



MetroWest+

Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council

6.25, Environmental Statement, Volume 4, Appendix Series 18 In-combination and Cumulative Effects Assessment

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, regulation 5(2)(a)

Planning Act 2008

Author: CH2M

Date: November 2019



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Document history

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Applicant	North Somerset District Council
Lead Author	LS at CH2M

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6.25, Environmental Statement, Volume 4, Appendix 18.1 Matrix 1 Identification of 'other development'

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, regulation 5(2)(a)
Planning Act 2008**

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SECTION 1

Identification of ‘other development’

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details						Stage 2				
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
1	N/A Figure 18.1 Sheets 1 and 2	DCO National Grid Hinkley Point C Connection Project. Application by National Grid to construct, operate and maintain a new 400,000 volt connection between Bridgwater, Somerset and Seabank Substation, north of Avonmouth together with a range of related modifications to the electricity transmission and distribution networks.	0.00 km	DCO granted on 19/01/2016	1a	Falls within all ZOIs.	Yes	Construction - yes Construction is expected to take place 2018-2026. Operation - yes	Yes EIA development Likely to have significant effects on air quality, cultural heritage, ecology and biodiversity, ground conditions, landscape and visual, noise and vibration, socio-economics, transport and water resources.	Yes
2	N/A	DCO Avon Power Station New gas fired power station comprising high efficiency combined cycle gas turbines of up to 1500MW, with additional fast response generators (peaking plant) providing a combined capacity of up to 1800MW. Former Terra Nitrogen site, Severnside, NE of Avonmouth.	5.93 km	DCO application was expected to be submitted to the Planning Inspectorate Q4 2015 (currently no further information available). The Government is seeking to change the rules for capacity market auctions. It is assumed that the Avon Power Station is on hold and is not likely to come forward until after the Portishead Branch Line DCO Scheme is operational.	2	Falls within the ZOIs for materials and waste; socio-economics and economic regeneration; and transport (excluding pedestrian links and cycling networks).	Yes	Construction - no Given the delay in the submission of the DCO application it is unlikely that the DCO would be consented in time for construction periods to overlap. Operation - yes Planned commission date not known. Design life at least 25 years.	Yes EIA development Likely to have significant effects on air quality, cultural heritage, ecology and biodiversity, ground conditions, landscape and visual, noise and vibration, socio-economics and health, transport and water resources.	No Given the programme delays, the onus would be on the promoter of the Avon Power Station to assess direct and cumulative impacts.

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3	N/A	DCO Seabank 3 CCGT Two additional high efficiency combined cycle gas turbines (CCGT) with a combined capacity of up to 1,400MW that integrate with existing gas and electricity transmission infrastructure and will run in parallel with the existing 1,100MW of generation capacity giving a total output for the combined Station of up to 2,500MW. Seabank Power Station, Severnside, NE of Avonmouth.	6.15 km	DCO application was expected to be submitted to the Planning Inspectorate Q4 2015 (currently no further information available). The Government is seeking to change the rules for capacity market auctions. It is assumed that the Seabank 3 CCGT Power Station is on hold and is not likely to come forward until after the Portishead Branch Line DCO Scheme is operational.	2	Falls within the ZOIs for materials and waste; socio-economics and economic regeneration; and transport (excluding pedestrian links and cycling networks).	Yes	Construction - no Given the delay in submission it is unlikely that the DCO would be consented in time for construction periods to overlap. Operation - yes Planned commission date not known.	Yes EIA development Likely to have significant effects on air quality, cultural heritage, ecology and biodiversity, ground conditions, landscape and visual, noise and vibration, socio-economics, transport and water resources.	No Given the programme delays, the onus would be on the promoter of the Seabank Power Station to assess direct and cumulative impacts.
4	15/P/0595/F Figure 18.1 Sheet 1	NSC Former Co-op, Portishead. External alterations to existing building and amendments to site layout. Former Co-Operative Retail Services, Wyndham Way, Portishead BS20 8LR	0.38 km	Granted 12/06/2015 Partially implemented – landscaping and parking works complete, demolition of building extension not undertaken.	1a	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity; materials and waste; socio-economics and economic regeneration; transport; groundwater resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Construction - no Construction likely to finish before DCO Scheme construction begins. Operation - yes	No Small redevelopment of an existing building - EIA not required. Not likely to have effects on environmental topics within the ZOI.	No

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5	18/P/3591/OUT Figure 18.1 Sheet 1	NSC Outline application for the redevelopment of site for a mix of uses, including new town centre retail (up to 6420 sq.m of Use Class A1 (Retail) and 1488 sq.m of Use Class A3 (Restaurants and cafes) and leisure units; up to 3252 sq.m Use Class D2 (Assembly & Leisure) to include a cinema; up to 2044 sq.m of other commercial/community floorspace; up to 350 residential dwellings and new urban space plus associated car parking, landscaping and other works. All matters of access, appearance, landscaping, layout and scale reserved for subsequent approval. Old Mill Road Business Park Old Mill Road Portishead	0.14 km	Validated 29/06/18 Status: Registered. Development has been delayed, and existing tenants of the industrial estate have been offered 3 year leases.	1c	Falls within all ZOIs except cultural heritage non-designated sites.	Yes	Construction - unknown Operation - yes	Yes May have a significant beneficial effect on socio-economics and economic regeneration. Potential for cumulative traffic and transport effects if both schemes are constructed at the same time. Development will increase number of sensitive receptors to the DCO Scheme.	Yes
6	18/P/3512/FUL Figure 18.1 Sheet 1	NSC A mixed-use development of 3 ground floor commercial/retail units (B1/A1/A2) and 29 residential apartments (C3) with associated access, parking and refuse arrangement. Martingale Way, Portishead	0.38 km	Validated 27/06/18 Registered	1c	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity; materials and waste; socio-economics and economic regeneration; transport; groundwater resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Construction - likely Operation - yes	Yes Small scale development, no EIA required. Potential for cumulative traffic and transport effects if both schemes are constructed at the same time. Development will increase number of sensitive receptors to the DCO Scheme.	Yes

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7	16/P/2855/F Figure 18.1 Sheet 1	NSC Construction of an assisted living development comprising of 126 apartments and integrated care, support and well-being facilities (Use Class C2) for the over 60s age group with associated landscaping and infrastructure. Harbour Road/Martingale Way Portishead BS20 7AW	0.13 km	Approved 09/03/2017 Under construction, scheduled to be completed in 2019.	1a	Falls within all ZOIs except cultural heritage non-designated sites.	Yes	Construction - no Operation - yes	No Small development – EIA not required. Buildings will be screened from the Portishead Branch line so occupants are not likely to suffer from noise effects.	No Consider for future baseline
8	16/P/1608/F Figure 18.1 Sheet 1	NSC Erection of 69 no. dwellings, and a 141m2 B1 office unit, means of access, landscaping and associated works. Land at Former Severn Paper Mill Harbour Road Portishead BS20 7DF	0.23 km	Approved 07/11/2017 Under construction	1a	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity; materials and waste; noise and vibration; socio-economics and economic regeneration; soils, agriculture, land use and assets community assets; transport; water resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Construction - unlikely Operation - yes	No Small development – EIA not required. Buildings will be screened from the Portishead Branch Line so occupants are not likely to suffer from noise effects.	No Consider for future baseline

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9	15/P/2111/F Figure 18.1 Sheet 1	NSC Second floor extension to provide 9 No. residential units (Class C3) and associated works including elevation alterations to existing building. Land at Harbour Crescent, Serbert Road, Portishead BS20 7GB	0.02 km	Granted on 21/04/16 Amended plan 17/03/2016. Now seeking refurbishment of the building envelope only, without accommodating a second floor extension.	1b	Falls within all ZOIs.	Yes	Unknown	No Small scale development – EIA not required. New occupants could be affected by noise from Portishead Branch Line, if insufficient noise insulation incorporated into the building design.	No Consider for future baseline
10	16/P/2066/F Figure 18.1 Sheet 1	NSC Construction of 93 no. residential apartments (C3 use) and office floorspace (B1 use) with associated car parking, landscaping and servicing. Land at Harbour Crescent Serbert Road Portishead BS20 7FT This application is in line with the allocation in the NSDC Site Allocations Plan (adopted April 2018).	0.02km	Granted on 09/08/17. Construction programme unknown but expected to be complete before DCO Scheme construction starts.	1a	Falls within all ZOIs.	Yes	Construction - no, unlikely to overlap Operation - yes	No Small scheme, EIA not required. Development is adjacent to DCO Scheme. Development will increase number of sensitive receptors to the DCO Scheme. New occupants could be affected by noise from Portishead Branch Line, if insufficient noise insulation incorporated into the building design.	No Consider for future baseline

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11	16/P/0690/PRE Figure 18.1 Sheet 1	NSC Pre-application request for the erection of 101 dwellings. Land at Harbour Crescent, Serbert Road, Portishead. Adjacent to/same site as 16/P/2066/F	0.02 km	This is not a planning application but could suggest that the 16/P/2066/F application will be superseded by one for a greater number of dwellings in the future.	3c	Falls within all ZOIs.	Yes	Construction dates unknown Operation - yes	No Small scheme, EIA not required. Development is adjacent to DCO Scheme. Development will increase number of sensitive receptors to the DCO Scheme. New occupants could be affected by noise from Portishead Branch Line, if insufficient noise insulation incorporated into the building design.	No Consider for future baseline
12	18/P/4438/COA Figure 18.1 Sheet 1	NSC Prior Approval for change of use from B1 (Business) offices to 22no. C3 (dwellings) Dynamic House Gordano Gate Serbert Way Portishead Bristol BS20 7GF	0.03 km	Prior approval – required and granted 04/12/2018. Timescale for change of use unknown.	1b	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity; materials and waste; noise and vibration; socio-economics and economic regeneration; soils, agriculture, land use and assets community assets; transport; water resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Construction – unknown Operation – yes	No Small scheme, EIA not required. No significant cumulative effects anticipated. Development will increase number of sensitive receptors to the DCO Scheme.	No Consider for future baseline

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13	19/P/0861/FUL Figure 18.1 Sheet 1	NSC Erection of three-storey building to provide 9 no. flats, with associated car parking and hard/soft landscape works. Land Adjacent to 2 Serbert Road, Portishead.	0.03 km	Validated 23/04/2019. Registered.	1c	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity; materials and waste; noise and vibration; socio-economics and economic regeneration; soils, agriculture, land use and assets community assets; transport; water resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Construction – unknown Operation - yes	No Small scheme, EIA not required. No significant cumulative effects anticipated. Development will increase number of sensitive receptors to the DCO Scheme.	No Consider for future baseline
14	16/P/0577/PRE Figure 18.1 Sheet 1	NSC Pre-application advice for a two storey, twenty bedroom hotel extension with an additional twenty car parking spaces. Brewers Fayre Travel Inn, Serbert Way, Portishead, BS20 7GA	0.30 km	This is not a planning application but could suggest that an application will be submitted in the future.	3c	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity; materials and waste; noise and vibration; socio-economics and economic regeneration; transport; ground water resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Unknown	No Small-scale development, currently no details on scheme. Occupants would be screened from the DCO scheme by intervening development. Construction may use same haulage routes as DCO Scheme but works are minor so significant cumulative effects unlikely.	No

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15	REF 1 (used only for purposes of identifying development on the figure). Figure 18.1 Sheet 1	NSC Highways improvement works to the A369 between Quays Avenue roundabout and Sheepway roundabout in Portishead. Works include 2 no. new pedestrian crossings and additional northbound lane.	0.32 km	Will be carried out under Permitted Development rights. Construction likely to start in summer 2019 and likely to take 4 months.	1b	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity; materials and waste; socio-economics and economic regeneration; transport; groundwater resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Construction - no Operation - yes	No Small-scale development. No EIA required. Will be constructed before DCO Scheme construction begins.	No Consider for future baseline.
16	17/P/1229/F Figure 18.1 Sheet 1	NSC Erection of 33 no. dwellings (30 no. flats in Block A and 3 no. flats in Block B). Land off Wyndham Way Portishead.	0.51 km	Approved 28/09/2018. This application is in line with the allocation in the NSDC Site Allocations Plan (adopted April 2018).	1b	Falls within the ZOIs for ecology and biodiversity internationally designated sites; materials and waste; socio-economics and economic regeneration; transport (excluding pedestrian links); and source protection zones.	Yes	Construction - unknown Operation - yes	Yes Small scale development. No EIA required. Potential for cumulative effects on traffic and transport.	Yes

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17	18/P/4572/FUL Figure 18.1 Sheet 1	NSC Change of use of agricultural buildings to 4 no. tourist/holiday accommodation units	0.03 km	Approved 20/12/2018. Unknown when change of use will occur.	1b	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity; materials and waste; noise and vibration; socio-economics and economic regeneration; soils, agriculture, land use and assets community assets; transport; water resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Construction – unknown Operation – yes	No Small scheme, EIA not required. No significant cumulative effects anticipated. Development will increase number of sensitive receptors to the DCO Scheme.	No Consider for future baseline
18	16/P/1056/EIA1 Figure 18.1 Sheet 1	NSC Royal Portbury Dock Screening opinion as to whether an Environmental Impact Assessment is required in relation to the proposed construction of a multi-storey car park. THIS IS NOT A PLANNING APPLICATION. Plot 33 Royal Portbury Dock Gordano Road Portbury BS20 7XQ	1.10 km	Decision on 01/09/16 – EIA not required. No planning application submitted.	3c	Falls within all ZOIs except cultural heritage non-designated sites.	Yes	Construction dates unknown Operation - yes	Small scale development – no EIA required. No certainty that this scheme will go ahead and no details of scheme available. Potential impact on traffic and transport if construction coincided with that of the DCO scheme as the same haulage routes may be used. Potential impact on landscape and views.	No

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19	19/P/1030/FUL Figure 18.1 Sheet 1	NSC Removal of existing shed and construction of storage barn to house equipment, machinery and materials for use in the maintenance and operation of the fishing lakes. Paddock Lakes, Sheepway, Portbury	0.01 km	Validated 30/05/2019. Registered.		Falls within all ZOIs.	Yes	Construction dates unknown Operation - yes	Small scale development – no EIA required. No significant cumulative effects anticipated.	No
20	REF 2 (used only for purposes of identifying development on the figure). Figure 18.1 Sheet 2	NSC Highways England Improvements to Junction 19 of the M5, including carriageway widening, reinstatement of a section of carriageway to verge and removal of traffic island.	0.33 km	Expected to start in 2019, likely to be completed before March 2020.	1b	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity; materials and waste; socio-economics and economic regeneration; transport; groundwater resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Construction - no Operation - yes	Yes Small scale development. No EIA required. Potential beneficial cumulative socio-economic effect once both developments are in operation.	Yes

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21	16/P/1987/F Figure 18.1 Sheet 2	NSC Development of the site for port related uses. Provision of hardstanding for storage of cargo (e.g. motor vehicles) in transit through Royal Portbury Docks, with associated infrastructure, including a crossing over the disused railway (by a crossing at grade until the DCO Scheme proceeds when a vehicle bridge will be installed) between the current Royal Portbury Dock estate and the proposed site. Proposal includes planting to provide visual screening and ecological mitigation. Land to west of Court House Farm Marsh Lane Easton-in-Gordano BS20 0NE	0.01 km	Granted 21/12/2016. Cargo storage area built and in operation. Crossing not yet built.	1b	Falls within all ZOIs.	Yes	Construction - no Operation - yes	Yes. Small scale development. No EIA required. Possible cumulative effect on ecology due to increased lighting. Potential for cumulative effects on cultural heritage, landscape and views.	Yes
22	16/P/0421/PRE Figure 18.1 Sheet 2	NSC Pre-application advice for erection of up to 150 residential dwellings. Land at Plummers Hill, St Georges Hill, Easton-in-Gordano. Land east of Gordano Services	0.28 km	This is not a planning application but could suggest that an application will be submitted in the future.	3c	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity; materials and waste; noise and vibration; socio-economics and economic regeneration; transport; ground water resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Unknown	Yes. Small scale development. No EIA required. If constructed at the same time as the DCO Scheme, significant traffic and transport cumulative impacts could occur due to same construction routes being used.	Yes

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23	17/P/0429/F Figure 18.1 Sheet 2	NSC Erection of a two storey extension to the North elevation to provide 29 additional bedrooms. Erection of a single storey extension to the East elevation to provide a new entrance, ancillary restaurant and kitchen area, gym and meeting room. Days Inn, Gordano Motorway Services, M5 Junction 19, Pill. BS20 7XG	0.42 km	Approved 27/09/2017	1b	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity internationally designated sites; materials and waste; socio-economics and economic regeneration; transport (excluding pedestrian links); groundwater resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Unknown	No Small scale development. No EIA required. Separated from DCO Scheme by the M5 Motorway. No significant cumulative effects expected.	No Consider for future baseline
24	16/P/1938/F Figure 18.1 Sheet 2	NSC Royal Portbury Dock Construction of access between cargo storage areas Plot 25 and 26 in Royal Portbury Docks across the public highway at Marsh Lane together with the installation of a traffic signal control system and associated works, including the widening of the Marsh Lane carriageway land & highway between plots 25 and 26. Land and highway between Plots 25 and 26 Royal Portbury Dock Marsh Lane Easton-in-Gordano BS20 7XL	0.14 km	Approved 07/10/2016	1b	Falls within all ZOIs except cultural heritage non-designated sites.	Yes	Construction dates unknown Operation - yes	Yes Requires removal of vegetation and may affect traffic and transport on the local road network. Small scale development – no EIA required. Potential impact on traffic and transport if construction coincided with that of the DCO scheme as the same haulage routes may be used.	Yes

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25	18/P/3720/FUL Figure 18.1 Sheet 2	NSC Extension and conversion of former Chapel into 5 self-contained apartments. Pill Union Church Myrtle Hill Pill BS20 OFG	0.02 km	Approved 08/01/2019	1b	Falls within all ZOIs.	Yes	Construction dates unknown Operation - yes	No Small scale development. No EIA required.	No Consider for future baseline
26	18/02847/FB(B CC) PT18/2505/R3F (South Gloucestershire Council) Figure 18.1 Sheet 3	BCC/South Gloucestershire Council Avonmouth/Severnside Enterprise Area (ASEA) Ecology Mitigation and Flood Defence Project Flood defence works in the proposed Avonmouth and Severnside Enterprise Area Ecological Mitigation and Flood Defence Scheme - The scheme includes three sites within the ASEA: Area 2 - land within Bristol Port (Avonmouth Docks); Area 3B - land along Severn Road and the Severn Beach Railway; and Area 4 - land off Washingpool Lane, between Chitterning Road to the west, Severn Road to the north, the M49 to the east, and a railway line to the south. Major application.	0.72 km	18/02847/FB Granted 31/05/2019. PT18/2505/R3F Deemed Consent 26/04/2019.	1b	Falls within the ZOIs for ecology and biodiversity internationally designated sites; materials and waste; socio-economics and economic regeneration; transport (excluding pedestrian links); and source protection zones.	Yes	Construction - likely Operation - yes	Yes May result in cumulative traffic and transport effects during construction. Cumulative ecological effects may also occur.	Yes
27	14/00824/CP	BCC Avonmouth Incinerator Bottom Ash (IBA) Facility. The facility will process up to 700 tonnes per day of IBA. The Environmental Permit sets out pollution and dust control measures to avoid and minimise environmental impacts. Avonmouth Docks.	2.30 km	Certificate of Lawful Development issued in 2014. Environmental Permit published on 06/02/18. Site assumed to be preparing for operation.	2	Falls within the ZOIs for ecology and biodiversity; internationally designated sites; materials and waste; socio-economics and economic regeneration; and transport (excluding pedestrian links).	Yes	Construction – no Operation – yes	No Small development. EIA not required. No cumulative effects likely to occur due to distance of this development from the scheme.	No

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28	18/03830/F Figure 18.1 Sheet 3	BCC Portway Station Proposed construction of a single platform railway station and associated works between the existing railway track and Council operated Bus Park and Ride Car Park. On the Severn Beach Line. Park And Ride, Portway, Bristol BS11 9QE	0.62 km	Granted 22/03/2019.	1b	Falls within the ZOIs for ecology and biodiversity internationally designated sites; materials and waste; socio-economics and economic regeneration; transport (excluding pedestrian links); and source protection zones.	Yes	Construction may overlap Operation - yes	Yes Small scale scheme, no EIA required. Potential for beneficial socio-economic cumulative effects to occur once both schemes are constructed. Potential for adverse traffic impacts if construction phases coincide.	Yes
29	18/P/4072/EA1 Figure 18.1 Sheet 2 and 3	NSC Request for a formal screening opinion as to whether an Environmental Impact Assessment is required to be submitted for a mixed-use development which will comprise up to 1000 No. dwellings, employment space, a Local Centre, a primary school and public open space. Land To North Of A369 Martcombe Road Easton-in-Gordano	0.38 km	Decided 18/10/2018: EIA required. No planning application submitted.	3c	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity; materials and waste; socio-economics and economic regeneration; transport; groundwater resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Construction may overlap Operation - yes	Yes Potential for cumulative effects relating to landscape character and ecology. Potential for adverse traffic impacts if construction phases coincide.	Yes

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ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
30	17/01768/F Figure 18.1 Sheet 4	BCC Proposed replacement of two existing toll houses on the Clifton side of the bridge, with new toll houses. Toll House East, Suspension Bridge Road, Bristol, BS8 4DU	0.16 km	Granted 06/07/2017 17/01769/LA relates to the same proposal, also granted 06/07/2017. Under construction, expected to be completed summer 2019.	1a	Falls within all ZOIs except cultural heritage non-designated sites.	Yes	Construction - no Operation - yes	Unlikely to result in cumulative effects as proposed development is situated at the top of the gorge, separated from the DCO Scheme by the rock face. Views of both developments will be limited.	No
31	17/P/0911/F Figure 18.1 Sheet 4	NSC Replacement of the 1980s toll house on the Leigh Woods side of the Bridge. The two original toll houses, situated adjacent to the highway, will be retained, repaired and refurbished. New vehicular gates between original toll houses. Relocation of a stone pier with new pedestrian gate on the north side. Clifton Suspension Bridge, Bridge Road, Leigh Woods Long Ashton BS8 3PA	0.04 km	Approved 10/07/2017. Under construction, expected to be completed summer 2019.	1a	Falls within all ZOIs .	Yes	Construction - no Operation - yes	Unlikely to result in cumulative effects as proposed development is situated at the top of the gorge, separated from the DCO Scheme by the rock face. Views of both developments will be limited.	No

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details					Stage 2					
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
32	15/00291/P Figure 18.1 Sheet 5	BCC UWE Bower Ashton Campus. Outline planning application for the erection of new buildings for academic, administration and support purposes (6,500m use class d1) and associated infrastructure including provision of a new public transport facility, amendments to car park layout, revised access arrangements and landscaping; and the demolition of 4,198m existing buildings, with all matters reserved except for siting, massing and access. University Of The West Of England, Kennel Lodge Road, Bristol BS3 2JT	0.31 km	Granted on 09/09/2015 The construction of this scheme will be phased. The first 3 phases are complete Phase 4 is in progress.	1a	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity; materials and waste; socio-economics and economic regeneration; transport; groundwater resources; and geology, hydrogeology, ground conditions and contaminated land	Yes	Construction - yes Operation - yes	Yes. Small scale development. No EIA required. Potential significant cumulative effect on traffic and transport during construction due to proximity of development to Clanage Road construction compound.	Yes
33	17/01878/F Figure 18.1 Sheet 5	BCC Demolition of existing buildings and erection of replacement building for indoor recreation use (Class D2) with associated car parking. Land Adjacent To Teddies Nurseries, Clanage Road, Bristol, BS3 2JX	0.05 km	Granted 22/08/2017	1b	Falls within all ZOIs.	Yes	Construction dates unknown Operation - yes	Yes Small scale scheme. No EIA required. Site is adjacent to railway and adjacent to Clanage Road Construction Compound. Potential for significant cumulative effects to occur if construction of both schemes occurs at the same time.	Yes

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details						Stage 2				
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
34	16/04343/F Figure 18.1 Sheet 5	BCC Extension of existing groundskeeper store. Bedminster Cricket Club Clanage Road Bristol BS3 2JX	0.11 km	Granted on 10/10/16	1b	Falls within all ZOIs except cultural heritage non-designated sites.	Yes	Construction dates unknown Operation - yes	No Small scale development. No EIA required. Construction likely to be completed before DCO Scheme construction begins.	No
35	19/00583/N Figure 18.1 Sheet 5	BCC Demolition of buildings. Former Rowland Stone Yard Clanage Road, Bristol, BS3 2JX	0.02 km	Validated on 14/02/2019 Pending consideration	1c	Falls within all ZOIs.	Yes	Construction – unlikely Operation – yes	No Small scale development. No EIA required. Construction likely to be completed before DCO Scheme construction begins. No cumulative operational effects expected.	No

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details					Stage 2					
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
36	17/02411/F Figure 18.1 Sheet 5	BCC Conversion of offices to two no. self-contained maisonettes with associated external alterations. 26 Ashton Road Bristol BS3 2EG	0.41 km	Granted 11/08/2017	1b	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity internationally designated sites; materials and waste; socio-economics and economic regeneration; transport (excluding pedestrian links); groundwater resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Construction dates unknown Operation - yes	No Small-scale scheme. No EIA required. No significant cumulative effect expected. Development will increase number of sensitive receptors to DCO Scheme.	No Consider for future baseline
37	17/03710/F Figure 18.1 Sheet 5	BCC Proposed two storey 2 no. bedroom dwelling. 8 Bath Street, Ashton, Bristol, BS3 2EF	0.40 km	Granted 10/01/2018	1b	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity internationally designated sites; materials and waste; socio-economics and economic regeneration; transport (excluding pedestrian links); groundwater resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Construction dates unknown Operation - yes	No Small-scale scheme. No EIA required. No significant cumulative effect expected. Development will increase number of sensitive receptors to DCO Scheme.	No Consider for future baseline

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details					Stage 2					
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
38	16/04957/F Figure 18.1 Sheet 5	BCC Proposed extensions, at first floor level, to raise the height of 2no. existing workshops and proposed external staircase mezzanine floor office space. 46 Ashton Vale Road Bristol BS3 2HQ	0.31 km	Granted on 10/10/16	1b	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity; materials and waste; socio-economics and economic regeneration; transport; groundwater resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Construction - unlikely Operation - yes	No Small scale development. No EIA required. The construction of this development (which will require access across Ashton Gate level crossing) is likely to be completed before the DCO Scheme construction begins. No significant cumulative effect expected.	No
39	17/06938/F Figure 18.1 Sheet 5	BCC [ETM facility] Installation of new plant machinery, steel portal frame and three no. portacabin buildings to existing materials recycling facility. Demolition of existing buildings. (Major application). 41 Ashton Vale Road Bristol BS3 2HW	0.34 km	Granted 17/08/2018	1b	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity; materials and waste; socio-economics and economic regeneration; transport; groundwater resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Construction dates unknown Operation - yes	Yes Small scale development. No EIA required. Cumulative transport and traffic effects may occur if the scheme is constructed at the same time as the DCO Scheme.	Yes

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details					Stage 2					
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
40	16/P/1159/PRE Figure 18.1 Sheet 5	NSC Pre-application advice for a part 4 storey/part 3 storey 100 bedroom hotel with 94 car parking spaces and an attached restaurant. Land West of David Lloyd Leisure Plc, Ashton Road, Long Ashton, BS3 2HB	0.67 km	This is not a planning application but could suggest that an application will be submitted in the future.	3c	Falls within the ZOIs for ecology and biodiversity internationally designated sites; materials and waste; socio-economics and economic regeneration; transport (excluding pedestrian links); and source protection zones.	Yes	Unknown	If development is built at the same time as the DCO Scheme, adverse cumulative traffic and transport effects could arise.	Yes
41	17/01789/F Figure 18.1 Sheet 5	BCC Erection of a self-storage unit, use class B8, with ancillary uses, on site car parking provision and landscaping (Major Application). Former Mercedes Garage Winterstoke Road Bristol BS3 2LG	0.08 km	Granted 06/09/2017	1b	Falls within all ZOIs except cultural heritage non-designated sites.	Yes	Unknown	Yes Small scale development. No EIA required. Cumulative transport and traffic effects may occur if the scheme is constructed at the same time as the DCO Scheme.	Yes
42	19/01796/SCO Figure 18.1 Sheet 5	BCC Request for a Scoping Opinion as to whether an Environmental Impact Assessment is required for the development of a Sport and Convention Centre, hotels, residential and office development and associated transport infrastructure (including a multi-storey car park). Part of the Ashton Gate Stadium site. Land on the North-East Side of Winterstoke Road, Bristol.	0.05 km	Validated 10/04/2019. Pending consideration.	3c	Falls within all ZOIs.	Yes	Unknown	Yes Cumulative transport and traffic effects may occur if the scheme is constructed at the same time as the DCO Scheme. Potential cumulative impacts on landscape and views.	Yes

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details						Stage 2				
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
43	19/01794/SCO Figure 18.1 Sheet 5	BCC Request for a Scoping Opinion as to whether an Environmental Impact Assessment is required for the redevelopment of land north of Metrobus for residential use (up to 520 dwellings). Cumberland Village: linked to the new Sports and Convention centre (19/01796/SCO). Land west of Silbury Road, Bristol.	0.40 km	Validated 10/04/2019. Pending consideration.	3c	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity internationally designated sites; materials and waste; socio-economics and economic regeneration; transport (excluding pedestrian links); groundwater resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Unknown	Yes Cumulative transport and traffic effects may occur if the scheme is constructed at the same time as the DCO Scheme.	Yes
44	17/06559/FB Figure 18.1 Sheet 5	BCC Erection of 133 no. dwellings with associated access, landscaping and services (Major Application). Land To Rear Of Silbury Road Alderman Moores Allotments Bristol	0.01 km	Granted 30/05/18. Under construction	1a	Falls within all ZOIs except cultural heritage non-designated sites.	Yes	Construction - unlikely Operation - yes	No Small scale development. No EIA required. Cumulative transport and traffic effects may occur if the scheme is constructed at the same time as the DCO Scheme. Potential cumulative effects on ecology. Once occupied, it will increase the number of sensitive receptors to the DCO scheme.	Yes

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details					Stage 2					
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
45	16/01699/P Figure 18.1 Sheet 5	BCC Bailey of Bristol caravan manufacturer remodelling their site. Hybrid application for ‘full’ and ‘outline’ consent- for the development of existing manufacturing site including construction of a new production building with refurbishment of an existing production building, a new headquarters building, a parking deck, a kiosk and a future production building, existing offices retained as staff facilities demolition of existing production buildings and 2 no. residential units, car parking and associated landscaping (Major Application) 16-20 South Liberty Lane Bristol BS3 2SR	0.26 km	Granted on 14/10/16 Variation of condition, revised plans submitted under reference 16/06817/X.	1b	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity; materials and waste; noise and vibration; socio-economics and economic regeneration; transport; ground water resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	Construction dates unknown Operation - yes	Yes Small scale development. No EIA required. Development may use same haulage routes as DCO Scheme – potential impact if they are constructed at the same time. Potential cumulative noise and dust impacts during construction.	Yes
46	N/A	BCC Mixed use development on Temple Island. Potential to include a conference centre, hotel, commercial spaces, retail and housing. Former Diesel Depot Bath Road Brislington Bristol BS4 3DT	3.16 km from Ashton Gate	Development in early stages. Site originally planned to be for Bristol Arena but this is not going ahead.	3c	Falls within the ZOIs for ecology and biodiversity; internationally designated sites; materials and waste; socio-economics and economic regeneration; and transport (excluding pedestrian links).	Yes	Construction - no Operation - yes	Yes Likely to have significant (beneficial) effects on socio-economics and economic regeneration.	Yes

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details					Stage 2					
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
47	N/A	<p>BCC</p> <p>Temple Quarter Enterprise Zone – other proposed developments.</p> <p>Temple Greenways: improved streets and walkways, landscaping – improvements have begun.</p> <p>Temple Gate: changes to road layout, pedestrian/cycle routes, new buildings and public square – construction has begun.</p> <p>Expansion of Engine Shed: workspace for high-tech, creative and low carbon businesses at Temple Meads station. Construction dates unknown.</p> <p>Redevelopment of Bristol Temple Meads Station provision of an Eastern Entrance</p>	2.88 km from Ashton Gate	<p>Spatial framework created.</p> <p>Planning application (15/05885/F) for new public space and landscaping (part of the scheme) was granted on 18/03/2016.</p> <p>Outline Business Case for the Bristol Temple Meads Eastern Entrance was approved on 14/06/2019. Works are planned for summer 2021 and the redevelopment is planned to be operational by March 2023.</p>	1a	Falls within the ZOIs for ecology and biodiversity; internationally designated sites; materials and waste; socio-economics and economic regeneration; and transport (excluding pedestrian links).	Yes	<p>Construction – yes for Bristol Temple Meads, unknown for other projects.</p> <p>Operation - yes</p>	<p>Yes</p> <p>Large scale project.</p> <p>Likely to have significant (beneficial) effects on socio-economics and economic regeneration and traffic and transport.</p>	Yes
48	17/06459/P	<p>BCC</p> <p>Outline application for a new mixed use University Campus (Use Classes A1, A2, A3, A4, A5, B1(a), D1, D2) to comprise of up to 82,395 sq m (GIA) of floor space including up to 1,500 students beds with all matters reserved except access. Alterations to Cattle Market Road & provision of an Energy Centre (to consider Access). Land Of Former Post Office Depot Cattle Market Road Bristol BS1 6QW</p>	3.2km from Ashton Gate	<p>Granted 07/06/2019.</p> <p>Revised masterplan approved (subject to final details) in February 2018. Work has started to prepare the site.</p> <p>Construction expected to start in 2020.</p> <p>Campus expected to open in 2022.</p>	1b	Falls within the ZOIs for ecology and biodiversity; internationally designated sites; materials and waste; socio-economics and economic regeneration; and transport (excluding pedestrian links).	Yes	<p>Construction – yes</p> <p>Operation - yes</p>	<p>Yes</p> <p>Large scale project.</p> <p>Likely to have significant (beneficial) cumulative effects on socio-economics and economic regeneration.</p>	Yes

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details					Stage 2					
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
49	08/03387/K and HRO	BCC and HRO Construction of Bristol Port Deep Sea Container Terminal. The terminal will be able to accommodate ultra large container ships. There will be three 400 m berths dredged to a depth of 18 m. Avonmouth Docks, St Andrews Road, Avonmouth, Bristol, BS11 9DQ	2.66 km	Granted in 2010. Construction will take 3 years.	1b	Falls within the ZOIs for ecology and biodiversity; internationally designated sites; materials and waste; socio-economics and economic regeneration; and transport (excluding pedestrian links).	Yes	Construction - no Operation - yes	Yes EIA development Likely to have effects on cultural heritage, ecology and biodiversity, noise and vibration, socio-economic and economic regeneration and transport.	No Plans for this development are on hold during the current economic climate
50	N/A	Network Rail PDR Great Western Mainline Electrification project. Electrifying the line from London Paddington to Cardiff (via Bristol Temple Meads). Part of the Control Period 5 (2014-2019) set of projects.	3.18 km from Ashton Gate	The sections from Bristol Parkway to Bristol Temple Meads and Bath to Bristol Temple Meads have now been deferred and will be carried out in a later control period beyond 2019.	1b	Falls within the ZOIs for ecology and biodiversity; internationally designated sites; materials and waste; socio-economics and economic regeneration; and transport (excluding pedestrian links).	Yes	Construction - no Operation - yes	Yes This project is within a group of rail improvement schemes in the West of England. On this basis, the DCO Scheme complements the benefits offered by this development. No other cumulative effects anticipated.	Yes
51	N/A	Network Rail Bristol East Junction will be remodelled to improve the track layout and reduce congestion in order to prepare for the new electric trains and support the provision of additional fast train services between Bristol and London.	3.18 km from Ashton Gate	The works are expected to be completed in Network Rail’s Control Period 6: 2019-2024.	1b	Falls within the ZOIs for ecology and biodiversity; internationally designated sites; materials and waste; socio-economics and economic regeneration; and transport (excluding pedestrian links).	Yes	Construction – potentially yes Operation - yes	Yes May have effects on air quality, noise and vibration and socio-economics and economic regeneration. EIA not required.	Yes

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details					Stage 2					
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
52	N/A	Highways England Part of Road Investment Strategy. New junction on M49 near Severnside and Avonmouth.	3.40 km	Under construction. Expected completion in December 2019.	1a	Falls within the ZOIs for ecology and biodiversity; internationally designated sites; materials and waste; socio-economics and economic regeneration; and transport (excluding pedestrian links).	Yes	Construction - no Construction likely to finish before DCO Scheme construction begins. Operation - yes	Yes May have effects ecology and biodiversity and socio-economics.	Yes
53	N/A	BCC Promotion of cycling and walking within Bristol	0.00 km	Ongoing	N/A	Falls within all ZOIs	Yes	Operation - yes	Yes May have effects on air quality, health/wellbeing, socio-economics and traffic and transport. EIA not required.	Yes
54	N/A	BCC Resident’s parking scheme in Bristol	0.00 km	Ongoing	N/A	Falls within all ZOIs	Yes	Operation - yes	Yes May have effects on traffic and transport. EIA not required.	Yes
55	N/A	BCC Bristol’s status as Green Capital 2015	0.00 km	Ongoing	N/A	Falls within all ZOIs	Yes	Operation - yes	Yes May have effects on air quality, ecology, socio-economics and economic regeneration and traffic and transport. EIA not required.	Yes
56	N/A	West of England Joint Spatial Plan and Transport Study – Draft Strategy	0.00 km	Strategy was submitted to the	3b	Falls within all ZOIs	Yes	Construction dates unknown. Operation - yes	Could result in cumulative impacts relating	Yes

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details						Stage 2				
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
		Draft Strategy includes proposals for future improvements such as new junction on the M5, ‘Smart Motorway’ management, increased rail capacity, improvements and bypasses on the A38 and A368/A371 and a mass transit link between Bristol City Centre and Bristol International Airport. A38 improvements will depend on the future growth of the airport. It also identifies the potential for a light rail (tram) or heavy rail link from Bristol City Centre to the airport.		Secretary of State for review on 13/04/18.					to traffic and transport, socio-economics and economic regeneration, ecology and biodiversity, noise and vibration and air quality.	
57	N/A	West of England Joint Local Transport Plan 4 – Draft Strategy The draft JLTP 4 sets out the approach to improve transport between now and 2036 in the West of England. Proposals as part of the strategy will include new and improved rail stations, rail improvements, bus corridor upgrades, mass transit networks, new and improved park and ride sites, highways improvements and walking and cycling schemes.	0.00 km	The final plan will be published in 2019.	3b	Falls within all ZOIs	Yes	Construction dates unknown. A number of schemes are identified as occurring in the short term. <u>Corridor Scheme Packages:</u> M5 J19 and J20: improve multi-modal connections for Nailsea and Backwell to M5 Junction 19 (Portbury) and Junction 20 (Clevedon). <u>Early investment schemes</u> Bristol South West Economic Link (“BSWEL”) Package 6: Rail Options: Bristol Airport Rail Link Phase One: Bristol Airport to	Could result in cumulative impacts relating to traffic and transport, socio-economics and economic regeneration, ecology and biodiversity, noise and vibration and air quality.	Yes

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details						Stage 2				
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
								Bristol Temple Meads. M5 Junction 19. Improvements to M5 Junction 19 to improve access between the M5 and Royal Portbury Dock, Portishead, Portbury, and Pill. Passenger rail Service and Capacity Improvements, Station Upgrades and New Stations Package. Smart Motorways: on the M4 and M5. Operation - yes		

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details					Stage 2					
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
58	N/A	Works required for MetroWest Phase 1 Network Rail Permitted Development Rights Bedminster Down Relief Line (MetroWest Phase 1): The Down Carriage Line running from Bristol Temple Meads will be extended past Bedminster station to a new turnout on to the Down Main between Bedminster Station and Parson Street Station. The new turnout is required to enable freight trains returning to Royal Portbury Dock to be held in the southbound direction, allowing passenger trains to pass. The works will include the construction of a new turnout, renewal of approximately 1 km of track on the Down Carriage Line and associated signalling.	1.92 km	These works are within Network Rail’s operational boundary and will be implemented using its general permitted development rights. These works must be completed before the Portishead Branch Line DCO Scheme starts operating.	1b	Falls within all ZOIs except cultural heritage non-designated sites.	Yes	Construction - likely Operation - yes	Yes During operation, the two schemes will complement each other in allowing passenger and freight trains to use the railway (beneficial cumulative effect on transport). Due to distance from the DCO Scheme, cumulative effects during construction and any other effects during operation are not anticipated.	Yes
59	N/A	Works required for MetroWest Phase 1 Network Rail Permitted Development Rights Severn Beach / Avonmouth Signalling (MetroWest Phase 1): The only work required along the Severn Beach line to achieve the MetroWest timetable is to remove an interlock between two signals at Holesmouth Junction.	0.95 km	The work required to deliver improved services on the Severn Beach / Avonmouth line have been built as part of the Filton Four Track works, although the new timetable has not been implemented. These works are not required for the operation of the Portishead Branch Line DCO Scheme.	1b	Falls within all ZOIs except cultural heritage non-designated sites.	Yes	Construction - no Operation - yes	These works are separated from the DCO Scheme by Avon Gorge. However, potential for cumulative transport impacts.	Yes

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details						Stage 2				
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
60	N/A	Works required for MetroWest Phase 1 Network Rail Permitted Development Rights Bathampton Turnback (MetroWest Phase 1): The Bathampton Turnback will comprise a new crossover between the existing Up line to London and the Down line to Bristol. A short walkway (unsurfaced path) will be provided on the existing Up loop for train drivers to walk from one end of a train to the other end.	20.23 km	All the works will be confined to Network Rail's existing land holding and will be undertaken by Network Rail under its General Permitted Development rights. These works are not required for the operation of the Portishead Branch Line DCO Scheme.	1b	Falls within the ZOIs for materials and waste; socio-economics and economic regeneration; and transport (excluding pedestrian links and cycling networks).	Yes	Construction dates unknown Operation - yes	Yes During operation, the two schemes will complement each other increasing the capacity of the railway in the Bristol area (beneficial cumulative effect on transport). Due to distance from the DCO Scheme, cumulative effects during construction and any other effects during operation are not anticipated.	Yes

Table 18.1: MetroWest Matrix 1 – identification of ‘other development’

‘Other development’ details					Stage 2					
ID	Application reference	Application for ‘other development’ and brief description	Distance from project	Status	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?
61	N/A	<p>Works required for MetroWest Phase 1 Network Rail Permitted Development Rights</p> <p>Parson Street Junction (MetroWest Phase 1) including Liberty Lane Sidings: Part of the existing junction (switches and crossovers) needs to be renewed, which entails replacement of the track across the junction, replacement of signalling equipment and associated works.</p> <p>Liberty Lane Freight Depot (MetroWest Phase 1): A buffer stop and trap points are required at the depot entrance, within the sidings to enable the continuation of the existing freight train shunting movements from the depot across Parson Street Junction onto the Up Relief Line.</p>	0.40 km	These works are within Network Rail's operational boundary and will be implemented using its general permitted development rights. These works must be completed before the Portishead Branch Line DCO Scheme starts operating.	1b	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity internationally designated sites; materials and waste; socio-economics and economic regeneration; transport (excluding pedestrian links); groundwater resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	<p>Construction dates unknown</p> <p>Operation - yes</p>	<p>Yes</p> <p>During operation, the two schemes will complement each other increasing the capacity of the railway in the Bristol area (beneficial cumulative effect on transport). Cumulative noise effects may occur.</p>	Yes
62	N/A	<p>Works required for MetroWest Phase 1 Network Rail permitted Development Rights</p> <p>Parson Street Station (MetroWest Phase 1): Minor platform works are required to use platform 3, including adjustment to the platform copers, works to improve track drainage and associated works.</p>	0.40 km	These works are within Network Rail's operational boundary and will be implemented using its general permitted development rights. These works must be completed before the Portishead Branch Line DCO Scheme starts operating.	1b	Falls within the ZOIs for cultural heritage designated sites; ecology and biodiversity internationally designated sites; materials and waste; socio-economics and economic regeneration; transport (excluding pedestrian links); groundwater resources; and geology, hydrogeology, ground conditions and contaminated land.	Yes	<p>Construction dates unknown</p> <p>Operation - yes</p>	<p>Yes</p> <p>During operation, the two schemes will complement each other increasing the capacity of the railway in the Bristol area (beneficial cumulative effect on transport). Cumulative noise effects may occur.</p>	Yes



MetroWest+

Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council

6.25, Environmental Statement, Volume 4, Appendix 18.2 Matrix 2 Assessment Matrix

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, regulation 5(2)(a)
Planning Act 2008**

Author: CH2M

Date: October 2019



Table 18.2-Matrix 2 – Assessment Matrix

ID (linked to Matrix 1)	Tier	Application reference	Application for ‘other development’ and brief description.	Assessment of cumulative effects with the Portishead Branch Line DCO Scheme (the NSIP and associated development)	Proposed mitigation applicable to the DCO Scheme including any apportionment	Residual cumulative effect
1	1a	N/A	<p>DCO</p> <p>National Grid Hinkley Point C Connection Project</p> <p>Application by National Grid to construct, operate and maintain a new 400,000 volt connection between Bridgwater, Somerset and Seabank Substation, north of Avonmouth together with a range of related modifications to the electricity transmission and distribution networks.</p> <p>The Option B route passes through Royal Portbury Dock to the northeastern edge of Portishead through the Drove Rhyne and adjacent fields Site of Nature Conservation Interest (“SNCI”) north of the disused railway. It then runs south and crosses the disused railway line between Portishead and Portbury where Sheepway also crosses the line. After this it crosses Fields north of Upper Caswell Farm SNCI. Existing 132,000 volt overhead lines on the northeastern edge of Portishead will be removed and new 132,000 volt underground cables will be laid down in their place. A small section of new 132,000 overhead line will also be installed in the same area, along with minor modifications to Portishead substation.</p> <p>Electric overhead lines will run from Seabank substation (north of Avonmouth) past Pill, Royal Portbury Dock, Portbury, Portishead and on to Bridgwater.</p> <p>Routing of construction vehicles at Sheepway is likely to involve a one way, clockwise system: from the Bristol direction along the Portbury Hundred to the roundabout at the edge of Portishead, turning right to Sheepway, then turning left at the other end of Sheepway to return to Bristol. Haul roads will be laid down in the Sheepway</p>	<p>The construction and operation phases of this scheme are likely to coincide with those of the Portishead Branch Line DCO Scheme (MetroWest Phase 1) (“the DCO Scheme”), depending on financing of the Hinkley project.</p> <p>The Hinkley project proposed works will result in land take from the Portbury Wharf and Portbury Wharf Nature Reserve SNCIs located just north of the disused railway. A construction compound will be located on the eastern edge of Portbury Wharf SNCI.</p> <p>Ecological mitigation is planned in the Portbury Wharf Nature Reserve SNCI as part of the DCO Scheme, to offset the removal of vegetation along the railway corridor. There is potential for an adverse cumulative impact of habitat loss or disturbance to occur during construction if both projects are constructed coincidentally and for further disturbance during operation. Cumulative effects will be greater and would likely be a moderate adverse effect during construction if a construction compound is set up within Portbury Wharf Nature Reserve.</p> <p>There is unlikely to be a significant cumulative ecological impact during construction or operation on the Drove Rhyne and adjacent fields SNCI and fields north of Upper Caswell Farm SNCI and features, as the DCO Scheme works will not significantly affect them.</p> <p>Additional construction compounds for the Hinkley project will be located approx. 0.20 km south of disused railway south of Sheepway and 0.95 km south of Sheepway, just west of Portbury, south of the M5. As the Hinkley project and DCO scheme may be constructed coincidentally, potential adverse cumulative impacts may occur during construction relating to transport, noise, dust and lighting.</p> <p>The grade II Listed Moor Farmhouse is located approx. 0.55 km east of the proposed Hinkley project route and south of the disused railway on the eastern edge of Portishead.</p>	<p>North Somerset Council is working with National Grid on an agreement to optimise the phasing of construction works in the Sheepway Area, in order to avoid the two schemes interfering with each other and to minimise risk of working in the same areas at the same time. The DCO Scheme has also taken account of the Hinkley project’s plans in identifying potential construction compounds. This phasing of works will help minimise any adverse cumulative effects.</p> <p>The DCO Scheme has taken potential adverse cumulative ecological effects into account when choosing locations within the Portbury Wharf Nature Reserve SNCI and Portishead Ecology Park for ecological mitigation. Proposed mitigation includes minimum land take designed for Sheepway maintenance track. Working in partnership with the nature reserve managers to develop compensation measures has formed a key part of the mitigation.</p> <p>Communication with National Grid will be important to ensure any mitigation proposed for the DCO works alongside National Grids project.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be</p>	<p><u>Ecology</u></p> <p>Provided that the stated mitigation for Portbury Wharf is implemented there will be a neutral residual effect.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be addressed through the CoCP / Master CEMP / Master CEMP.</p> <p><u>Noise</u></p> <p>The adverse effects identified in the ES will be mitigated through the CoCP / Master CEMP / Master CEMP and will meet guideline noise levels. The residual effect is therefore likely to be neutral.</p> <p><u>Cultural heritage</u></p> <p>Neutral.</p> <p><u>Landscape and visual</u></p> <p>Localised minor adverse residual effect.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p>

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			area to access the construction compound and worksites. Construction is expected to take place between 2018 and 2026.	However, there is unlikely to be a significant cumulative effect on this feature as it is surrounded by newer development and the DCO Scheme works will not significantly affect it. The property is also set back from the road which would protect it from any increase in traffic. The changes to the overhead powerlines where they cross the disused line at Sheepway through the undergrounding of the existing lines and the introduction of a new 400 kV overhead power line would have a temporary effect on views across the landscape during construction. The undergrounding works and access roads associated with the new line would result in the loss of some existing trees and other vegetation. When considered alongside the loss of large trees currently adjacent to the disused line as part of this scheme, there would be an opening up of views across the landscape generally. In addition there would be a greater area of land being used for construction with the combined construction site access point, haul roads and actual construction site.	considered in the CoCP / Master CEMP. Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the Construction Traffic Management Plan ("CTMP"), which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.	
5	1c	18/P/3591/OUT Figure 18.1 Sheet 1	NSC Outline application for the redevelopment of site for a mix of uses, including new town centre retail (up to 6420 sq.m of Use Class A1 (Retail) and 1488 sq.m of Use Class A3 (Restaurants and cafes) and leisure units; up to 3252 sq.m Use Class D2 (Assembly & Leisure) to include a cinema; up to 2044 sq.m of other commercial/community floorspace; up to 350 residential dwellings and new urban space plus associated car parking, landscaping and other works. All matters of access, appearance, landscaping, layout and scale reserved for subsequent approval. Old Mill Road Business Park Old Mill Road Portishead	The development would create potential for adverse cumulative effects on traffic and transport on the local road network to occur during construction (if construction programmes coincide) and operation. Adverse cumulative noise and dust effects may also occur during construction. Although the development is separated from the DCO Scheme by intervening buildings/infrastructure, if the development is constructed at the same time as the DCO Scheme, there is potential for adverse cumulative impacts on the character of the area during construction, and on views due to the presence of construction compounds, cranes, hoarding, demolition and construction vehicles altering the overall balance of features and elements that comprise existing views.	Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP / Master CEMPCoCP / Master CEMP / Master CEMP. Good housekeeping measures on construction sites will be employed during construction to minimise adverse cumulative effects on landscape and visual amenity. Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be	<u>Air quality</u> The residual effect is likely to be neutral as any adverse cumulative effects during construction will be addressed through the CoCP / Master CEMP. <u>Noise</u> The adverse effects identified in the ES will be mitigated through the CoCP / Master CEMP and will meet guideline noise levels. The residual effect is therefore likely to be neutral . <u>Landscape</u> When combined with the effects of other proposed developments close to Portishead Station, there

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			Application validated on 29/06/18, registered. Development has been delayed, and existing tenants of the industrial estate have been offered 3 year leases.	<p>During operation there will be beneficial cumulative effects on landscape character and visual amenity, resulting in a greater overall sense of place. In general there will be a greater focus on better designed streetscapes and building frontages as well as increased tree planting where possible. Though the proposals will have an urbanising effect on the local character due to the loss of open areas, this will result in a moderate beneficial impact significance on the overall character of the area surrounding Portishead Station, and a moderate beneficial impact significance on visual amenity in the area.</p> <p>As the proposed development will create employment during construction and operation, and the DCO Scheme will create employment during construction and will increase accessibility to employment during operation, beneficial cumulative socio-economic effects are likely to occur during both phases.</p> <p>The proposed development area is dominated by buildings, however should the riparian corridor and its associated vegetation be impacted there maybe impacts on associated fauna such as water vole and reptiles which are known to be present in the area. Any impacts to these protected species would need to be mitigated.</p>	<p>considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects. The layout of Quays Avenue and adjoining roads has been designed to create safe and accessible transport routes.</p> <p>Impacts upon reptiles in this area are being mitigated through habitat connectivity and local translocation of reptiles located within the proposed Portishead station area.</p>	<p>is likely to be a slight adverse cumulative effect on landscape character and moderate adverse cumulative effect on views during construction in this area.</p> <p>Likely to be a moderate beneficial effect on the overall character of the area around Portishead Station and moderate beneficial effect on visual amenity.</p> <p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect and benefit from the increased connectivity effect of the DCO Scheme. Moderate to major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> <p><u>Ecology</u></p> <p>If development is to encroach upon the banks of the river, reptile habitat mitigation will be required. The residual effect is therefore likely to be neutral.</p>
6	1c	18/P/3512/FUL Figure 18.1 Sheet 1	<p>NSC</p> <p>A mixed-use development of 3 ground floor commercial/retail units (B1/A1/A2) and 29 residential apartments (C3) with associated access, parking and refuse arrangement.</p> <p>Martingale Way, Portishead</p> <p>Application validated 27/06/18, registered.</p>	<p>The development would create potential for adverse cumulative effects on traffic and transport on the local road network to occur during construction (if construction programmes coincide) and operation. Adverse cumulative noise and dust effects may also occur during construction.</p> <p>Although the development is separated from the DCO Scheme by intervening buildings/infrastructure, if the development is constructed at the same time as the DCO Scheme, there is potential for adverse cumulative impacts on the character of the</p>	<p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP / Master CEMP.</p> <p>Good housekeeping measures on construction sites will be employed during construction to minimise adverse cumulative effects</p>	<p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be addressed through the CoCP / Master CEMP.</p> <p><u>Noise</u></p> <p>The adverse effects identified in the ES will be mitigated through the CoCP / Master CEMP and will meet guideline noise levels.</p>

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				<p>area during construction, and on views due to the presence of construction compounds, cranes, hoarding, demolition and construction vehicles altering the overall balance of features and elements that comprise existing views.</p> <p>During operation there will be beneficial cumulative effects on landscape character and visual amenity, resulting in a greater overall sense of place and possible beneficial impact significance on visual amenity in the area.</p>	<p>on landscape and visual amenity.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects. The layout of Quays Avenue and adjoining roads has been designed to create safe and accessible transport routes.</p> <p>An initial ecology report identifies no ecological issues and proposes native planting as part of the development.</p>	<p>The residual effect is therefore likely to be neutral.</p> <p><u>Landscape</u> Neutral residual effect.</p> <p><u>Traffic and transport</u> It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> <p><u>Ecology</u> Due to the development's location within existing infrastructure the residual effect on ecology is likely to be neutral.</p>
16	1c	17/P/1229/F Figure 18.1 Sheet 1	<p>NSC</p> <p>Erection of 35 no. dwellings (32 no. flats in Block A and 3 no. flats in Block B). There will be two apartment blocks with a mix of 1 and 2 bed units.</p> <p>Land off Wyndham Way Portishead</p> <p>Planning application approved 28/09/2018.</p> <p>Construction timescales unknown.</p>	<p>No reptiles were recorded on site. The ecological assessment for this development states that no significant impacts on ecology are likely to occur after mitigation. Mitigation will include tree planting and ecologically sensitive lighting. No significant adverse cumulative effect on ecology is expected.</p> <p>Although the development is separated from the DCO Scheme by intervening buildings/infrastructure, if the development is constructed at the same time as the DCO Scheme, there is potential for adverse cumulative impacts on the character of the area during construction, and on views due to the presence of construction compounds, cranes, hoarding, demolition and construction vehicles altering the overall balance of features and elements that comprise existing views.</p>	<p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p>	<p><u>Traffic and transport</u> It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> <p><u>Ecology</u> Neutral residual effect</p>

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				Due to the proposed development’s location, there are likely to be limited adverse cumulative traffic and transport effects during construction (if construction phases coincide) as access to this site will be through the main Wyndham Way and Quays Avenue junction which is one of the main access routes to the construction compound at Portishead station.		
20	1b	REF 2 (used only for purposes of identifying development on the figure). Figure 18.1 Sheet 2	NSC Highways England Improvements to Junction 19 of the M5, including carriageway widening, reinstatement of a section of carriageway to verge and removal of traffic island. Expected to start in 2019, likely to be completed before March 2020. Construction not expected to overlap with DCO Scheme construction.	Both proposals are likely to improve connectivity and travel between places of work, home and leisure, and this may contribute to a beneficial cumulative socio-economic effect.	N/A	<u>Socio-economics</u> Moderate beneficial cumulative effect.
21	1a	16/P/1987/F Figure 18.1 Sheet 2	NSC Development of the site for port related uses. Provision of hardstanding for storage of cargo (e.g. motor vehicles) in transit through Royal Portbury Docks, with associated infrastructure, including a crossing over the disused railway (by a crossing at grade until the DCO Scheme proceeds when a vehicle bridge will be installed) between the current Royal Portbury Dock estate and the proposed site. Proposal includes planting to provide visual screening and ecological mitigation. This development is proposed for land on the west site of Court House Farm. Court House Farm and adjacent land, Marsh Lane, Easton-in-Gordano, North Somerset, BS20 0ND Granted on 21/12/16. No EIA required.	It is assumed that the bridge will be constructed and completed before the construction of the railway line for the DCO Scheme begins at this location, to enable continuous operation for the port. There is a potential for an adverse cumulative effect on ecology through increased lighting levels along the railway corridor during the operation of both developments. The lighting assessment provided in support of the Court House Farm planning application considers the lighting (lux) levels will average <0.5 lux along the railway corridor during the operation of the development and should improve or at a minimum equal current pre-development light levels. Lighting (lux) levels will be monitored post-construction in accordance with a planning condition, to ensure anticipated lux levels of <0.5 lux are met. Should the Court House Farm lighting levels achieve the anticipated lux levels and not increase lux levels on the railway corridor, then no cumulative effects are possible; however, this is not certain without the evidence of the operational monitoring results.	As part of the DCO Scheme, vegetation within the railway corridor will be retained wherever possible and planting will be strengthened along the railway boundary edge. A lighting survey along the disused line has identified light levels <0.5 lux, in keeping with the commitment in the Port’s application for Court House Farm. See the ES Appendix 9.17 (DCO Document Reference 6.25).	<u>Ecology</u> There may be a residual slight adverse effect due to increased lighting. <u>Cultural heritage</u> Neutral effect. <u>Landscape</u> Neutral effect on views and landscape character.

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			The cargo storage area has been constructed and is in operation. The bridge has not yet been constructed.	Court House Farm is adjacent to the site and is Grade II listed. Given the limited inter-visibility between the farmhouse, the DCO Scheme and the additional planting proposed by the Bristol Port Company as part of this development, and the change in landscape from a rural to an industrial setting, the operation of an hourly service with the DCO Scheme will not materially change the setting of Court House Farm, views or the landscape character further. Consequently, the construction and operation of the DCO Scheme is not expected to result in a cumulative effect on cultural heritage, landscape or views, resulting in a neutral effect.		
22	3c	16/P/0421/ PRE Figure 18.1 Sheet 2	NSC Pre-application advice for erection of up to 150 residential dwellings. Land at Plummers Hill, St Georges Hill, Easton-in-Gordano. Land east of Gordano Services This is not a planning application but indicates that an application may be submitted in the future.	If the schemes are constructed at the same time there is potential for adverse cumulative traffic and transport impacts to occur as the same haulage routes may be used. The proposed development would result in a loss of habitat as it is a greenfield site, but would be likely to include ecological mitigation. Other significant adverse impacts are unlikely to occur as the development is separated from the DCO Scheme by the M5 motorway.	<u>Traffic and transport</u> Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.	<u>Traffic</u> It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect. <u>Ecology</u> This location is a suitable distance, approximately 300 m (with the M5 in between), away from the DCO scheme that it is unlikely to have an impact. Neutral residual effect
24	1b	16/P/1938/F Figure 18.1 Sheet 2	NSC Royal Portbury Dock New access between cargo storage areas Plot 25 and 26 off Marsh Lane. Installation of a traffic signal control system and associated works, including the widening of the Marsh Lane carriageway land & highway between plots 25 and 26. Approved 07/10/2016. Construction dates unknown. Land and highway between Plots 25 and 26 Royal Portbury Dock Marsh Lane Easton-in-Gordano BS20 7XL	This development will require removal of vegetation (hedge) to create the new access point. However, the amount of vegetation required to be removed is minor. No significant adverse cumulative ecological effect is expected to occur. There is a potential for adverse cumulative traffic and transport effects if the construction phase coincides with that of the DCO scheme as the same haulage routes may be used.	Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.	<u>Traffic</u> It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.

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26	1b	18/02847/ FB(BCC) PT18/2505/ R3F (South Gloucestershire Council) Figure 18.1 Sheet 3	<p>BCC/South Gloucestershire Council Avonmouth/Severnside Enterprise Area (ASEA) Ecology Mitigation and Flood Defence Project</p> <p>Approx. 0.72 km north of the DCO Scheme.</p> <p>Major Application. 18/02847/FB Granted 31/05/2019. PT18/2505/R3F Deemed Consent 26/04/2019.</p> <p>This scheme is located northwest of Bristol, adjacent to the Severn Estuary and between the mouth of the River Avon and Aust cliffs. It aims to enable continued economic growth in Bristol and South Gloucester by reducing flood risk in the area. Works will include:</p> <p>Raising existing flood bank defences and coastal sea wall defences;</p> <p>New flood defences in some areas;</p> <p>Modifications to outfalls for some major watercourses; and</p> <p>Minimum 80 ha of habitat creation as ecological mitigation, including wet grassland and open water.</p> <p>Works will be phased. The final components are to be constructed from 2030 onwards, as they will not be required until closer to the currently agreed design event of “1 in 200 year event at 2076”. These final components are not being considered as part of the works for the project.</p>	<p>The construction phases of both schemes are likely to coincide. They may both use the same haulage route (the M5) so there is potential for adverse cumulative traffic and transport effects to occur. There are unlikely to be any other adverse cumulative effects during construction, as the two developments are separated by the River Avon.</p> <p>The scheme mitigation along with unlikely impacts as a result of the DCO Scheme on the estuary should ensure no cumulative effects occur. Transport routes and impacts to terrestrial habitat will need to be determined once the data becomes available in order to assess any likely cumulative impacts.</p> <p>New jobs will be created at ASEA as a result of the scheme and the DCO Scheme will increase accessibility to employment. Therefore, beneficial cumulative socio- economic effects may arise during construction and operation as both schemes will contribute to economic regeneration in the Bristol area.</p>	<p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> <p>The project will create a minimum of 80 hectares of mitigation habitat for birds. This mitigation has been determined through the HRA process and is deemed to meet the requirements relating to loss of bird feeding habitat as a result of the scheme.</p>	<p><u>Traffic and transport</u></p> <p>Any adverse cumulative effects during construction would be avoided through measures in the CTMP. Neutral residual effect.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be considered in the CoCP / Master CEMP.</p> <p><u>Ecology</u></p> <p>Indicative mitigation and proposed scheme location indicates that residual impacts are likely to be of neutral effect.</p> <p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect in the wider Bristol area. Minor beneficial effect in construction and operational stages.</p>
28	1b	18/03830/F Figure 18.1 Sheet 3	<p>BCC Portway Station</p> <p>Proposed construction of a single platform railway station and associated works between the existing railway track and Council operated Bus Park and Ride Car Park. On the Severn Beach Line.</p> <p>Park And Ride, Portway, Bristol BS11 9QE</p> <p>Application granted on 22/03/2019.</p>	<p>This development and the DCO Scheme will result in beneficial cumulative socio-economic effects as both schemes will create employment during construction and increase accessibility to employment during operation. Connectivity between Bristol and its surrounding areas will be improved by both schemes. Reliance on cars for travelling into Bristol will be reduced.</p> <p>If construction phases coincide, the developments are both likely to use the M5</p>	<p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local</p>	<p><u>Socio-economics</u></p> <p>Both schemes will provide employment and increase connectivity and access to employment. Moderate to major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse</p>

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				motorway for construction traffic. Potential adverse cumulative effect. No other adverse cumulative effects expected, as the proposed development is on the opposite side of the River Avon from the DCO Scheme.	Authority to minimise adverse cumulative effects.	cumulative effects. Neutral residual effect. <u>Air quality</u> The residual effect is likely to be neutral as any adverse cumulative effects during construction will be considered in the CoCP / Master CEMP. <u>Ecology</u> This location is on the other side of the Avon and therefore divided from the DCO scheme. Unlikely to have an impact. Neutral residual effect.
29	3c	18/P/4072/EA1 Figure 18.1 Sheet 2	NSC Request for a formal screening opinion as to whether an Environmental Impact Assessment is required to be submitted for a mixed-use development which will comprise of up to 1000 No. dwellings, employment space, a Local Centre, a primary school and public open space. Proposed height of buildings is up to 3 storeys. Vehicular access will be from A269 Martcombe Road. Pedestrian and cycling connections proposed into Pill. Land To North Of A369 Martcombe Road Easton-in-Gordano Decided 18/10/2018: EIA required. No planning application submitted.	Potential adverse cumulative effect on landscape character as both developments will contribute to the urbanisation of the area. There is unlikely to be inter-visibility between this development and the DCO Scheme, as they are separated by residential properties in Pill and the M5 Motorway. Potential adverse cumulative effects on ecology, relating to loss of habitat and impact on protected species. Potential adverse cumulative effect on traffic and transport during construction if both schemes are constructed at the same time.	Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects. The EIA Screening report for the development details ecological mitigation measures such as licences for any protected species on site, CEMP to manage construction impacts, retention of two NSWS, retention of species rich hedgerows and a buffer between the development and ancient woodland on the boundary.	<u>Traffic and transport</u> It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect. <u>Ecology</u> Indicative mitigation and proposed scheme location indicate that residual impacts are likely to be of neutral effect.
32	1b	15/00291/P Figure 18.1 Sheet 5	BCC UWE Bower Ashton Campus. Outline planning application for the erection of new buildings for academic,	The proposed development is located close to Ashton Gate level crossing. It is unlikely that adverse cumulative noise or dust effects will occur during construction as the two schemes	Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from	<u>Noise</u> The adverse effects identified in the ES will be mitigated through the CoCP / Master CEMP and

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			<p>administration and support purposes (6,500m² use class d1) and associated infrastructure including provision of a new public transport facility, amendments to car park layout, revised access arrangements and landscaping; and the demolition of 4,198m² existing buildings, with all matters reserved except for siting, massing and access.</p> <p>The construction of this scheme will be phased. The first 3 phases are complete Phase 4 is in progress. A new building will be delivered in 2019 and the final works after this will consist of refurbishment to teaching rooms.</p>	<p>are separated geographically by intervening development.</p> <p>The redevelopment of the Bower Ashton Campus is expected to enhance the site’s landscape character and the DCO Scheme is unlikely to have an adverse effect on landscape or views in this area as the result of the scheme will only be an intensification of the use of the railway. It is therefore unlikely that any adverse cumulative landscape and visual effects will occur.</p> <p>The DCO Scheme will have a temporary construction compound located off Clanage Road, near where the A370 meets the railway line. There is a potential for adverse cumulative effects on traffic and transport on the local road network to occur during construction as the same access roads may be used. The majority of the works will be complete before the DCO Scheme construction begins, which will reduce the magnitude of the effect.</p>	<p>construction will be considered in the CoCP / Master CEMP.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p>	<p>will meet guideline noise levels. The residual effect is therefore likely to be neutral.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be addressed through the CoCP / Master CEMP.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> <p><u>Ecology</u></p> <p>This location is approximately 300 m away from the DCO scheme, with the A369 dividing them. It is unlikely to have an impact. Neutral residual effect.</p>
33	1b	17/01878/F Figure 18.1 Sheet 5	<p>BCC</p> <p>Demolition of existing buildings and erection of replacement building for indoor recreation use (Class D2) with associated car parking.</p> <p>Land Adjacent To Teddies Nurseries, Clanage Road, Bristol, BS3 2JX</p>	<p>This site is adjacent to the operational railway and in close proximity to the proposed Clanage Road Construction / Maintenance Compound for the DCO Scheme. There is a potential for adverse cumulative effects on traffic and transport on the local road network to occur during construction as the same access roads may be used. The majority of the works however should be complete before the DCO Scheme construction begins, which will reduce the magnitude of the effect.</p> <p>Ecology surveys on behalf of the developer have confirmed a good population of slow worms and potential for foraging bats in this area. A good population of slow worms on the adjacent railway verge has also been recorded during surveys for the DCO Scheme.</p>	<p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP / Master CEMP.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p>	<p><u>Noise</u></p> <p>The adverse effects identified in the ES will be mitigated through the CoCP / Master CEMP and will meet guideline noise levels. The residual effect is therefore likely to be neutral.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be addressed through the CoCP / Master CEMP.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> <p><u>Ecology</u></p>

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					The development proposes mitigation for reptiles and bats. Similar and complimentary mitigation would be required for the DCO compound and nearby track works to ensure no net loss of reptile habitat or cumulative effects.	The residual effects are likely to be slight adverse to neutral dependant on compound location and mitigation.
39	1b	17/06938/F Figure 18.1 Sheet 5	BCC [ETM facility] Installation of new plant machinery, steel portal frame and three no. portacabin buildings to existing materials recycling facility. Demolition of existing buildings. (Major application). Site will be used for storage and treatment of mechanically treated Construction, Demolition and Excavation waste and Household, Industrial and Commercial waste. 41 Ashton Vale Road Bristol BS3 2HW Granted 17/08/2018	The site will be accessed by Ashton Vale Road and the level crossing. Potential adverse cumulative effect on traffic if this development is constructed at the same time as the DCO Scheme. As this site is already used as a recycling facility, there are unlikely to be any other cumulative effects.	Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.	<u>Traffic and transport</u> It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.
40	3c	16/P/1159/PRE Figure 18.1 Sheet 5	NSC Pre-application advice for a part 4 storey/part 3 storey 100 bedroom hotel with 94 car parking spaces and an attached restaurant. Land West of David Lloyd Leisure Plc, Ashton Road, Long Ashton, BS3 2HB This is not a planning application but indicates that an application will be submitted in the future. The development is approx. 0.67 km west of Ashton Gate level crossing but may use the same construction routes as the DCO scheme.	The proposed development is located close to Ashton Gate level crossing. It is unlikely that adverse cumulative noise or dust effects will occur during construction as the two schemes are separated by intervening development. Although the site is located remote from the scheme, there is a potential for adverse cumulative effects on traffic and transport on the local road network to occur during construction as the same access roads may be used. The area is currently a combination of bare ground and grass/scrub, surrounded by trees. As this is a submission for pre-application advice only there is no information available on the development and on the potential ecology of the site. The development would be likely to include landscape planting. If the development was granted permission further assessment would be required to assess potential cumulative ecology impacts. However this site is not identified as mitigation	Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP / Master CEMP. Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.	<u>Ecology</u> No information available for site. Further assessment would be required if development went ahead although significant adverse cumulative effect is unlikely. <u>Noise</u> The adverse effects identified in the ES will be mitigated through the CoCP / Master CEMP and will meet guideline noise levels. The residual effect is therefore likely to be neutral . <u>Air quality</u> The residual effect is likely to be neutral as any adverse cumulative effects during construction will be addressed

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				land for the DCO Scheme and is relatively small and more than 0.5 km away from the scheme so these factors would decrease the likelihood of an adverse cumulative effect occurring.		through the CoCP / Master CEMP. <u>Traffic and transport</u> It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.
41	1b	17/01789/F Figure 18.1 Sheet 5	BCC Erection of a self storage unit, use class B8, with ancillary uses, on site car parking provision and landscaping (Major Application). Former Mercedes Garage Winterstoke Road Bristol BS3 2LG	The proposed development is located close to Ashton Gate level crossing. Adverse cumulative noise and dust effects may occur during construction if both schemes are constructed at the same time. There is also potential for adverse cumulative effects on traffic and transport on the local road network to occur during construction as the same access roads may be used. If the development is constructed at the same time as the DCO Scheme, there is potential for adverse cumulative effects on landscape character and views during construction. During operation both developments will have an urbanising effect on views, with the introduction of passing passenger trains and the urbanising effect of the proposed housing development.	Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP / Master CEMP. Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects. Good housekeeping measures on construction sites will be employed during construction to minimise adverse cumulative effects on landscape and visual amenity.	<u>Noise</u> The adverse effects identified in the ES will be mitigated through the CoCP / Master CEMP and will meet guideline noise levels. The residual effect is therefore likely to be neutral . <u>Air quality</u> The residual effect is likely to be neutral as any adverse cumulative effects during construction will be addressed through the CoCP / Master CEMP. <u>Landscape</u> When combined with the effects of other proposed developments close to Ashton Junction, there is likely to be a moderate adverse cumulative effect on landscape character and views during construction. Neutral residual effect during operation. <u>Traffic and transport</u> It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.
42	3c	19/01796/SCO Figure 18.1 Sheet 5	BCC Request for a Scoping Opinion as to whether an Environmental Impact Assessment is required for the development of a Sport and Convention Centre, hotels, residential and office development and associated transport	The proposed development is located close to Ashton Gate level crossing. Adverse cumulative noise and dust effects may occur during construction if both schemes are constructed at the same time. There is also potential for adverse cumulative effects on traffic and transport on the local road network	Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP / Master CEMP.	<u>Noise</u> The adverse effects identified in the ES will be mitigated through the CoCP / Master CEMP and will meet guideline noise levels. The residual effect is therefore likely to be neutral .

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			<p>infrastructure (including a multi-storey car park).</p> <p>Part of the Ashton Gate Stadium site.</p> <p>Land on the North-East Side of Winterstoke Road, Bristol. Validated 10/04/2019.</p> <p>Pending consideration.</p>	<p>to occur during construction as the same access roads may be used.</p> <p>This proposal will replace the current commercial and retail development with development which is larger in scale. This would result in a denser urban environment with more enclosure created by the proposed buildings. Both developments will have an urbanising effect on views, and the introduction of new urbanising features in the landscape will result in an adverse cumulative effect for both views and character.</p>	<p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects during construction will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> <p>Good housekeeping measures on construction sites will be employed during construction to minimise adverse cumulative effects on landscape and visual amenity.</p>	<p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be addressed through the CoCP / Master CEMP.</p> <p><u>Landscape</u></p> <p>When combined with the effects of other proposed developments close to Ashton Junction, there is likely to be a moderate adverse cumulative effect on landscape character and views during construction and operation in this area. However, the main contribution to this effect will be the proposed Ashton Gate redevelopment, as the DCO Scheme at this location will consist of only small scale highway works and an increase in train movements.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p>
43	3c	19/01794/SCO Figure 18.1 Sheet 5	<p>BCC</p> <p>Request for a Scoping Opinion as to whether an Environmental Impact Assessment is required for the redevelopment of land north of Metrobus for residential use (up to 520 dwellings).</p> <p>Cumberland Village: linked to the new Sports and Convention centre (19/01796/SCO).</p> <p>Land west of Silbury Road, Bristol.</p>	<p>This housing proposal is approximately 0.4 km from the DCO Scheme (Ashton Gate level crossing). If the developments are constructed at the same time, there is potential for adverse cumulative effects on traffic and transport on the local road network to occur during construction as the same access roads may be used.</p> <p>The development is not visibly connected to the DCO Scheme and therefore no cumulative landscape and visual effects are anticipated during construction or operation.</p>	<p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects during construction will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p>	<p><u>Landscape</u></p> <p>Neutral residual effect.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p>

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ID (linked to Matrix 1)	Tier	Application reference	Application for ‘other development’ and brief description.	Assessment of cumulative effects with the Portishead Branch Line DCO Scheme (the NSIP and associated development)	Proposed mitigation applicable to the DCO Scheme including any apportionment	Residual cumulative effect
44	1c	17/06559/FB Figure 18.1 Sheet 5	<p>BCC</p> <p>Erection of 133no. dwellings with associated access, landscaping and services (Major Application).</p> <p>Land To Rear Of Silbury Road, Alderman Moores Allotments, Bristol</p> <p>Application granted 30/05/18.</p> <p>Under construction.</p>	<p>Potential adverse cumulative ecology impacts due to loss of habitat. Reptiles and amphibians have been recorded within the adjacent DCO Scheme area. However, both schemes will have replacement planting and other ecological mitigation.</p> <p>Reptiles have already been translocated from the site but badgers may be present.</p> <p>The proposed development is located close to Ashton Gate level crossing. It is unlikely that the construction of both schemes will occur at the same time, however if they did, adverse cumulative noise and dust effects may occur and there is potential for adverse cumulative effects on traffic and transport on the local road network as the same access roads may be used. This may have a particular impact on Winterstoke Road.</p> <p>If the development is completed by the time the DCO Scheme begins construction, the residents may be subject to noise and dust impacts from the DCO Scheme.</p> <p>Potential adverse cumulative temporary landscape and visual effects during construction if both phases coincide due to construction compounds, lorry movements and other construction activity.</p> <p>During operation both developments will have an urbanising effect on views, with the introduction of passing passenger trains and the urbanising effect of the proposed housing development.</p> <p>As the construction footprint along the railway would be relatively small compared with the works on the Development Land (former allotments), and the duration of works for the DCO Scheme in this location would similarly be short compared to the Development Land, the cumulative effect due to the DCO Scheme is considered to be slight adverse.</p>	<p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP / Master CEMP.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p> <p>Good housekeeping measures on construction sites will be employed during construction to minimise adverse cumulative effects on landscape and visual amenity.</p> <p>Area adjacent to the railway will be retained and managed as a wildlife corridor. Hibernacula to be created. Trees and scrub will be retained within the railway corridor where possible and grassland on the edge of the railway cess will remain outside of the operational railway corridor. One reptile hibernacula to be installed on the railway corridor at Barons Close.</p>	<p><u>Ecology</u></p> <p>Habitats suitable for reptiles remain within the proposed development and the DCO Scheme. The residual effect on the local reptile population is therefore likely to be neutral.</p> <p><u>Noise</u></p> <p>The adverse effects identified in the ES will be mitigated through the CoCP / Master CEMP and will meet guideline noise levels. The residual effect is therefore likely to be neutral.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be addressed through the CoCP / Master CEMP.</p> <p><u>Landscape</u></p> <p>When combined with the effects of other proposed developments close to Ashton Junction, there is likely to be a moderate adverse cumulative effect on landscape character and views during construction if construction phases overlap. However, the main contribution to this effect will be the proposed housing development, as the only effect of the DCO Scheme during construction at this location will be small scale highways works.</p> <p><u>Traffic and Transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> <p><u>Soils, agriculture, land use and assets</u></p>

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						Slight adverse effect.
45	1b	16/01699/P Figure 18.1 Sheet 5	<p>BCC</p> <p>Bailey of Bristol caravan manufacturer remodelling their site.</p> <p>Hybrid application for 'full' and 'outline' consent for the development of existing manufacturing site including construction of a new production building with refurbishment of an existing production building, a new headquarters building, a parking deck, a kiosk and a future production building, existing offices retained as staff facilities demolition of existing production buildings and 2 no. residential units, car parking and associated landscaping (Major Application)</p> <p>16-20 South Liberty Lane Bristol BS3 2SR</p> <p>Granted on 14/10/16</p> <p>Construction dates unknown.</p> <p>Variation of condition, revised plans submitted under reference 16/06817/X. Approved 13/12/16.</p>	<p>Potential adverse cumulative impact on reptiles as reptiles were found on this development site during a Phase 1 habitat survey and others were found on the DCO Scheme land. These will need to be translocated.</p> <p>If this development and the DCO Scheme are constructed at the same time, there may be adverse cumulative dust and noise impacts.</p> <p>Development may use same haulage routes as DCO Scheme – potential traffic and transport impact if they are constructed at the same time.</p>	<p>Any adverse cumulative effects on reptiles would be mitigated by consideration of both schemes during translocation planning.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction will be considered in the CoCP / Master CEMP.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.</p>	<p><u>Ecology</u></p> <p>Potential for a slight adverse residual effect on the local reptile population if habitats cannot be retained within the DCO Scheme.</p> <p><u>Noise</u></p> <p>The adverse effects identified in the ES will be mitigated through the CoCP / Master CEMP and will meet guideline noise levels. The residual effect is therefore likely to be neutral.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be addressed through the CoCP / Master CEMP.</p> <p><u>Traffic and Transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p>
46	3c	N/A	<p>BCC</p> <p>Mixed use development on Temple Island. Potential to include a conference centre, hotel, commercial spaces, retail and housing.</p> <p>Bristol Arena Former Diesel Depot Bath Road Brislington Bristol BS4 3DT</p> <p>Development in early stages. Site originally planned for the Bristol Arena but this is not going ahead.</p>	<p>The location for proposed development that has planning permission is located close to Bristol Temple Meads station and may be visited by passengers on the Portishead Branch Line. If the development was located in Filton, similar beneficial effects would still occur. As this development will create employment during operation, and the DCO Scheme will increase accessibility and improve connectivity to employment at this site during operation, beneficial cumulative socio-economic effects may occur during this phase.</p>	<p>None required.</p>	<p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect and benefit from increased connectivity effect of the MetroWest Scheme.</p> <p>Moderate to major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>Both developments will improve access and transport options through provision of non-car options. Moderate beneficial effect.</p>
47	1a	N/A	BCC	The Enterprise Zone is located close to and includes Bristol Temple Meads station and	None required.	<u>Socio-economics</u>

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			<p>Temple Quarter Enterprise Zone – other proposed developments.</p> <p>Temple Greenways: improved streets and walkways, landscaping – improvements have begun.</p> <p>Temple Gate: changes to road layout, pedestrian/cycle routes, new buildings and public square – construction has begun.</p> <p>Expansion of Engine Shed: workspace for high-tech, creative and low carbon businesses at Temple Meads station. Construction dates unknown.</p> <p>Redevelopment of Bristol Temple Meads Station provision of an Eastern Entrance. Outline Business Case for the Bristol Temple Meads Eastern Entrance was approved on 14/06/2019. Works are planned for summer 2021 and the redevelopment is planned to be operational by March 2023.</p>	<p>may be visited by passengers on the Portishead Branch Line. As this development will create employment and increased connectivity during operation, and the DCO Scheme will increase accessibility and connectivity to this employment during operation, beneficial cumulative socio-economic effects may occur during this phase.</p>		<p>Will enhance the employment creation effect and benefit from increased connectivity effect of the MetroWest Scheme.</p> <p>Moderate to major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>Both developments will improve access and transport options through provision of non-car options. Moderate beneficial effect.</p>
48	1b	17/06459/P	<p>BCC</p> <p>Outline application for a new mixed use University Campus (Use Classes A1, A2, A3, A4, A5, B1(a), D1, D2) to comprise of up to 82,395 sq m (GIA) of floor space including up to 1,500 students beds with all matters reserved except access. Alterations to Cattle Market Road & provision of an Energy Centre (to consider Access).</p> <p>Land Of Former Post Office Depot Cattle Market Road Bristol BS1 6QW</p> <p>Granted 07/06/2019. Revised masterplan approved (subject to final details) in February 2018. Work has started to prepare the site.</p> <p>Construction expected to start in 2020. Campus expected to open in 2022.</p>	<p>This development is 3.2 km from Ashton Gate, near Bristol Temple Meads Station.</p> <p>Potential cumulative beneficial socio-economic effects as both schemes will create employment.</p>	None required.	<p><u>Socio-economics</u></p> <p>Will enhance the employment creation effect. Moderate to major beneficial effect in construction and operational stages.</p>
50	1b	N/A	<p>Network Rail</p> <p>Great Western Mainline Electrification project. Electrifying the line from London</p>	<p>This project is within a group of rail improvement schemes in the West of England. On this basis, the DCO Scheme complements the transport and connectivity</p>	None required.	<p><u>Traffic and transport</u></p> <p>The proposed scheme will complement other transport</p>

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			<p>Paddington to Cardiff (via Bristol Temple Meads). Part of the Control Period 5 (2014-2019) set of projects.</p> <p>The sections from Bristol Parkway to Bristol Temple Meads and Bath to Bristol Temple Meads have now been deferred and will be carried out in a later control period beyond 2019.</p>	benefits offered by this development. No other cumulative effects anticipated.		schemes. Moderate beneficial effect.
51	1b	N/A	<p>Network Rail</p> <p>Bristol East Junction is being remodelled to improve the track layout and reduce congestion in order to prepare for the new electric trains and support the provision of additional fast train services between Bristol and London. The scope of works includes:</p> <p>Remodelling and rationalising within the existing geographical constraints</p> <p>Recovering 57 point ends and replacing them with 47 including Kingsland Road sidings</p> <p>Replacing the Bristol East Gantry for electrical clearances</p> <p>Junction lighting</p> <p>Waterproofing Avon Street bridge and replacing decking</p> <p>Installing all OLE structures conventionally across the junction</p> <p>The works will allow all lines to reach all platforms at Bristol Temple Meads, increase line speed on the East side of the Gantry and meet all capacity requirements up to 2043. It will also allow the MetroWest Phase 2 timetable to be incorporated.</p> <p>The works are expected to be completed in Network Rail's Control Period 6: 2019-2024.</p>	<p>Bristol East Junction is located just east of Bristol Temple Meads. Although the construction phases of the two developments may overlap, it is unlikely that many significant cumulative effects will occur due to the distance between the two developments.</p> <p>The operational phase of this development will coincide with that of the DCO Scheme. Bat surveys are likely to be undertaken by Network Rail, followed by appropriate mitigation if necessary. There are therefore unlikely to be any significant cumulative effects on bats.</p> <p>Once operational, both developments will improve accessibility to employment so there is potential for beneficial cumulative socio-economic effects to arise during operation.</p> <p>Whilst the DCO Scheme is not dependent on the remodelling of the Bristol East junction, the scheme sits within a group of rail improvement schemes in the West of England. On this basis, the DCO Scheme complements the benefits offered by this scheme.</p>	None required.	<p><u>Socio-economics</u></p> <p>Aligns with the increased connectivity effect of the MetroWest Scheme. Major beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u></p> <p>The proposed scheme will complement other transport schemes. Moderate beneficial effect.</p>
52	1a	N/A	<p>Highways England</p> <p>Part of Road Investment Strategy. New junction on M49 near Severnside and Avonmouth. Will improve access to the</p>	The proposed development is located near Severnside and Avonmouth. Following wintering bird surveys and noise level measurements it has been concluded that the	A Habitats Regulations Assessment screening report on the effects of the DCO Scheme in combination with	<p><u>Ecology</u></p> <p>Neutral residual effect.</p> <p><u>Socio-economics</u></p>

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			<p>port of Avonmouth and the Avonmouth Severnside Enterprise Area (“ASEA”). Junction will be south of the Western Approach Distribution Park and west of the village of Easter Compton.</p> <p>Under construction.. Expected completion in December 2019. Construction unlikely to overlap with the DCO Scheme construction.</p>	<p>DCO Scheme is unlikely to impact upon the Severn Estuary (designated SAC, SPA and Ramsar and SSSI) due to the 60 m distance and the very few birds recorded due to the area between the railway line and the estuary already being subjected to high level disturbance from the public, dog walkers in particular. In addition, the Highways England scheme is located in a different area of the estuary a substantial distance from MetroWest. Therefore no cumulative effect would be expected during operation.</p> <p>The junction is expected to encourage development in the Severnside and Avonmouth area. New jobs may be created in this area as a result of the scheme and the DCO Scheme will increase accessibility to employment. Therefore, beneficial cumulative socio-economic effects may arise during construction and operation as both schemes will contribute to economic regeneration in the Bristol area.</p>	<p>other projects on the Severn Estuary (designated SAC, SPA and Ramsar and SSSI) has been undertaken and no adverse effects are anticipated on the Severn Estuary through in-combination effects between the new M49 junction and the DCO Scheme. Further mitigation has not been recommended as the noise level and air quality mitigation requirements will mitigate any potential issues.</p>	<p>Aligns with the increased connectivity effect of the MetroWest Scheme. Minor beneficial effect in operational stage.</p>
53	N/A	N/A	<p>BCC</p> <p>Promotion of cycling and walking within Bristol.</p>	<p>The operational phase of this scheme will coincide with that of the DCO Scheme.</p> <p>BCC is encouraging cycling and walking across the city. Depending on the uptake of this scheme, beneficial cumulative traffic and transport and air quality effects may occur during operation as both schemes may reduce the number of cars on the road network.</p> <p>The DCO Scheme will increase connectivity and accessibility with employment and leisure in Bristol. It may promote walking, for example commuters using the Portishead Branch Line may walk from the station to their workplace or leisure activity. This could result in a beneficial cumulative effect on health and well-being.</p>	<p>None required.</p>	<p><u>Air quality</u></p> <p>Potentially minor beneficial effect</p> <p><u>Socio-economics</u></p> <p>Minor beneficial effect on health and wellbeing.</p> <p><u>Traffic and Transport</u></p> <p>Potentially minor beneficial effect</p>
54	N/A	N/A	<p>BCC</p> <p>Residents’ parking scheme in Bristol.</p>	<p>The operational phase of this scheme will coincide with that of the DCO Scheme.</p> <p>Residents’ parking schemes are in operation across Bristol. The Southville scheme located</p>	<p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects will be</p>	<p><u>Traffic and Transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse</p>

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				near Parson Street Station may conflict with increased numbers of people using the station who will require places to park.	considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments will be agreed with the Local Authority to minimise adverse cumulative effects.	cumulative effects. Neutral residual effect.
55	N/A	N/A	BCC Bristol's status as European Green Capital 2015. The Green Capital year has passed but projects are ongoing.	<p>Projects relating to Bristol's status as European Green Capital are based around key themed groups: education; energy; food; transport; health; nature, wildlife and green spaces; economy; place; resilience; resources and water. These projects may be having beneficial impacts on air quality, ecology and biodiversity, socio-economics, health and well-being and traffic and transport.</p> <p>The DCO Scheme will remove vegetation along the railway line, causing loss or disturbance of wildlife corridors. Bristol's European Green Capital is promoting enhancement of nature across the city; this may help to offset the habitat lost due to the DCO scheme.</p> <p>The DCO Scheme is promoting a mode of transport more sustainable than road travel, and may encourage people to walk to their destinations once they have reached their station. Bristol's European Green Capital has launched A Good Transport Plan for Bristol 2016, which promotes sustainable, accessible and enjoyable transport. The DCO Scheme is included in this plan, and may interact positively with the other schemes proposed to cause beneficial cumulative effects on traffic and transport (reducing the number of cars on the roads), socio-economics (increasing accessibility to employment) and health and well-being (encouraging more active modes of transport).</p>	Measures for retaining wildlife corridors along the railway form a key part of the DCO scheme mitigation, although some vegetation along the railway line will need to be removed. Corridors will be preserved via maintaining linear vegetation and connectivity where possible through ecological design and planning.	<p><u>Ecology</u> Implementation of mitigation and working in partnership with Local Authorities to ensure Green Capital Schemes are not affected will ensure no residual effects.</p> <p><u>Socio-economics</u> Aligns with the increased connectivity effect of the MetroWest Scheme. Major Beneficial effect in construction and operational stages.</p> <p><u>Traffic and transport</u> Potentially minor beneficial effect.</p>
56	3b	N/A	West of England Joint Spatial Plan and Transport Study – Draft Strategy Draft Strategy includes proposal for future improvements such as new	Potential for adverse cumulative impacts on ecology due to habitat loss. However limited information is available for the schemes set	As this Strategy has not yet been approved and no proposals for new transport schemes have been	<u>Ecology</u>

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			<p>junction on the M5, ‘Smart Motorway’ management, increased rail capacity, improvements and bypasses on the A38 and A368/A371 and a mass transit link between Bristol City Centre and Bristol International Airport. A38 improvements will depend on the future growth of the airport. It also identifies the potential for a light rail (tram) or heavy rail link from Bristol City Centre to the airport.</p> <p>This Strategy will inform the West of England Joint Local Transport Plan 4 and the new Local Plans for North Somerset and Bristol, which are currently being scoped.</p> <p>The JSP was submitted for Examination in Public on 13 April 2018, the plan is still currently going through the examination process.</p>	<p>out in this strategy so significance and nature of effects is unknown.</p> <p>Potential for adverse cumulative noise and dust impacts if construction phases coincide with that of the DCO Scheme and works are nearby, or if the same receptors are subject to noise from another transport schemes as well as the DCO Scheme during operation.</p> <p>If the developments are constructed at the same time as the DCO Scheme and are close to the DCO Scheme, there is potential for adverse cumulative effect on landscape character and views to arise due to new detracting features within views resulting in an imbalance in local character during construction.</p> <p>During operation the DCO Scheme and the Strategy’s developments will have an urbanising effect on views, and the introduction of new urbanising features in the landscape will result in an adverse cumulative effect for both views and character.</p> <p>Potential for cumulative impacts relating to traffic and transport. These may be both beneficial, i.e. improved accessibility across the wider Bristol area, and adverse, for example if any schemes are constructed at the same time as the DCO Scheme and the same haulage routes are used.</p> <p>There is likely to be a beneficial cumulative impact on socio-economics and economic regeneration, due to increased connectivity between home, work and places of leisure, and increased employment opportunities within the transport sector (during both construction and operation).</p>	<p>published, the requirements for mitigation for potential cumulative effects with the DCO Scheme are unknown.</p> <p>If further information about any transport proposals becomes available, the following mitigation will be put in place.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction would be considered in the CoCP / Master CEMP.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects would be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments would be agreed with the Local Authority to minimise adverse cumulative effects.</p> <p>Good housekeeping measures on construction sites would be employed during construction to minimise adverse cumulative effects on landscape and visual amenity.</p> <p>Landscape mitigation for the DCO Scheme such as fencing and planting would take account of other nearby development proposals to minimise adverse cumulative effects during operation.</p>	<p>Potential adverse effect. Limited information available at this stage.</p> <p><u>Noise</u></p> <p>The adverse effects identified in the ES will be mitigated through the CoCP / Master CEMP and will meet guideline noise levels. The residual effect is therefore likely to be neutral.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be addressed through the CoCP / Master CEMP.</p> <p><u>Landscape</u></p> <p>Potential adverse effect on landscape character and views during construction and operation if the Strategy’s developments are constructed close to the DCO Scheme. Limited information available.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> <p><u>Socio-economics</u></p> <p>Would enhance the employment creation effect and benefit from increased connectivity effect of the MetroWest Scheme. Moderate to major beneficial effect in construction and operational stages.</p>

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57	3b	N/A	<p>West of England Joint Local Transport Plan 4 – Draft Strategy</p> <p>The draft JLTP 4 sets out the approach to improve transport between now and 2036 in the West of England. Proposals as part of the strategy will include new and improved rail stations, rail improvements, bus corridor upgrades, mass transit networks, new and improved park and ride sites, highways improvements and walking and cycling schemes.</p> <p>Proposed schemes include:</p> <p>Corridor Scheme Packages</p> <ul style="list-style-type: none"> - M5 J19 and J20 multi-modal connections <p>Early Investment Schemes</p> <ul style="list-style-type: none"> - Bristol south West Economic Link - M5 J19 - Passenger Rail Service and Capacity Improvements, Station Upgrades and new Stations Package - Smart Motorways: M4 J18-19 and M5 J17-21A 	<p>Potential for adverse cumulative impacts on ecology due to habitat loss. However limited information is available for the schemes set out in this strategy so significance and nature of effects is unknown.</p> <p>Potential for adverse cumulative noise and dust impacts if construction phases coincide with that of the DCO Scheme and works are nearby, or if the same receptors are subject to noise from another transport schemes as well as the DCO Scheme during operation.</p> <p>If the developments are constructed at the same time as the DCO Scheme and are close to the DCO Scheme, there is potential for adverse cumulative effect on landscape character and views to arise due to new detracting features within views resulting in an imbalance in local character during construction.</p> <p>During operation the DCO Scheme and the Strategy's developments will have an urbanising effect on views, and the introduction of new urbanising features in the landscape will result in an adverse cumulative effect for both views and character.</p> <p>Potential for cumulative impacts relating to traffic and transport. These may be both beneficial, i.e. improved accessibility across the wider Bristol area, and adverse, for example if any schemes are constructed at the same time as the DCO Scheme and the same haulage routes are used.</p> <p>There is likely to be a beneficial cumulative impact on socio-economics and economic regeneration, due to increased connectivity between home, work and places of leisure, and increased employment opportunities within the transport sector (during both construction and operation).</p>	<p>As this Strategy has not yet been approved and there is limited information on some of the proposals, the requirements for mitigation for potential cumulative effects with the DCO Scheme are unknown.</p> <p>If further information about any transport proposals becomes available, the following mitigation will be put in place.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative noise or dust effects resulting from construction would be considered in the CoCP / Master CEMP.</p> <p>Measures to reduce or avoid any likely significant adverse cumulative traffic and transport effects would be considered in the CTMP, which will be cognisant of other schemes being developed at the same time. Haulage routes of all coincidental developments would be agreed with the Local Authority to minimise adverse cumulative effects.</p> <p>Good housekeeping measures on construction sites would be employed during construction to minimise adverse cumulative effects on landscape and visual amenity.</p> <p>Landscape mitigation for the DCO Scheme such as fencing and planting would take account of other nearby development proposals to</p>	<p><u>Ecology</u></p> <p>Potential adverse effect. Limited information available at this stage.</p> <p><u>Noise</u></p> <p>The adverse effects identified in the ES will be mitigated through the CoCP / Master CEMP and will meet guideline noise levels. The residual effect is therefore likely to be neutral.</p> <p><u>Air quality</u></p> <p>The residual effect is likely to be neutral as any adverse cumulative effects during construction will be addressed through the CoCP / Master CEMP.</p> <p><u>Landscape</u></p> <p>Potential adverse effect on landscape character and views during construction and operation if the Strategy's developments are constructed close to the DCO Scheme. Limited information available.</p> <p><u>Traffic and transport</u></p> <p>It is envisaged that the CTMP will address any significant adverse cumulative effects. Neutral residual effect.</p> <p><u>Socio-economics</u></p> <p>Would enhance the employment creation effect and benefit from increased connectivity effect of the MetroWest Scheme. Moderate to major beneficial effect in construction and operational stages.</p>

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					minimise adverse cumulative effects during operation.	
58	1b	N/A	<p>Works required for MetroWest Phase 1 Network Rail Permitted Development Rights</p> <p>Bedminster Down Relief Line (MetroWest Phase 1): The Down Carriage Line running from Bristol Temple Meads will be extended past Bedminster station to a new turnout on to the Down Main between Bedminster Station and Parson Street Station. The new turnout is required to enable freight trains returning to Royal Portbury Dock to be held in the southbound direction, allowing passenger trains to pass. The works will include the construction of a new turnout, renewal of approximately 1km of track on the Down Carriage Line and associated signalling. These works are within Network Rail’s operational boundary and will be implemented using its General Permitted Development rights. These works must be completed before the Portishead Branch Line DCO Scheme starts operating.</p>	<p>During operation, the two schemes will complement each other in allowing passenger and freight trains to use the railway (beneficial cumulative effect on transport).</p> <p>Due to distance from the DCO Scheme, cumulative effects during construction and any other effects during operation are not anticipated.</p>	None required	<p><u>Traffic and transport</u></p> <p>Moderate beneficial effect.</p>
59	1b	N/A	<p>Works required for MetroWest Phase 1 Network Rail Permitted Development Rights</p> <p>Severn Beach / Avonmouth Signalling (MetroWest Phase 1): The only work required along the Severn Beach line to achieve the MetroWest timetable is to remove an interlock between two signals at Holesmouth Junction.</p> <p>The work required to deliver improved services on the Severn Beach / Avonmouth line have been built as part of the Filton Four Track works, although the new timetable has not been implemented. These works are not required for the operation of the Portishead Branch Line DCO Scheme.</p>	<p>During operation, the two schemes will complement each other in allowing passenger and freight trains to use the railway (beneficial cumulative effect on transport).</p>	None required	<p><u>Traffic and transport</u></p> <p>Moderate beneficial effect.</p>

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60	1b	N/A	<p>Works required for MetroWest Phase 1 Network Rail Permitted Development Rights</p> <p>Bathampton Turnback (MetroWest Phase 1): The Bathampton Turnback will comprise a new crossover between the existing Up line to London and the Down line to Bristol. A short walkway (unsurfaced path) will be provided on the existing Up loop for train drivers to walk from one end of a train to the other end. All the works will be confined to Network Rail's existing land holding and will be undertaken by Network Rail under its General Permitted Development rights. These works are not required for the operation of the Portishead Branch Line DCO Scheme.</p>	<p>During operation, the two schemes will complement each other increasing the capacity of the railway in the Bristol area (beneficial cumulative effect on transport).</p> <p>Due to distance from the DCO Scheme, cumulative effects during construction and any other effects during operation are not anticipated.</p>	None required	<p><u>Traffic and transport</u> Moderate beneficial effect.</p>
61	1b	N/A	<p>Works required for MetroWest Phase 1 Network Rail Permitted Development Rights</p> <p>Parson Street Junction (MetroWest Phase 1): Part of the existing junction (switches and crossovers) needs to be renewed, which entails replacement of the track across the junction, replacement of signalling equipment and associated works. These works are within Network Rail's operational boundary and will be implemented using its General Permitted Development rights. These works must be completed before the Portishead Branch Line DCO Scheme starts operating.</p>	<p>During operation, the two schemes will complement each other increasing the capacity of the railway in the Bristol area (beneficial cumulative effect on transport).</p> <p>There would be a slight increase in noise for properties in the vicinity of Parson Street Junction.</p> <p>No significant cumulative air quality effects are anticipated.</p>	None required	<p><u>Traffic and transport</u> Moderate beneficial effect.</p> <p><u>Noise</u> Slight adverse effect.</p> <p><u>Air quality</u> Neutral effect.</p>
62	1b	N/A	<p>Works required for MetroWest Phase 1 Network Rail Permitted Development Rights</p> <p>Parson Street Station (MetroWest Phase 1): Minor platform works are required to use platform 3, including adjustment to the platform copers, works to improve track drainage and associated works. These works are within Network Rail's</p>	<p>During operation, the two schemes will complement each other increasing the capacity of the railway in the Bristol area (beneficial cumulative effect on transport).</p> <p>No significant cumulative air quality effects are anticipated.</p>	None required	<p><u>Traffic and transport</u> Moderate beneficial effect.</p> <p><u>Air quality</u> Neutral effect.</p>

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			operational boundary and will be implemented using its General Permitted Development rights. These works must be completed before the Portishead Branch Line DCO Scheme starts operating.			

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