



MetroWest+

Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council

**5.5, Addendum to the Report to Inform Habitats Regulations Assessment
The Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009, regulation 5(2)(g)
Planning Act 2008**

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Document history

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

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Acronyms and Abbreviations

DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
HRA	Habitats Regulations Assessment

SECTION 1

Introduction

- 1.1.1 The Secretary of State has requested further information in his letter of 13 August 2021 regarding the Portishead Branch Line (MetroWest Phase 1) Development Consent Order Scheme (the DCO Scheme).
- 1.1.2 In *Item 3 - Trinity Primary School Bridge* of the same letter, the Secretary of State noted the matters raised at the Examination regarding Trinity Primary School Bridge and advised that he is minded to remove the bridge (Work Number 7) from the proposed Order.
- 1.1.3 In subsequent correspondence dated 17 August, the Secretary of State noted that in respect of Item 3 in his letter of 13 August, the plans requested together with any consequential changes should be provided by 20 September. The Applicant considers that these consequential changes include editorial changes to the Habitat Regulations Assessment (HRA) to remove references to the Trinity Primary School Bridge and confirm that there will be no changes to the national site network resulting from the removal of this structure from the Order.
- 1.1.4 This addendum to the HRA presents the Applicant's response to the Secretary of State regarding the matters raised in Item 3 of his letter dated 13 August 2021 and is additional information for the purposes of the Conservation of Habitats and Species Regulations 2017 (as amended) (the Habitats Regulations) for the Secretary of State to examine with other environmental information when reaching a reasoned conclusion that is up-to-date at the time he makes the decision as to whether to grant development consent for the DCO Scheme.

SECTION 2

Trinity Primary School Pedestrian and Cycle Bridge

- 2.1.1 The Habitats Regulations Assessment is amended to address the removal of Trinity Primary School Bridge and the associated adverse effects of construction noise on bird life associated with European sites.
- 2.1.2 Paragraph 3.2.8 is removed.
~~“3.2.8 A new combined pedestrian and cycle bridge and associated paths are proposed to link residential areas in Portishead between the south and north sides of the railway in the vicinity of Trinity Primary School.”~~
Paragraph not used
- 2.1.3 Paragraph 3.2.9 is modified as follows:
~~“3.2.9 Temporary construction compounds are proposed at the sites of the two new car parks to construct the station and railway and on land between Tansy Lane and the railway to construct Trinity Primary School Bridge.”~~
- 2.1.4 Paragraph 5.3.9 is modified to remove the first bullet as follows:
~~“5.3.9 The anticipated works which could cause impacts on qualifying features at Portbury Wharf Nature Reserve are outlined below:~~
 - ~~• Construction of the Trinity Primary School Bridge, which involves percussive piling, approximately 500 m from the pools and lagoons”~~
- 2.1.5 Paragraph 6.3.14 is modified as follows:
~~“6.3.14 The activities most likely to cause disturbance of birds using the pools and lagoons, due to noise levels and distance are the ballasting, tamping and lining works required for construction of the line (650 m from the pools and lagoons) and percussive (hammer) piling for approximately two weeks for the construction of the Trinity Primary School Bridge (500 m from the pools and lagoons). The predicted combined (baseline and construction) noise at the pools and lagoons is 49 dB L_{Aeq,12h} from Ballasting/Tamping/Lining works and 49 dB L_{Aeq,12h} from percussive (hammer) piling works at Trinity Primary School Bridge (Table 7.103 of ES Appendix 13.7, DCO Document Reference 6.25). These are~~ This is lower than levels found to cause disturbance of wetland birds (Cutts *et al.*, 2013, see paragraph 5.3.15 above) and therefore no impacts on SPA and Ramsar-qualifying birds are anticipated.”
- 2.1.6 Paragraph 8.4.55 1st bullet is modified as follows:
~~“8.4.55 The landscape proposals are summarised as follows:~~
 - ~~• South of Trinity Primary School Bridge~~ Permissive crossing of the railway line by Trinity Primary School – woodland planting to the north and vegetation retained south of the line;”
- 2.1.7 Evidence supporting the screening assessment in Matrix D3 (Severn Estuary SPA) of Annex D is modified as follows:

a) Pill Marshes and the adjacent intertidal section of the River Severn are currently subject to a range of noise and visual disturbance, including the freight rail traffic, M5 traffic and dog walkers. The noise model indicates an existing noise level at the SPA at Pill of 59 dB LAeq,16h (Table 7.103 of ES Appendix 13.7 (DCO Document Reference 6.25)). Construction activities will generate additional noise (Table 6.4 of this HRA) but given the low numbers of birds and existing noise levels and visual disturbance, there is not predicted to be LSE on SPA birds. At Portbury Wharf Nature Reserve, the SPA qualifying bird species shelduck and gadwall were recorded using the wetland areas in the northern part of the reserve which is approximately 650 m north of the DCO Scheme. The existing noise level at the most representative survey location for the pools/lagoons is 46 dB LAeq,16h (Table 7.103 of ES Appendix 13.7 (DCO Document Reference 6.25)). The construction activities most likely to cause disturbance of birds at the pools is considered in paragraph 6.3.13 of this HRA. The predicted noise at the pools/lagoons where SPA/Ramsar birds are most likely to occur considering both the existing and predicted noise levels is 49 dB LAeq,12h from Ballasting/Tamping/Lining works and 49 dB LAeq,12h from percussive (hammer) piling works at Trinity Primary School Bridge (Table 7.103 of ES Appendix 13.7 (DCO Document Reference 6.25)). This is lower than levels found to cause disturbance of wetland birds (paragraph 5.3.15 of this HRA) and therefore no LSE.

2.1.8 Evidence supporting the screening assessment in Matrix D4 (Severn Estuary Ramsar) of Annex D is modified as follows:

f) Pill Marshes and the adjacent intertidal section of the River Severn are currently subject to a range of noise and visual disturbance, including the freight rail traffic, M5 traffic and dog walkers. The noise model indicates an existing noise level at the Ramsar boundary at Pill 59 dB LAeq,16h (Table 7.103 of ES Appendix 13.7 (DCO Document Reference 6.25)). Construction activities will generate additional noise (Table 6.4 of this HRA), but given the low numbers of birds and existing noise levels and visual disturbance, there is not predicted to be a LSE on Ramsar birds. At Portbury Wharf Nature Reserve, the Ramsar species shelduck, gadwall, teal and pintail were recorded using the wetland areas in the northern part of the reserve which is approximately 650 m north of the DCO Scheme. The existing noise level at the most representative survey location for the pools/lagoons is 46 dB LAeq,16h (Table 7.103 of ES Appendix 13.7 (DCO Document Reference 6.25)). The construction activities most likely to cause disturbance of birds at the pools is considered in paragraph 6.3.13 of this HRA. The predicted noise at the pools/lagoons where SPA/Ramsar birds are most likely to occur considering both the existing and predicted noise levels is 49 dB LAeq,12h from Ballasting/Tamping/Lining works and 49 dB LAeq,12h from percussive (hammer) piling works at Trinity Primary School Bridge (Table 7.103 of ES Appendix 13.7 (DCO Document Reference 6.25)). This is lower than levels found to cause disturbance of wetland birds (paragraph 5.3.15 of this HRA) and therefore no LSE.

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