheme.	Whitebeams can only grow in certain conditions. Areas have been chosen for Whitebeam replanting that offer the right conditions for their successful growth
NSC1.10P	Requested checks take place at Pill Station car park as there are existing problems with the highway drainage network in the area, particularly with tide lock, which will require a capacity check and improvement of the system to adoptable standards.	The existing highway drainage system will be surveyed to check its condition and capacity. If required, the detailed design stage will include improvements to the existing highway drainage to accommodate the station car park drainage.
NSC1.11P	Requested a management and maintenance manual for all drainage features with information on permeable paved areas to describe any non-standard maintenance activities (e.g. replacing paviour filler material / “vacuuming” permeable asphalt / replacing clean stone after x years).	Manufacturers/ installers maintenance specifications will be provided.
NSC1.12P	Queried why infiltration was not considered at Pill.	It has not been possible to undertake appropriate tests, and a worst case i.e. non-infiltration approach, has been adopted
NSC1.13P	Required an addition to the “Surface Water Drainage	The requirement was added to the Surface Water Drainage

Ref. no.	Summary of comments	Regard had by the applicant
	Strategy for Portishead and Pill Stations, haul roads and compounds” July 2018 to reduce the risk of flooding to the development in accordance with the National Planning Policy Framework, the North Somerset Core Strategy policy and the North Somerset Sites and Policies Plan Part 1 (Development Management Policies).	Strategy for Portishead and Pill Stations, haul roads and compounds, DCO Application document reference 6.26.
NSC1.14P	Stated that no above ground work shall take place until surface water drainage works have been implemented in accordance with details that have first been submitted to and approved in writing by the local planning authority.	There is a Requirement within the Draft Proposed DCO (DCO Application Document Reference 3.1) that NSDC will need to sign off the detailed designs.
NSC1.15P	Stated that no above ground work shall take place until details of the implementation, maintenance and management of the approved sustainable drainage scheme have been submitted to and approved, in writing, by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.	There is a Requirement within the Draft Proposed DCO (DCO Application Document Reference 3.1) that NSDC will need to sign off the detailed designs.
NSC1.16P	Stated that in the surface water management plan, the detailed design of the drainage systems	Noted. Detailed design will be undertaken at GRIP 5.

Ref. no.	Summary of comments	Regard had by the applicant
	needs to be carried out by the designers not the contractors, and the discharge of requirements should be submitted by the developer, not the contractor.	
NSC1.17P	The detailed surface water management plan and flood plan should be agreed with the local flood risk authority.	Noted. These will be shared at detailed design.
NSC1.18P	Stated that the impacts of new structures cannot rely solely on landscaping to make them appropriate, as it is necessary to ensure that it meets Council planning policies as far as possible, proportionate, and does not have unacceptable adverse impacts on the living conditions of neighbours and other land uses.	The details including local policy fit is detailed in the DAS (DCO Document Reference 8.1).
NSC1.19P	Stated that noise levels at sensitive receptors during construction and night time working especially on operational railway will need to be discussed with Environmental Protection Officers	All the noise appendices were shared with the Environmental Protection Officer who had no further queries. More discussion will be required when a contractor has been appointed and more detail is available. The Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) sets out a framework for Environmental Management Consents during construction.

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NSC1.20P	Stated that at Old Portbury Station House, an Environmental Protection Officer needs to confirm whether the noise barrier must be constructed before opening and be retained thereafter.	A joint noise / security fence is proposed at track level at Old Portbury Station House.
NSC1.21P	Stated that the Portishead Station building appears relatively unambitious given it is the public face of the scheme and a gateway to the centre of Portishead. It would be welcomed as an important civic space, that creates a sense of pride in the town and the efforts that have gone into re-opening the line.	The station has been designed to blend with the existing modern high-quality urban design. Therefore, the station design is a modern iconic design and will form an important gateway into Portishead. The design was also informed by the comments received from the Stage 1 and Stage 2 Consultation periods. The approach to the DCO Scheme design is set out in the DAS (DCO DCO Application Document Reference 8.1).
NSC1.22P	Stated that the proposal for the track boundary at Portishead Station - which is in a prominent position - would benefit from greater attention as it currently appears uninspiring. Also stated that there is scope for the wall to incorporate some simple, aesthetically pleasing station signage to a) assist legibility and b) break up the wall to some extent.	A separate plan was provided showing potential facings to avoid commitment to materials before the detailed design stage. Signage will be considered during detailed design, however the walls have been designed so that they make a positive contribution to the view. The walls have been included on the Portishead Station Building Design: Proposed Station Buildings plan (DCO Application Document Reference 2.11). Further

Ref. no.	Summary of comments	Regard had by the applicant
		discussion of the design is presented in the DAS (DCO Application Document Reference 8.1). There is a requirement that NSDC will need to sign off the detailed designs.
NSC1.23P	<p>Requested some additional features at Portishead Station and car parks:</p> <ul style="list-style-type: none"> <li>• planting consistent with crime prevention objectives;</li> <li>• boundaries be high enough to create a sense of enclosure and local identity, and extended further visually e.g. to close the gap between disabled parking and covered cycle parking;</li> <li>• use of returns to the ends of walls, whilst allowing space for signage;</li> <li>• there is an opportunity on the station building wall to create a tasteful welcome/station sign;</li> </ul> <p>more low planting would be welcomed to soften appearance of car park whilst not compromising security.</p>	<p>The landscaping was reviewed in line with comments in particular to reduce the hardness of the area, provide some sense of enclosure and provide returns to ends of walls around the station building environment and car park. Further discussion of the design is presented in the DAS (DCO Application Document Reference 8.1). There is a requirement that NSDC will need to sign off the detailed designs.</p>
NSC1.24P	<p>Stated a lack of clarity regarding the proposals for the land to the north of the Portishead car park south of Harbour Road, suggesting that if the space is grassed it would remove the</p>	<p>The landscaping has been designed to fit with the ecology constraints. The western end was always planned as an interim due to other development proposals. This is</p>

Ref. no.	Summary of comments	Regard had by the applicant
	edge to the street that is currently formed by the existing vegetation, and would result in open views across to the linear car park and the rear of Sainsbury's beyond.	included in the Portishead Station Car Park Layout, Landscaping and New Boulevard and Access Plan, (DCO Application Document Reference 2.38).
NSC1.25P	Suggested improvements to the footpath along Harbour Road in Portishead as this is likely to be a well-used route.	The path has been widened as much as possible given cost is a constraint; a wide, shared use pedestrian/cycle footpath is planned. This is included in The Portishead Station Car Park Layout, Landscaping and New Boulevard and Access Plan, (DCO Application Document Reference 2.38).
NSC1.26P	Stated a preference for the vegetation to the rear of Sainsbury's be cut back (but still provides enclosure to the street and screens the rear of Sainsbury's), and replaced with a strip of grass with an avenue of trees planted, ensuring greater legibility as a primary route and continuing the theme of tree lined streets in this area.	The quality of the existing vegetation behind Sainsbury's is very poor, mainly brambles. On the northern side of the car park, the avenue of trees is underplanted with ground cover, not grass. The proposed boulevard provides high quality route legibility all the way to the edge of the site at the northern end of the car park. This is included in The Portishead Station Car Park Layout, Landscaping and New Boulevard and Access Plan, (DCO Application Document Reference 2.38).

Ref. no.	Summary of comments	Regard had by the applicant
NSC1.27P	Suggested exploring linked ticketing with bus travel, and could be addressed through the full travel plan.	The concept of working with bus operators to encourage bus / rail interchange is set out in the outline station travel plans appendix M of the TA (ES Appendix 16.1, DCO Application Document Reference 6.25).
NSC1.28P	Stated that consideration must be given to the potential impact of events such as the Balloon Fiesta and the Tour of Britain as key routes are closed and restrictions in place. Also stated that the Clanage Road compound would affect the Balloon Fiesta specifically, so engagement with event organiser is required.	Noted and to be considered as part of the development of the construction works information.
NSC1.29P	Stated the need for a method of communicating to the public abnormal load movements, timings and routes, detailed in a communications plan which should involve social media, local members, Parish Councils, local residents, businesses and services.	The contractor will produce a Community Engagement Strategy as detailed in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14). .
NSC1.30P	Stated that traffic management procedures affecting highways must be adhered to.	Included in the CTMP (DCO Application Document Reference 8.13).



Ref. no.	Summary of comments	Regard had by the applicant
NSC1.31P	Queried [in the ES Chapter 9] the inclusion of Bower Ashton Playing Fields Wildlife Site, cited 'Qualifying Feature' as 'Amenity Grassland', believed to be only low value habitat.	The majority of the habitat is amenity grassland and the Bower Ashton Wildlife site is important as a wildlife corridor rather than the habitat itself. Relabelled in the ES Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12) as “Ecological Features” to end confusion.
NSC1.32P	Requested that an effective ongoing programme of containment and reduction (and where feasible eradication) of a number of invasive species, particularly along the Portbury Freight Line.	This is outside the scope of the DCO Scheme.
NSC1.33P	Raised concerns regarding the referencing of the magnitude of the impact of loss of habitat to passerine birds [in the ES Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12)].	The impact on passerine birds is from site clearance and vegetation removal, which has potential to damage or destroy nests. Nesting birds are protected not the habitat. Standard measures to protect breeding birds has been included in the Master CEMP (ES Appendix 4.2, DCO Application Document Reference 8.14) such as removal of vegetation outside of the bird nesting season or the vegetation being checked for nests within 24 hours of clearance if cleared during the bird nesting season. The magnitude of impact on nesting passerine birds after mitigation

Ref. no.	Summary of comments	Regard had by the applicant
		is therefore considered to be minor.
NSC1.34P	<p>Requested that a continuing project for propagation from seed to generate further Whitebeam saplings is indicated as likely required to effectively conserve these populations (subject to Natural England specialist consultation advice remit). Queried if any scope for a longer term project to be initiated and pursued by local interest/expert groups/organisations, to include possibilities for further extension of distributions (by generation and planting of seedlings within other potentially suitable sites, (i.e. within limestone quarry sites?) to reduce the apparently high vulnerability of the extremely limited existing populations within the Avon Gorge.</p>	<p>This is outside the scope of the DCO Scheme and would be outside of the Applicant's control to ensure that this happened.</p>
NSC1.35P	<p>Queried if it may be possible to retain some of the original ballast (selected by ecologist/botanist) to re-use, to retain a component of the seed bank for rare plant species associated with the existing ballast.</p>	<p>As stated in the ES Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12), mitigation as proposed is preferred, which is more defined and manageable for the contractors and NR. This will be translocation of Pale St John's wort plants from the cess to a safe area suitable for this species, identified by a plant specialist. Narrow-leaved bittercress will recolonise</p>

Ref. no.	Summary of comments	Regard had by the applicant
		because it colonises recently disturbed habitats.
NSC1.36P	Raised concerns regarding the impacts from lighting upgrades to the bat roost at Pill Station. Requested a constraints plan for the site, showing the areas of the roost and any identified horseshoe bat commuting route(s) that must be retained unlit (at or below 0.5lux) that could be provided to the station lighting design team to inform the site lighting constraints for the lighting design. Stated that if this is not feasible due to the wide-reaching operational lighting requirements of the station, it needs to be considered if an alternative roost provision can be provided within a suitable location in proximity.	Bat surveys revealed a presence around Pill Station. Work to assess and provide mitigation for the operational lighting impacts has been undertaken and is detailed in Section 9.6 of Chapter 9 – Ecology and Biodiversity (DCO Application Document Reference 6.12) with the survey reports in the Bat Technical Appendix (ES Appendix 9.2, DCO Application Document Reference 6.25). Examples of mitigations proposed include a barrier or modifications to the lighting design. These will be determined at the detailed design stage.

## 13.4 Post-formal consultation engagement with Section 44 Consultees

- 13.4.1 Following formal consultation with Section 44 consultees, engagement continued between the Applicant's land agents to secure the interests in land required for the Proposed Development by agreement. A summary of the Applicant's progress with negotiations is set out in the Statement of Reasons submitted with the application for the DCO Scheme (DCO Application Document Reference 4.1).
- 13.4.2 Two Section 44 consultees continued to engage directly with the Applicant due to the nature of the issues being raised and were matters outside of the remit of the Applicant's land agents. These issues have been captured in Table 13-3.

**TABLE 13-3 POST-FORMAL CONSULTATION ENGAGEMENT SECTION 44  
CONSULTEE RESPONSES (EXCLUDING LAND AGENT ENGAGEMENT  
ACTIVITIES)**

Ref. no.	Summary of comments	Regard had by the applicant
<b>1710-S2-036</b>		
S2036.1P	Stated they had not responded to the formal consultation periods but wished to comment.	The Applicant advised that a response would be welcomed and requested one by 1 <sup>st</sup> October 2019.
S2036.2P	The consultee feels she has been kept in the dark about what is happening, and at every twist and turn along this process she has had different proposals put to her regarding this land. Now at the 11th hour in September 2019, she has received a response that MetroWest wish to acquire all of her family's land to the west and east of the M5.	The Applicant formally consulted the consultee in October 2017, and followed this up in March and May 2018 due to changes to the redline boundary.
S2036.3P	Regarding the land west of the M5, prior to your involvement she was in discussions with Bristol Port to purchase the 7 acres they own, and now you have asked to acquire this land, Bristol Port have withdrawn their offer which has affected her mentally and financially.	The landowner was formally consulted in line with the Section 42 process and had the same level of information available as all the other consultees as well as contact details of the Applicant. This was followed by another two consultation letters.
S2036.4P	With regard to the land east of the M5, [the consultee] has been approached by several housing developers regarding acquiring this	The Applicant's land agent is continuing negotiations.

Ref. no.	Summary of comments	Regard had by the applicant
	<p>land and ... have now reached an advanced stage and have agreed Heads of Terms and instructed Solicitors to formulate an Option Agreement on this land for residential development. [The Applicant's] proposal is going to have a detrimental impact on the future use and proposed long-term development potential for this land and is very upset by your proposals. [The Applicant] is willing to consider letting you use the land on a short-term let basis which will enable her to continue working with the proposed developer, but moving forward this will have a detrimental impact on her land if you acquire it permanently. [The consultee's agent] would be grateful if you would confirm your intentions for both parcels of land so we can consider this scheme further.</p>	
S2036.5P	<p>[The consultee] wishes to express her displeasure at the way [the Applicant] keep changing [their] mind, the way she has been kept in the dark, and the way this scheme has been handled and the lack of information available.</p>	<p>The landowner was formally consulted in line with the Section 42 process and had the same level of information available as all the other consultees as well as contact details of the Applicant. This was followed by another two consultation letters at differing times.</p>
S2036.6P	<p>As at this date, you still cannot tell her exactly what area you want or what you are proposing to do with</p>	<p>The land agent is continuing negotiations. The need for the freehold acquisition has</p>

Ref. no.	Summary of comments	Regard had by the applicant
	the land. We would like to put forward our clients' objections and comments so you are aware of the problems this scheme proposes and the impact on our client.	become clearer as the ecological mitigation and species relocation needs for the DCO Scheme have become better understood.
<b>1710-S2-130</b>		
S2130.1P	Stated that it was originally agreed (subject to contract terms) for an option to lease a much smaller part of the land for the duration only of the works. Stated that heads of terms were exchanged, and legal costs were incurred however excuses and prevarication was made and nothing happened, with the original offer of an option for a premium appeared to have evaporated.	The Applicant's land agents began discussions in 2015 but negotiations stalled in late 2016. The landowner was contacted again in early 2019 to discuss re-opening negotiations but stated that they had not had a formal withdrawal of the original Heads of Terms. Revised Heads of Terms were issued in August 2019, confirming the move away from the historic Heads of Terms partly at the landowner's request, and issued current Heads of Terms. No further response was received.
S2130.2P	Stated that they were led to believe that a location of the compound to the South of the site – and more damaging to the business - would be the preferred option if there was not cooperation and volunteering of an agreement.	The southern part of the site was not considered due to the difference in levels between the railway and the adjoining land as an access ramp would need to be bigger and require a much larger footprint. Other alternatives were considered but it remains the Applicant's

Ref. no.	Summary of comments	Regard had by the applicant
		<p>view that there is no site materially better than this area to suit the requirements identified. This is due to its proximity to the Avon Gorge, and the need for safe highway access and access as close to level as possible to the railway. The proposals take an additional small area of land at the north of the site, for a small temporary compound for construction, together with the smaller permanent compound required for railway operational maintenance access. The compound and ramp will also be used to access the railway if an incident occurs on the railway in the Avon Gorge.</p>
S2130.3P	<p>Believe the land is blighted and therefore has been more difficult to carry out enhancement works such as improved drainage to gain more revenue.</p>	<p>It will be for the owner to make out any claim for pre-acquisition loss following the acquisition of the land by the Applicant. All claims will be considered in the context of the compensation code.</p>
S2130.4P	<p>Alleged bullying, unreasonable treatment, and discrimination compared to other land owners. Believe the conduct has fallen short of The Human Rights Act of 1988 and suffered cost, stress,</p>	<p>The Applicant's lawyers requested further details for the Applicant to investigate the allegations. Details have not yet been received</p>

Ref. no.	Summary of comments	Regard had by the applicant
	inconvenience, worry and have been unable to manage the property in their best interests.	
S2130.5P	Stated that the proposals to use only a small area of land are false and closer to fifty percent of the available open green, and fifty percent of that permanently. Also has implications for the operation of 100% of the land due to the nature of the businesses.	<p>The Applicant has been in negotiation with the landowner and the proposals have been altered to minimise the land take and to provide a separate 2nd highway access to the land owner during construction (in addition to the one that they have further south on their site, to allow them to operate a separate in / out access).</p> <p>The plans are included as part of the DCO application as the Clanage Road Compound, Landscaping and Access Plan DCO (DCO Application Document Reference 2.52)..</p>
S2130.6P	Stated that the proposals remove the second exclusive entrance as well as an essential drainage pond that is a key part of the drainage to what is an on-going problem for the entire property as well as the buildings on it.	<p>The proposals were revised to provide separate highway access to minimise impacts to the landowner and tenants. Modelling in the FRA (ES Appendix 17.1, DCO Application Document Reference 5.6) shows no increased flood risk to third party land owners.</p> <p>The plans are included as part of the DCO application as the Clanage Road</p>



Ref. no.	Summary of comments	Regard had by the applicant
		Compound, Landscaping and Access Plan (DCO Application Document Reference 2.52).
S2130.7P	<p>Stated that as the railway is significantly higher than surrounding land (at least three metres higher), the statement that being as close in level as possible to the railway is false as it is lower in places at the adjoining vacant site. Requested proof of each location considered with justified reasons for rejecting such location (disclosing full, where relevant, conflicts of interest and commercial arrangements between site owners and the existing railway operator and other interested parties).</p> <p>Believe that direct road and level access is already available at a number of locations in and around Ashton where the same Heritage, Conservation and Green Belt considerations do not apply.</p>	<p>Alternatives were considered and it remains the view that there is no site materially better than this area to suit the requirements identified. This is due to its proximity to the Avon Gorge, and the need for safe highway access and access as close to level as possible to the railway. The proposals take a small area of land at the north of the site, for a small temporary compound for construction, and a smaller permanent compound required for railway operational maintenance access and to access the railway if an incident occurs on the railway in the Avon Gorge.</p>
S2130.8P	<p>Advised that nothing short of the status quo as an open verdant aspect would satisfy the Conservation and Heritage issues on the site.</p>	<p>BCC and Historic England were part of the discussions to consider appropriate mitigation for visual impacts and no formal objections were received. Other than a small ramp and fencing, no permanent built structures are proposed.</p>

Ref. no.	Summary of comments	Regard had by the applicant
S2130.9P	<p>Stated that the land had been consistently underestimated as of little commercial value with a refusal to accept that it is not, or to accept the evidence submitted as to its value in terms of commercial revenue.</p>	<p>Compensation code principles have been applied to all valuations.</p>
S2130.10P	<p>Stated that the current use of the land as parking has been established for over 20 years and is indefeasible, and also that the other commercial uses cannot be superficially brushed aside. Stated that these enterprises cannot be relocated as it is believed there simply do not exist other privately-owned open field sites in (or anywhere close to) the area which could be used and are available, unlike some other potential locations for the scheme's requirements.</p>	<p>Following engagement with the landowner, the footprint of the compound was reduced. Also the proposals were revised to provide separate highway access to minimise impacts to the landowner and tenants.</p> <p>Compensation for commercial impact will be dealt with through the Compensation Code.</p>
S2130.11P	<p>Disputed claims about the compound, specifically:</p> <ul style="list-style-type: none"> <li>• that the access ramp would be small, stating it would need be a substantial elevated concrete structure, large enough to take and turn massive track bearing articulated lorries up to and back from the significantly elevated rail track;</li> <li>• that the permanent access would only be illuminated on</li> </ul>	<p>The Clanage Road Compound, Landscaping and Access Plan (DCO Application Document Reference 2.52) sets out the proposals. The plan was shared with the landowner, BCC and Historic England.</p> <p>The access ramp will not be large enough for use by articulated lorries. It has been designed to be used by road rail access vehicles that will</p>

Ref. no.	Summary of comments	Regard had by the applicant
	<p>rare occasions, believing rail maintenance works are carried out at night;</p> <ul style="list-style-type: none"> <li>that no permanent structures are proposed stating there will be amenity blocks and engineering facilities, albeit of a portable nature on site;</li> <li>that security fencing will have an impact as by its nature will need to be substantial and unsightly; and</li> <li>that lighting will have an impact, assuming high level, permanent and powerful.</li> </ul>	<p>be unloaded from the back of a low loader within the compound.</p> <p>Lighting impacts are considered in the ES Chapter 11 – LVIA (DCO Application Document Reference 6.14), however only temporary lighting is proposed during construction. This will be controlled by the contractor's CEMP.</p> <p>Other than a small ramp and fencing, no permanent built structures are proposed.</p>
S2130.12P	Disputed claims that Historic England have been consulted on the proposals.	Historic England were consulted formally as part of the Stage 2 Consultation period, and discussions also took place post-formal consultation. Their comments are summarised in Tables 10-4 (informal and formal consultation) and 13-2 (post-formal consultation).
S2130.13P	Stated that car boot sales cannot continue on a reduced size site and will have to be permanently stopped.	Following engagement with the landowner, the footprint of the compound was reduced. Also the proposals were revised to provide separate highway access to minimise impacts to the landowner and tenants.

Ref. no.	Summary of comments	Regard had by the applicant
		Any compensation will be dealt with through the Compensation Code.
S2130.14P	Stated that car parking will reduce by around 250 spaces with a loss of revenue.	Following engagement with the landowner, the footprint of the compound was reduced. Also the proposals were revised to provide separate highway access to minimise impacts to the landowner and tenants.
S2130.15P	Stated that each iteration of the proposals has increased the size and scale of the amount of land that will be affected. Stated that no evidence has been produced of any desire or attempt to minimize the area demanded.	The Applicant has been in negotiation with the landowner and the proposals have been altered to minimise the land take and to provide a separate 2nd highway access to the land owner during construction (in addition to the one that they have further south on their site, to allow them to operate a separate in / out access).
S2130.16P	Stated that the use of the adjacent site instead would have no commercial and personal implications to any established users, unlike the proposals which stand to ruin and disrupt many long-established interests operated on the land.	Alternatives were considered and it remains the view that there is no site materially better than this area to suit the requirements identified.

Ref. no.	Summary of comments	Regard had by the applicant
S2130.17P	Stated that the footpath [which runs adjacent to the land] is an infrequently used right of way and it could very easily be reinstated in its former position giving direct (and more convenient, particularly for cyclists) access from the footbridge to Clanage Road.	Whilst possible to include in the proposed consent, the realignment of the footpath is not proposed as it would not deliver a materially better site for the proposed compound. The decision has been taken that this interference with public rights can be avoided.

## 13.5 Statement of Compliance

13.5.1 This Chapter demonstrates that all requirements for summarising the consultation responses received under Section 42 of the Act post the statutory consultation and having regard to those responses under Section 49 of the 2008 Act have been met.

13.5.2 It can be concluded from an analysis of this information that the comments, views and impacts identified through the post-statutory consultation have influenced the development of the DCO Scheme, primarily in relation to:

- 1) consideration to be given at detailed design of construction to Quarry Underbridge No.2 by rail mounted crane to avoid ecological impacts to the quarry floor;
- 2) two additional planting sites for rare whitebeam saplings have been agreed with NR and the use of cuttings to propagate Avon whitebeam is being undertaken;
- 3) a translocation and planting strategy aims to collect Bristol Rock-cress seed and translocate plants. Any affected will be replaced on a 2:1 basis, with management and monitoring of the transplanted plants for five years after planting;
- 4) the drainage design was revised so that Pill Station and track drainage does not outfall into Markham Brook;

- 5) the lighting design on the proposed path parallel to The Cut in Portishead on the west side was updated to ensure it does not restrict access by IDB vehicles;
- 6) rather than managing Rhododendron and Laurel, positive management will be implemented with the Forestry Commission by selective felling, re-coppicing, and installation of deer fencing;
- 7) changes to the accesses and timing of the works off Sheepway in agreement with NGET; and
- 8) the landscaping around Portishead Station was reviewed in line with comments in particular to reduce the hardness of the area, provide some sense of enclosure and provide returns to ends of walls around the station building environment and car park closest to the station building (previously referred to as car park A in the consultation materials).

## **14 CONSULTATION TO SUPPORT EIA**

### **14.1 Introduction**

14.1.1 The EIA Regulations set out the process of EIA for a NSIP. This includes the following:

- (a) the procedures for determining whether an EIA is required (screening)
- (b) the scoping of the ES to be provided by an applicant to provide information on the likely significant environmental effects of the proposed development
- (c) publicity for the ES
- (d) procedures for consultation with statutory consultation bodies and third parties including the making of representations by them about the environmental effects of the development,
- (e) the process of requiring further and additional information
- (f) the prohibition on the grant of development consent by the Secretary of State without taking into account the environmental information submitted.

### **14.2 Screening**

14.2.1 The DCO Scheme is a Schedule 2 development under the EIA Regulations, for which an EIA will be required as there are likely to be significant environmental effects arising from the construction and operation of the DCO Scheme. The Applicant notified the Secretary of State in a letter dated 23 June 2015 that it proposed to provide an ES in respect of the proposed development under Regulation 6(1)(b) of the EIA Regulations 2009 (now Regulation 8(1)(b) of the EIA Regulations 2017). Therefore, in accordance with Regulation 4(2)(a) of the EIA Regulations 2009 (now Regulation 6(2)(a) of the EIA Regulations 2017), the application for the proposed development is to be determined as EIA development.

### **14.3 Scoping**

14.3.1 Under Regulation 8 of the EIA Regulations 2009 (now Regulation 10 of the EIA Regulations 2017), the promoter may request the Inspectorate to provide its written opinion on the information to be included in the ES (the scoping opinion). The Applicant wrote to the Inspectorate on 23 June 2015 to inform it of the intention to submit an application for a DCO to re-open the Portishead Branch Line for passenger services. Under Regulation 4(2)(a) of the EIA Regulations 2009 (now Regulation 6(2)(a) of the EIA Regulations 2017), where the developer informs the Inspectorate of its intention to submit an ES, the scheme is considered EIA development. The Applicant also notified the Inspectorate of its

intention to prepare an ES under Regulation 6(1)(b) of the EIA Regulations 2009 (now Regulation 8(1)(b) of the EIA Regulations 2017) and requested a scoping opinion on the information to be included in the ES (see Appendix J1).

- 14.3.2 In support of this request, the Applicant provided a Scoping Report and a Baseline Report relating to the DCO.<sup>14</sup> The Scoping Report identified the potential for environmental impacts on the following:
- (a) Air quality and carbon
  - (b) Cultural heritage
  - (c) Ecology and nature conservation
  - (d) Geology, hydrogeology, ground conditions and contaminated land
  - (e) Landscape and views
  - (f) Materials and waste
  - (g) Noise and vibration
  - (h) Socio-economics and economic regeneration
  - (i) Soils, agriculture, land use and assets
  - (j) Transport, access and non-motorised users (pedestrians, cyclists and equestrians), and
  - (k) Water resources, drainage and flood risk.
- 14.3.3 The Scoping Report provided an outline approach to the identification of potentially adverse and beneficial effects for each of the identified topics.
- 14.3.4 In formulating their response, the Inspectorate liaised with 66 stakeholders, of whom 11 replied within the deadline and a further three after the deadline. These organisations are listed in Appendices 1 and 2 to the Scoping Opinion. The Inspectorate published its Scoping Opinion on 4 August 2015. A copy of the Scoping Opinion is attached as Appendix J2. The comments from the Inspectorate and statutory stakeholders have framed the scope of the EIA. Comments from the Inspectorate have been set out in the individual ES Chapter to which the comment relates, together with the Applicant's regard to each comment. Comments from statutory stakeholders have been included in Chapter 10 (see paragraph 10.3.9) and have also been set out in the individual ES

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<sup>14</sup> Both of these documents can be found on the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk/projects/south-west/portishead-branch-line-metrowest-phase-1/?ipcsection=docs>



Chapter to which the comment relates, together with the Applicant's regard to each comment.

14.3.5 In addition to the topics set out above, the environmental work has also included the following studies:

- (a) EqlA: under the Equality Act 2010 local authorities and public bodies are required to identify and consider the potential adverse impacts of major developments, strategies and policies on equality of opportunity. Equality groups may be defined by: age, race, religion or belief, disability, pregnancy and maternity, gender, gender reassignment and sexual orientation. An EqlA has been undertaken for the DCO Scheme and is presented in Appendix 14.1 of the ES (being Application Document No. 6.25).
- (b) HIA: the National Policy Statement for National Networks ("**NPSNN**") notes in paragraph 4.79 that rail networks have the potential to affect the health, well-being and quality of life of the population, because of traffic, noise, vibration, air quality and emissions, light pollution, community severance, dust, odour, polluting water, hazardous waste and pests. An HIA has been undertaken for the DCO Scheme and is presented in Appendix 14.2 of the ES (being Application Document No. 6.25).
- (c) A FRA: The NPSNN and the National Planning Policy Framework ("**NPPF**") require applications for projects in flood zones to be accompanied by a FRA. A FRA has been undertaken for the DCO Scheme and is presented in Appendix 17.1 of the ES (being Application Document No. 6.25).
- (d) A Water Framework Directive ("**WFD**") Assessment: The WFD requires that environmental objectives are set for all surface waters and groundwaters, so that management measures are put in place to achieve Good Ecological Potential / Status by a defined date. A WFD assessment has been undertaken for the DCO Scheme and is presented in Appendix 17.2 of the ES (being Application Document No. 6.25).

14.3.6 The following matters have been scoped out of the ES, as agreed with the Inspectorate (see paragraph 3.28 of the Scoping Opinion):

- (a) Geology, Hydrogeology, Ground Conditions and Contaminated Land: The impact of new and additional services on the railway lines on geology, as there will be no further significant impacts on the underlying ground conditions following construction.
- (b) Materials and Waste: The use of materials and disposal of waste for the operations phase of the Portishead Branch Line. The volumes involved will be relatively small and will be handled in accordance with NR's procedures, in the same way as all existing operational railways.

- (c) Soils, Agriculture, Land Use and Assets: The risk of livestock straying onto the railway line. This risk will be mitigated through security fencing.

14.3.7 Further explanation of the reasons for scoping out the above matters is provided in the relevant topic assessment Chapters 10, 12 and 15 respectively in the ES (being DCO Application Document References 6.13, 6.15 and 6.18).

#### **14.4 PEIR and ES**

14.4.1 The EIA Regulations provide that where development of a type listed in Schedule 2 of the EIA Regulations is likely to give rise to significant environmental effects, the decision-maker (in this case the Secretary of State for Transport) cannot lawfully grant development consent for the development until they have taken into account the environmental information required by the EIA Regulations. Environmental information comprises the information to be provided by the applicant in the form of an ES, including any further or other information, any representations made by specified consultees and any representations duly made by any other person about the environmental effects of the development.

14.4.2 The EIA process for the DCO Scheme has been undertaken in accordance with the EIA Regulations. EIA Directive (2014/52/EU) amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment was published in the European Union's Official Journal in April 2014. Directive 2014/52/EU amends Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment. The requirements of Directive 2014/52/EU were formally implemented in England insofar as relevant to NSIPs in the form of the EIA Regulations 2017.

14.4.3 Under Article 3(2) of the Directive, transposed by Regulation 37 the EIA Regulations 2017, where an ES is submitted or where a scoping opinion has been sought before 16 May 2017, the DCO Scheme can benefit from transitional provisions to continue under the provisions of the EIA Regulations 2009. However, NSDC has elected not to rely on the transitional provisions. Instead the application for the DCO Scheme is to be subject to the requirements of the EIA Regulations 2017. As the provisions in the EIA Regulations 2009 and 2017 for screening the DCO Scheme as EIA development and scoping the ES are not materially different it was concluded that it was not necessary to repeat either process. The approach to the preparation of the ES and the additional work undertaken to ensure compliance with the EIA Regulations 2017 are described in Chapter 5 Approach to the Environmental Statement (DCO Document Reference 6.8). The Preliminary Environmental Information Report that was made available during pre-application statutory consultation and that was sent to the Planning Inspectorate in accordance with Section 46 of the Planning Act 2008 confirmed to consultees and third parties that NSDC intended to apply the 2017

Regulations within the ES that accompanied the DCO application. Subsequent consultations and discussions have been undertaken on this basis.

- 14.4.4 The objective of EIA is to provide information to the decision-makers on the potential impact of the scheme on people, affected communities, and the environment. These matters can then be taken into consideration by the relevant authorities during the examination of the application for the scheme.
- 14.4.5 The EIA process is intended to ensure that development consent for public and private projects which are likely to have significant effects on the environment should be granted only after an assessment of the likely significant environmental effects of those projects has been carried out. The assessment should be conducted on the basis of the appropriate information supplied by the developer, which may be supplemented by the authorities and by the public likely to be concerned by the DCO Scheme in question. The decision-maker can refuse consent or grant consent conditionally or unconditionally.
- 14.4.6 The information that the developer is required to provide was first presented in the PEIR, which formed the basis for the ES submitted with the application for development consent. The process of identifying and assessing environmental effects is iterative and is undertaken in parallel with the development of the engineering design. This approach allows the incorporation of measures into the DCO Scheme design to mitigate adverse effects.

## **14.5 Consultation**

- 14.5.1 The PEIR was made available online and on deposit at various locations as part of the consultation under Section 42 of the Act and Stage 2 Consultation under Section 47 of the Act. This is detailed in the Stage 2 SoCC. Comments were reviewed and incorporated into the ES.
- 14.5.2 The ES presents the information required to be provided by the Applicant under the EIA Regulations with the DCO Application to inform the Inspectorate and other interested parties of the effects of the DCO Scheme on the environment.

## **14.6 Habitats Regulations**

- 14.6.1 The DCO Scheme crosses the Avon Gorge Woodlands SAC along the freight line, is within 60m of the Severn Estuary SPA/SAC/Ramsar and lies within 30km of two European designated sites with bats as a qualifying feature; the North Somerset and Mendip Bats SAC (8km to the south) and the Bath and Bradford-on-Avon Bats SAC (c24km to the east). Screening for likely significant effects under the Habitats Regulations is presented in DCO Document Number 6.25.

- 14.6.2 This has meant discussions have taken place with relevant bodies from the early stages of the DCO Scheme.

#### Natural England

- 14.6.3 The MetroWest programme lies within Natural England's Severn and Avon Vales Natural Area (Number 56) and Bristol, Avon Valleys and Ridges Natural Area (Number 62). A number of habitats and species considered to be of Principal Importance in England are also found within the region. These include, intertidal mudflats, lowland woodlands, GCN and greater horseshoe bat.
- 14.6.4 Owing to the presence of protected species in the vicinity of the DCO Scheme and the legislative framework for their protection (irrespective of whether effects on these species are predicted to be significant or not significant), it is likely that protected species licences will be required for badgers, bats, and GCN. European Protected Species Licences will be obtained. As likely significant effects on the Avon Gorge SAC could not be excluded, information to inform an appropriate assessment is presented in the HRA Report. The impact of the DCO Scheme and the proposed mitigation and compensation measures have been provided to Natural England. As it is an advisor to other competent authorities and referred to in the Regulations as "the appropriate nature conservation body", Natural England has been consulted for its views under regulation 61(3). A SSSI Assent will also be required from Natural England for construction works in the Avon Gorge SSSI. This is requested as part of the HRA.
- 14.6.5 The HRA Report (ES Appendix 9.12, DCO Application Document Reference 5.5) has been prepared in accordance with the requirements of the Infrastructure Planning (EIA) Regulations 2017 (as amended) and the Planning Inspectorate's Advice Note 10: "Habitats Regulations Assessment relevant to nationally significant infrastructure projects". The first draft of the HRA screening report was presented in the Scoping Report which was issued to the Planning Inspectorate.<sup>15</sup> Since then, the HRA has been further developed and is presented in Appendix 9.12 of the ES (DCO Application Document Reference 5.5).
- 14.6.6 A SMS has been prepared by NR in consultation with Natural England and irrespective of the DCO Scheme for the management of vegetation for the passenger rail service within the Avon Gorge SAC/SSSI. Historically, management along the freight line has been handled by NR, concentrated on clearing trees that are causing a risk to the railway. NR will continue to manage the vegetation during the operation of the scheme. The initial stage of this was a survey of important and invasive species within NR land was completed in 2015

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<sup>15</sup> A copy of the Scoping Report can be found on the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk/projects/south-west/portishead-branch-line-metrowest-phase-1/?ipcsection=docs>

by a local expert. The majority of the rare whitebeam trees were tagged during the survey. NR vegetation management standard is the same for a passenger line as it is for a freight line.

- 14.6.7 As there are known direct impacts on the internationally important wooded areas within the Avon Gorge - in particular on rare species as identified by the local expert - the removal of vegetation and subsequent mitigations and compensatory measures to construct the DCO Scheme has been assessed in consultation with Natural England. Operational impacts on the woodlands of the Avon Gorge include ongoing clearance and removal of woody vegetation within 3 m of the running rail and the area vertically above this. Operational vegetation management is undertaken in line with procedures set out in NR's SMS and VMP (ES Appendix 9.15, DCO Application Document Reference 6.25) which specifies that trees will be managed when and where required for the safe operation of the railway, taking account of the SAC and SSSI features and ensuring that they are not negatively affected by these actions. Efforts must first be made to find alternative methods of management (beyond felling) where important species or habitat is highlighted as a risk. For all of the above, if tree felling is undertaken within the SAC or SSSI, consent from Natural England is required, except in emergency situations.
- 14.6.8 NR's SMS also specifies that the eradication of plant species, listed in Schedule 9, Part II of the Wildlife and Countryside Act 1981 and the Weeds Act 1959 will be a priority.
- 14.6.9 After completion of the actions set out in the current SMS and VMP and the activities of the DCO Scheme, NR will reassess its activities to develop a new SMS. A new SMS will be drafted in 2023 based on an assessment of the Avon Gorge vegetation at the time and will ensure that the vegetation is managed appropriately and in agreement with Natural England.

#### Environment Agency

- 14.6.10 The DCO Scheme has the potential to give rise to significant effects on water resources, drainage and flood risk. Therefore, the EA requires a robust FRA (ES Appendix 17.1, DCO Application Document Reference 5.6) that quantifies the current and future flood risk, which incorporates appropriate allowance for the predicted impact of climate change, within the catchments over the lifetime of the development.
- 14.6.11 The modelling required for the FRA ES Appendix 17.1, DCO Application Document Reference 5.6) had been created in discussion with the Environment Agency. Those discussions had given the DCO Scheme a greater understanding of the issues and influenced the scope of the modelling. Flood plain storage was

particularly important, with key areas highlighted by the modelling which informed the land requirements, particularly in the Bower Ashton area. This is because any part of the development in the functional floodplain Flood Zone 3b should be identified as “Essential infrastructure” in accordance with the NPPF, as only water compatible development and essential infrastructure are compatible with flood zone 3b, subject to the Exception Test being successfully applied. Various options and appropriate flood resilience measures were considered to avoid flood related disruption to operations.

- 14.6.12 The FRA ES Appendix 17.1, DCO Application Document Reference 5.6) was developed in consultation with the EA, NSLIDB, NSDC, BCC and other stakeholders. This has established design constraints relating to flood risk, appropriate risk assessment methods and assessment criteria, and identified information available to support the FRA (e.g. EA flood maps and hydraulic model results). The FRA has also drawn from other readily available information such as the NPPF, Strategic Flood Risk Assessments (“**SFRA**”), and Shoreline Management Plans (“**SMP**”). Appendix O to the FRA includes several drainage design reports including the Surface Water Drainage Strategy (DCO Application Document Reference 6.26), drainage reports for Portishead and Pill stations, and a track drainage report and figures. Appendix T to the FRA includes the Flood Plan during construction for Proposed Infrastructure at Bower Ashton in Flood Zone 3b (Clanage Road construction compound) and the Outline Flood Plan for the operation of the DCO Scheme.
- 14.6.13 A WFD Assessment (WFD Compliance Screening Assessment) was requested by the EA. This has been undertaken and is presented in ES Appendix 17.2 (DCO Application Document Reference 5.6). This assessment on the water environment focuses on the DCO Scheme comprising the NSIP and associated development.
- 14.6.14 The WFD sets out a number of key objectives the delivery of which should be achieved on a river basin approach within member states. For the Severn River Basin District, an updated River Basin Management Plan (“RBMP”) was published by Department for Environment, Food and Rural Affairs (“**DEFRA**”), the Welsh Government, Natural Resources Wales and the EA in December 2015. The RBMP sets out the baseline classification of waterbodies, statutory objectives of protected areas within the river basin, statutory objectives for waterbodies and a summary programme of measures to achieve the statutory objectives. Overall, the RBMP provides a framework for protecting and enhancing the benefits provided by the water environment and informs decisions on land-use planning. Its classifications, objectives and programme of measures have been taken into account in considering the DCO Scheme, with a specific intent of ensuring that the construction and operation of the DCO Scheme will

not lead to a deterioration in the current status of any waterbody or hinder the achievements of any statutory objectives in the Severn RBMP.

- 14.6.15 Species including otters were identified along some of the watercourses in close proximity to the DCO Scheme's alignment. Discussions with the EA included otter assessments and surveys particularly in respect of breeding sites and use of any near watercourses. Suitable mitigation for otters was also developed in conjunction with the agency.
- 14.6.16 During the discussions to provide an alternative access route to the Ashton Vale Industrial Estate (which were subsequently dropped) further consultation with the EA was undertaken. All proposed routes ran close to Colliter's Brook with some options involving a new crossing over it. The Environment Agency also has a trash / security screen in the area which they needed access to and specified some conditions in their response to the Micro-consultation which were taken into account.

## **15 CONCLUSION**

### **15.1 Introduction**

- 15.1.1 This Report details the multi-staged consultation undertaken by the Applicant, with a wide range of stakeholders, prior to submission to the Secretary of State of its application for development consent for the DCO Scheme.
- 15.1.2 The Applicant consulted stakeholders from an early stage of the DCO Scheme, to ensure that they had an opportunity to influence as appropriate, the evolution of the DCO Scheme and its finalised proposals for the DCO application.
- 15.1.3 The Applicant's statutory and formal consultation as a whole has received:
- (a) 863 consultee responses to the Stage 1 Consultation carried out from 22 June 2015 to 3 August 2015 and pursuant to Section 47 of the 2008 Act;
  - (b) 1066 consultee responses to the Stage 2 Consultation carried out from 23 October 2017 to 4 December 2017 and pursuant to Sections 42, 43, 44, 47 and 48 of the 2008 Act; and
  - (c) 43 consultee responses to the Additional Stage 2 Consultation carried out at various periods after the end of Stage 2 Consultation on 4 December 2017 pursuant to Sections 42, 44 and 47 of the 2008 Act.
- 15.1.4 Further, the Applicant's public exhibitions in connection with the statutory or formal phases of consultation attracted over 1,700 attendees; its drop-in events were attended by 56 people; in addition, numerous informal letters, emails were received and responded to.
- 15.1.5 The Applicant's public consultation on the DCO Scheme has helped it to identify issues of most importance and concern to consultees. In response, the Applicant has made changes to the DCO Scheme proposals, including the approach to mitigation, which strengthens the merits of the DCO Scheme having complied with all consultation requirements.
- 15.1.6 The Applicant has inevitably not been able to respond to all expectations of stakeholders or to address all concerns. However, the Applicant has considered all the consultee comments it has received since it began consulting on the DCO Scheme in 2014. Where the Applicant has not taken forward a consultee recommendation for a major change to the DCO Scheme, this has been explained in this Report, including its Appendices I4–I8.



- 15.1.7 The Applicant has changed some important aspects of DCO Scheme proposals as a direct response to public consultation. These include:

*Scheme Wide*

- (a) public safety improvements;
- (b) limit visual impacts through design features such as landscaping;
- (c) in-combination effects of different elements of the DCO Scheme on local residents was included in the ES Chapter 18;

*Portishead*

- (d) the design of Portishead Station has been altered in line with some consultee comments;
- (e) short term and disabled parking spaces have been included in the larger of the Portishead Station car parks to help offset the loss of parking nearby on Harbour Road;
- (f) TROs in Portishead have been altered or removed to lessen the impacts of traffic restrictions on residents;
- (g) the design of the Trinity Primary School bridge has been altered to reduce its size and local visual impact, and to improve public safety and local residents' privacy;

*Pill and Ham Green*

- (h) access to Pill Station has been changed with the creation of a forecourt in the place of no. 7 Station Road, Pill, and with a ramp connecting the adjacent highway with the station's southern platform, thereby negating the need for a new footbridge;
- (i) the car park for Pill Station has been redesigned following the creation of the forecourt and drop-off area which negates the need for a drop-off area in the car park as well;
- (j) TROs in Pill have been altered or removed to lessen the impacts of traffic restrictions on Pill residents;
- (k) the bus stops on Heywood Road, Pill, will be upgraded to allow step-free access to and from Pill Station, including the provision of wider footpaths, dropped kerbs, and safer crossing points;

- (l) the compound off Chapel Pill Lane was relocated to the north of the railway from the south to avoid use of the bridleway (and associated widening/upgrading) as an access track and reduce land requirements.

15.1.8 The Applicant has changed some important aspects of DCO Scheme proposals as a direct response to stakeholder consultation. These include:

*Scheme Wide*

- (a) effects on protected species such as bats have been considered and appropriate mitigations proposed;
- (b) worked closely with the North Somerset IDB to not adversely affect their statutory activities and made design changes where appropriate to accommodate their needs; for example the fence line has been designed to be kinked in at the location of culvert headwalls to allow maintenance access;
- (c) multiple amendments to flooding and drainage proposals following feedback;
- (d) reduction of land requirements where possible and where requested by the associated land owners;
- (e) apparatus owned by the utility companies will be diverted or have protective provisions;
- (f) creation or enhancement of ponds for GCN;
- (g) public safety improvements;

*Portishead*

- (h) the landscaping around Portishead Station was reviewed in line with comments in particular to reduce the hardness of the area, provide some sense of enclosure and provide returns to ends of walls around the station building environment and car park A (previously referred to as car park A in the consultation materials);
- (i) short term and disabled parking spaces have been included in the larger of the Portishead Station car parks to help offset the loss of parking nearby on Harbour Road;
- (j) TROs in Portishead have been altered or removed to lessen the impacts of traffic restrictions on residents;

- (k) the design of the Trinity Primary School bridge has been altered to reduce its size and local visual impact, and to improve public safety and local residents' privacy; also, a proposed footpath adjacent to Trinity Primary School has been removed;
- (l) the lighting design on the proposed path parallel to The Cut in Portishead on the west side was updated to ensure it does not restrict access by IDB vehicles;
- (m) planting has been added where possible to address privacy issues to local residents;

*Sheepway and Portbury*

- (n) the design of the access and compound at Sheepway has been enlarged to provide sufficient vehicular access for Fire Engines;
- (o) changes to the accesses and timing of the works off Sheepway in agreement with NGET;
- (p) Cattle Creep Bridge will be strengthened while keeping its current design, instead of being rebuilt or replaced by new culverts;
- (q) where the Hinkley Point C Connection DCO project's electricity cable route (promoted by National Grid) crosses the DCO Scheme's railway route at Portbury, the Applicant has engaged with National Grid to ensure that both promoters' DCO Schemes can co-exist and progress;

*Pill*

- (r) safety improvements have been added, such as minor alterations to Pill Station open-air furniture;
- (s) access to Pill Station has been changed with the creation of a forecourt in the place of no.7 Station Road, Pill, and with a ramp connecting the adjacent highway with the station's southern platform, thereby negating the need for a new footbridge;
- (t) TROs in Pill have been altered or removed to lessen the impacts of traffic restrictions on Pill residents;
- (u) the bus stops on Heywood Road, Pill, will be upgraded to allow step-free access to and from Pill Station, including the provision of wider footpaths, dropped kerbs, and safer crossing points;

- (v) proposals for the layout of the car park for Pill Memorial Club were altered following feedback from residents whose access would be affected by the plans;
- (w) at the back of Sambourne Lane, Pill, soil nail works have been altered to lessen their impact on residents' properties;
- (x) memorials underneath the Avonmouth Bridge will be protected during construction;
- (y) the bridleway will be extended underneath the M5 Avonmouth Bridge through to Pill linking back onto the NCN Route 41;
- (z) the drainage design was revised so that Pill Station and track drainage does not outfall into Markham Brook;

#### *Avon Gorge*

- (aa) amendments have been made to the DCO Scheme's proposals for the passenger railway through the Avon Gorge in order to minimise their impacts, for example:
  - (i) to reduce visual impacts, paladin (or mesh) fencing has been chosen instead of palisade fencing;
  - (ii) to reduce construction and operational impacts on the Whitebeam tree population to the side or above the railway, propagation and other mitigation measures have been carefully considered and progressed;
  - (iii) to allow for continued vehicular access for The National Trust to its land adjacent to the railway, the proposed works to Quarry Underbridge No. 2 have been altered (so that Quarry Underbridge No. 2 will not be re-built);
- (bb) compensation of 1.6 hectares of positive management is proposed for losses of SAC woodland and grassland;
- (cc) consideration to be given at detailed design of construction to Quarry Underbridge No.2 by rail mounted crane to avoid ecological impacts to the quarry floor;
- (dd) two additional planting sites for rare whitebeam saplings have been agreed with NR and the use of cuttings to propagate Avon whitebeam is being undertaken;
- (ee) a translocation and planting strategy aims to collect Bristol Rock-cress seed and translocate plants. Any affected will be replaced on a 2:1 basis, with

management and monitoring of the transplanted plants for five years after planting;

- (ff) rather than managing Rhododendron and Laurel, positive management will be implemented with the Forestry Commission by selective felling, re-coppicing, and installation of deer fencing;
- (gg) the height of track was revised to ensure it remains at its current level and flood compensation provided in the Clanage Road compound for flood water displacement by the ramp. This avoids flood risk to third parties;

#### *Ashton Vale*

- (hh) pedestrian safety improvements have been added to highway proposals in the vicinity of the Ashton Vale Level Crossing;
- (ii) design improvements for Ashton Vale Road junction, in order to mitigate traffic impacts resulting from increased closures of the Ashton Vale Level Crossing once the passenger railway has been re-opened. These design improvements include the extension of the left-hand turning lane on Winterstoke Road, and an upgrade of traffic signals.

15.1.9 The Applicant welcomes the support for the DCO Scheme which consultees have overwhelmingly expressed; 95% of respondents supported the proposals entirely or mainly at both Stage 1 and Stage 2 Consultation stages as demonstrated in the Stage 1 and Stage 2 Consultation reports (Appendices I7 and I8).

15.1.10 The Applicant is grateful to all organisations and individuals who took the time to engage in the DCO Scheme's pre-application consultation and provide their comments.

15.1.11 It should be noted that the Applicant has complied with the Data Protection Acts (1998, 2018) and the GDPR, thereby ensuring that all personal data has not been distributed outside of the DCO Scheme.

## **15.2 Compliance Statement**

15.2.1 In developing the approach to consultation for the DCO Scheme, the Applicant has given careful consideration to the specific requirements set out in the relevant legislation and guidance.

15.2.2 This Report sets out the activities that the Applicant has undertaken under Sections 42, 47 and 48 of the 2008 Act and the consultation responses received by the Applicant.

15.2.3 The Applicant's compliance with the requirements can be summarised as follows:

- (a) undertaking formal consultation under Section 42 of the 2008 Act: this Report's Chapters 7 and 10 demonstrate that all requirements of the 2008 Act and relevant regulations have been complied with and the guiding principles set out in the relevant DCLG guidance have been followed;
- (b) undertaking formal consultation under Section 47 of the Planning Act: this Report's Chapters 8 and 11 demonstrate that all requirements of the 2008 Act and relevant regulations have been complied with and the guiding principles set out in the relevant DCLG guidance have been followed;
- (c) undertaking formal notification under Section 48 of the Planning Act: this Report's Chapters 9 and 12 (including Appendices H1 and H2) demonstrates that all requirements of the 2008 Act and relevant regulations have been complied with and the guiding principles set out in the relevant guidance documents have been followed;
- (d) having regard to Section 47 consultation responses: this Report's Chapter 11 and Appendices I4 – I8 demonstrate that all requirements for summarising Section 47 responses and having regard to those responses under Section 49 of the 2008 Act have been met;
- (e) having regard to Section 42 consultation responses: this Report's Chapter 10 and Appendices E1 – E5, and I4 – I8 demonstrate that all requirements for summarising Section 42 responses and having regard to those responses under Section 49 of the 2008 Act have been met;
- (f) having regard to Section 48 publicity responses: this Report's Chapter 12 explains that no specific Section 48 responses were received.

15.2.4 The Statement of Compliance (at this Report's Appendix A1) demonstrates that the Applicant has adhered to all relevant requirements set out in the relevant legislation, regulations and guidance in completing pre-application consultation.

15.2.5 In conclusion, the Applicant has undertaken extensive pre-application consultation in accordance with its Stage 1 SoCC and Stage 2 SoCC, in compliance with relevant legislation, regulations and DCLG guidance.

15.2.6 The Applicant has endeavoured to represent accurately the comments of consultees that have been engaged in the pre-application consultation process.

15.2.7 The Applicant considers that it can reasonably be concluded from an analysis of the information provided in this Report that the Applicant has had regard to the comments, views and potential DCO Scheme impacts identified through pre-

application consultation, and that the Applicant's regard has materially influenced the Application as submitted to the Inspectorate.

- 15.2.8 The Applicant concludes that it has satisfied its duty to consult under the 2008 Act.