

PORTISHEAD BRANCH LINE PRELIMINARY
ENVIRONMENTAL INFORMATION REPORT
VOLUME 2

CHAPTER 1

Introduction



Table of Contents

Section	Page
1 Introduction	1-1
1.1 Project Outline	1-1
1.2 Portishead Branch Line (MetroWest Phase 1)	1-5
1.3 The Consenting Regime	1-16
1.4 Need for Environmental Impact Assessment	1-19
1.5 The Need for Habitats Regulations Assessment	1-20
1.6 Purpose and Structure of the Preliminary Environmental Information Report	1-22
1.7 Next Steps	1-25
1.8 References	1-27
1.9 Abbreviations	1-27

Tables

Table 1-1: A Summary of Works Required for the Portishead Branch Line (MetroWest Phase 1) DCO Scheme
Table 1-2: Summary of Permanent Works within the Avon Gorge Woodlands SAC
Table 1-3: Summary of information presented in the PEI Report
Table 1-4: Deposit locations of the PEI Report

Figures presented in this chapter

Figure 1-1: MetroWest Phases 1 and 2
Figure 1-2: MetroWest Phase 1
Figure 1-4: Reference Plan

Other figures referenced in this chapter are in the PEI Report, Volume 3, Book of Figures

CHAPTER 1

Introduction

1.1 Project Outline

The MetroWest Programme

- 1.1.1 The West of England councils - Bath and North East Somerset (“B&NES”), Bristol City (“BCC”), North Somerset District (“NSDC”) and South Gloucestershire District Councils (“SGDC”) - are working together to promote schemes to deliver investment up to £200 million in improvements to the local rail network over the next ten years. The proposals together comprise the MetroWest Programme.
- 1.1.2 The aim of the MetroWest programme is to improve transport network resilience, through targeted investment to increase both the capacity and accessibility of the local rail network.
- 1.1.3 The West of England Councils are working with Network Rail, Great Western Railways and the freight train operators to deliver the MetroWest Programme.
- 1.1.4 The MetroWest Programme comprises
- MetroWest Phase 1,
 - MetroWest Phase 2,
 - a range of station re-opening and new station projects, and
 - smaller scale enhancement projects for the West of England local rail network.
- 1.1.5 The MetroWest Phase 1 project comprises the delivery of infrastructure and passenger train operations to provide:
- a half hourly service for the Severn Beach line (hourly for St. Andrews Road station and Severn Beach station);
 - a half hourly service for Keynsham and Oldfield Park stations on the Bath Spa to Bristol line; and
 - an hourly service (or an hourly service plus) for a reopened Portishead Branch Line with stations at Portishead and Pill.
- 1.1.6 MetroWest Phase 1 is being led by North Somerset Council on behalf of the four West of England Councils, as a third party promoted rail project, funded by the Councils and the West of England Local Enterprise Partnership (“WofE LEP”).
- 1.1.7 MetroWest Phase 2 comprises delivery of infrastructure and passenger train operations to provide a half-hourly service for the Yate to Bristol line and enhancement of the existing Henbury Freight Line to provide an hourly service from Henbury to Bristol Temple Meads, with new stations at Henbury, North Filton, and Ashley Down.
- 1.1.8 MetroWest Phase 2 is being led by South Gloucestershire District Council on behalf of the four West of England Councils, as a third party promoted rail project, funded by the Councils and the WofE LEP. The MetroWest Phases 1 and 2 passenger train services overlap between Bristol Temple Meads and Narrows Junction (where the Severn Beach Line connects onto the Bristol to Birmingham main line).
- 1.1.9 A network map for MetroWest Phases 1 and 2 is shown in Figure 1-1.

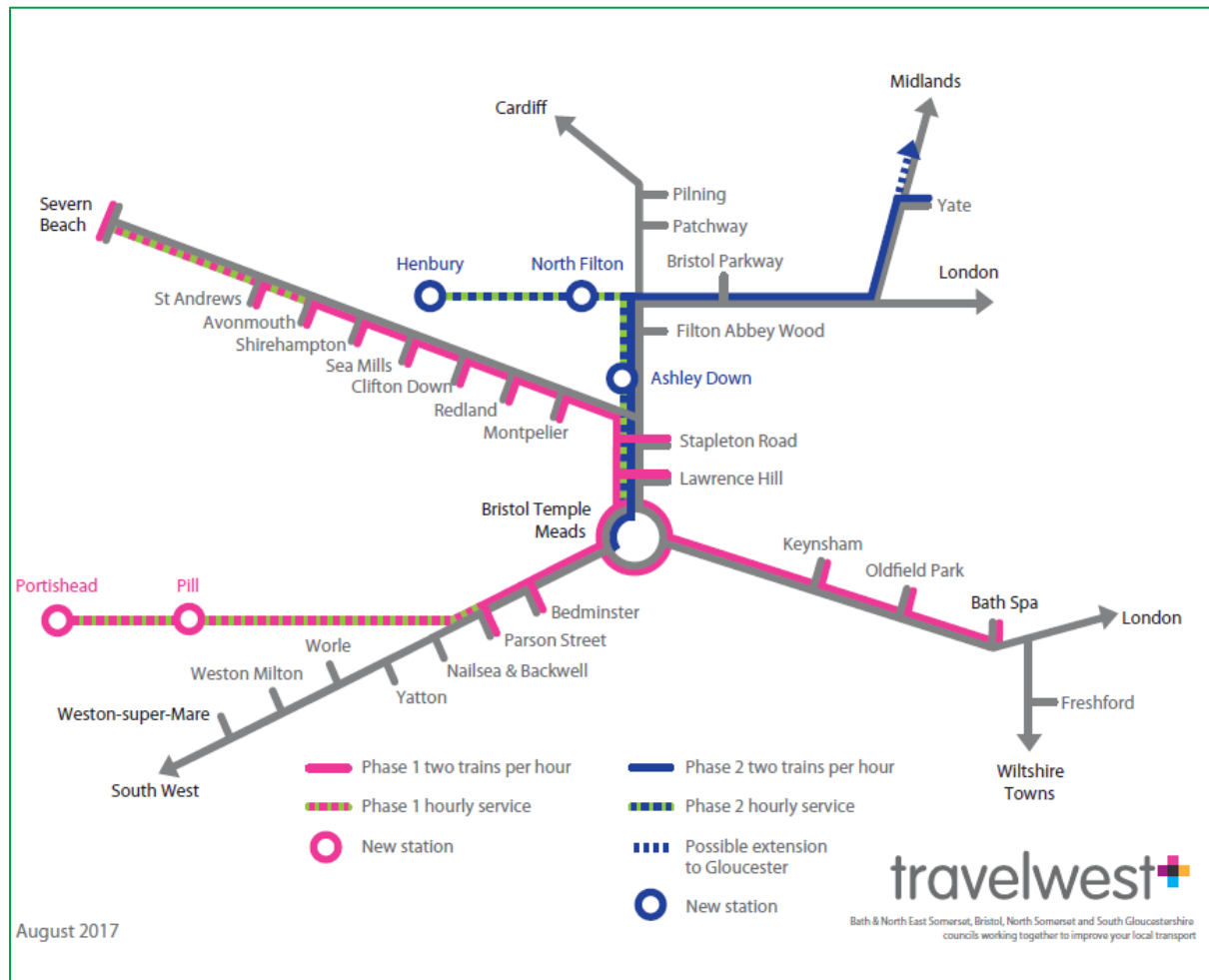


Figure 1-1: MetroWest Phases 1 and 2

- 1.1.10 Rail travel across the West of England has doubled in the last ten years and this marks a very clear public appetite to opt increasingly for rail. While the West of England benefits from good long distance rail routes, the local rail network is relatively underdeveloped. Many of the local rail routes do not have a basic peak frequency. There are also a number of strategically important disused rail lines and reopening these lines is a key part of the four West of England councils' strategy to uplift the local rail network, through the MetroWest programme.

MetroWest Phase 1

- 1.1.11 The proposals for MetroWest Phase 1 are being taken forward at a time of considerable investment in the Western Route, led by Network Rail in Control Period 5 ("CP5") 2014-2019. The Western Route is to undergo considerable transformation through the delivery of: electrification of the Great Western Main Line; strategic enhancement projects to deal with bottlenecks and to increase capacity; and renewal projects to modernise infrastructure. The CP5 programme of committed schemes focuses on the high volume main lines and various strategic investments spread across the rest of the Western Route.
- 1.1.12 MetroWest Phase 1 augments committed CP5 investment through a modest but strategically important expansion of capacity of the existing local rail network, in parallel with extending the accessibility of the local rail network through reopening of the disused line between Portishead and Bristol. MetroWest Phase 1 is the largest third party promoted rail scheme in England and is the foundation for the MetroWest programme over the next decade.

1.1.13 The principal objectives of MetroWest Phase 1 are as follows.

- To support economic growth, through enhancing the transport links to the Temple Quarter Enterprise Zone (“TQEZ”)¹ and into and across Bristol City Centre, from the Portishead, Bath and Avonmouth / Severn Beach arterial corridors.
- To deliver a more resilient transport offer, providing more attractive and guaranteed (future proofed) journey times for commuters, business and residents into and across Bristol, through better utilisation of strategic heavy rail corridors from Portishead, Bath and Avonmouth / Severn Beach.
- To improve accessibility to the rail network with new and re-opened rail stations and reduce the cost of travel for commuters, business and residents.
- To make a positive contribution to social well-being, life opportunities and improving quality of life, across the three arterial corridors, Portishead, Bath and Avonmouth / Severn Beach.

1.1.14 In addition, MetroWest Phase 1 has the following supporting objectives.

- To contribute to reducing road based traffic congestion on the Portishead, Bath and Avonmouth / Severn Beach arterial corridors.
- To contribute to enhancing the capacity of the local rail network, in terms of seats per hour in the morning and afternoon peaks.
- To contribute to reducing the overall environmental impact of the transport network.

1.1.15 MetroWest Phase 1 requires the following physical works:

- Portishead Branch Line DCO Scheme for which Development Consent is being sought,
- modifications to Parson Street Junction and Parson Street Station to connect the Portishead Branch Line with the main line between Bristol and Exeter (including works to South Liberty Lane Freight Depot), to be delivered through Network Rail’s General Permitted Development rights,
- partial reinstatement of the down relief line at Bedminster to provide additional capacity for recessing freight trains on the Bristol to Exeter main line, to be delivered through Network Rail’s General Permitted Development rights,
- minor signalling works near Severn Beach/Avonmouth to allow for additional trains to reverse there, to be delivered through Network Rail’s General Permitted Development rights, and
- a facility at Bathampton to allow trains to return from Bath back to Bristol, to be delivered through Network Rail’s General Permitted Development rights.

1.1.16 A schematic layout of MetroWest Phase 1 is provided in Figure 1-2 and the location plan is shown in Figure 1-3 in Volume 3 Book of Figures.

¹ The Bristol Temple Quarter Enterprise Zone is one of the largest urban regeneration projects in the UK. It is located on a 70 hectare site in the centre of Bristol with Bristol Temple Meads railway station at its core. The development was officially opened for business in April 2012, with the aim of creating 4000 jobs in the first five years and 17,000 jobs over the 25 year lifespan of the project.

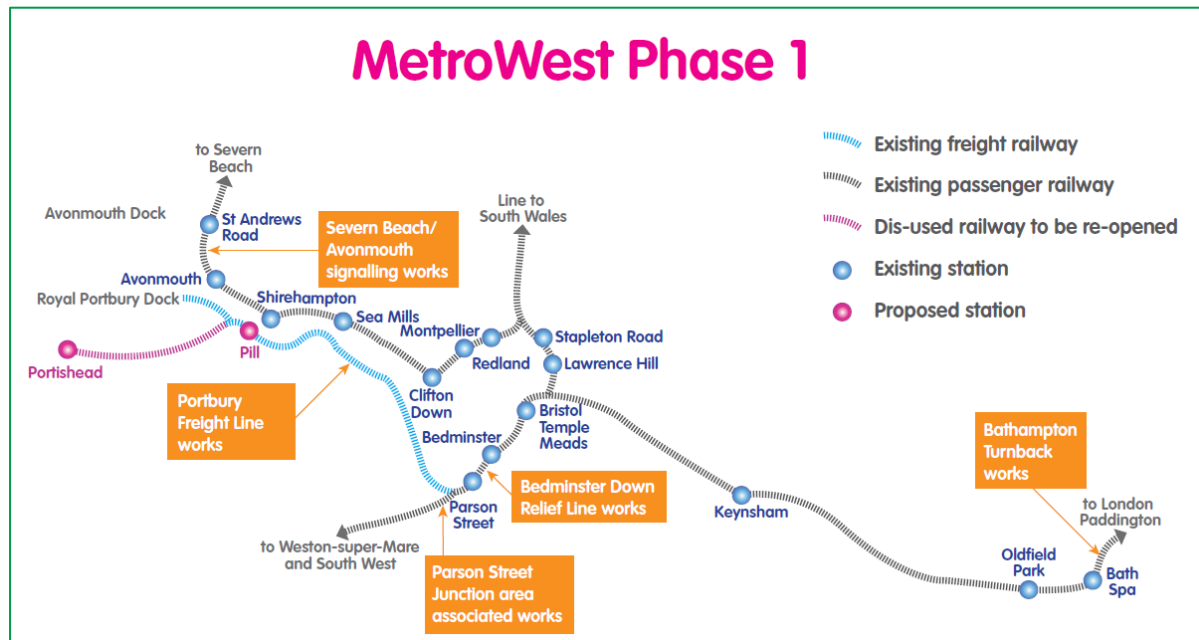


Figure 1-2: MetroWest Phase 1

MetroWest Phase 2

1.1.17 The principal business objectives of MetroWest Phase 2 are:

- To support economic growth, through enhancing the transport links to the Filton Enterprise Area, North Fringe, Yate, Temple Quay Enterprise Zone and Bristol City Centre.
- To deliver a more resilient transport offer, providing more attractive and guaranteed (future proofed) journey times for commuters, business and residents in the area, through better utilisation of strategic heavy rail corridors from Yate and Henbury.
- To improve accessibility to the rail network with new and re-opened rail stations and improved service frequencies.
- To make a positive contribution to social well-being, life opportunities and improving quality of life (along the affected corridors in particular).

1.1.18 The MetroWest Phase 2 supporting objectives are:

- To mitigate transport congestion in the North Fringe and Yate corridor.
- To enhance the carrying capacity of the local rail network.
- To reduce the adverse environmental impacts of the local transport network as a whole.

1.1.19 MetroWest Phase 2 is programmed to be delivered after the opening of MetroWest Phase 1. The new stations proposed at Henbury and North Filton are closely linked with planned mixed residential and commercial development around Cribbs Causeway and Filton airport in north Bristol. A third station is proposed at Ashley Down in Bristol. Planning permission for the three new stations will be sought through the Town and Country Planning Regulations. The remaining works within the railway corridor, including the turnback at Yate, will be undertaken by Network Rail under their General Permitted Development rights. None of these projects qualifies as a Nationally Significant Infrastructure Project and are not considered further in this report.

1.2 Portishead Branch Line (MetroWest Phase 1)

Brief History of the Portishead Branch Line

- 1.2.1 The Portishead Branch Line was built in the 1860s, opening to Portishead in 1867, with an extension to the port in Portishead in 1869. Initially four stations were built along the route serving Portishead, Portbury, Pill and Clifton Bridge. The original railway was built as a single line to broad gauge standards. The line was converted to standard gauge in 1880 and a section of double tracking was constructed from Clifton Bridge station to the junction with the mainline in 1883. New stations were built in the early part of the 20th century at Ashton Gate, Ham Green, and Nightingale Valley Halt.
- 1.2.2 Passenger services continued between Portishead and Bristol until 1964, and freight services continued to 1981. With the cessation of passenger and freight services, the railway corridor was largely abandoned, with many of the railway features, including the ballast, rails, and sleepers, left in place. Several of the station buildings were demolished, including Portishead station.
- 1.2.3 The Royal Portbury Dock opened in 1978 and in 2002 part of the former Portishead Branch Line was re-opened to service the port. In order for the line to be reopened and go into Royal Portbury Dock, a substantial renewal of the existing permanent way between Parson Street Junction on the mainline and Portbury Dock Junction west of Pill was undertaken and a completely new section of line (approximately half a kilometre long) was built from Portbury Dock Junction into the port.
- 1.2.4 The owner of the Royal Portbury Dock, Bristol Port Company, has commercial rights to run up to 20 freight trains per day in each direction along the operating railway line. There are currently no scheduled passenger services on this line. In recent years the main freight traffic has comprised the import and export of new vehicles, dry bulk (including coal, animal feeds and grain), containers, and the import of aviation fuel direct to pipeline.

The Works Required for the Portishead Branch Line (MetroWest Phase 1)

- 1.2.5 The works required to commission the Portishead Branch Line comprise the reconstruction of 4750 metres of disused railway from Quays Avenue in Portishead to the existing operational railway (Portbury freight line) to the east of the M5 Motorway, then 750 metres of new track through Pill village parallel to the operational railway line from Portbury Dock. A new junction east of Pill Viaduct (Pill Junction) will be constructed, where the line connects with the existing operational railway. There will be new stations and associated parking at Portishead and Pill.
- 1.2.6 The disused section of the railway between Portbury Dock junction and Portishead became heavily over grown, with self-seeded trees, shrubs and scrub. The formation of the original railway between Portishead and Portbury Dock Junction, where the trackbed is joined by the operational railway, is in a dis-used state, but is largely intact. There is no physical track connection at Portbury Dock Junction and the route from Portbury Dock Junction to Portishead is not part of the national Rail Network. The railway infrastructure is in a poor state of repair and needs to be entirely relaid in order to meet current railway engineering standards. Repairs are also required to bridges and culverts, as well as new telecommunication and signalling works.
- 1.2.7 Works are also required to enhance the operational railway between the port and the main line (referred to as the Portbury Freight Line) to enable it to be capable of operating an hourly plus passenger train service, as well as maintaining the existing provision for

- operating freight trains. In brief the works include: maintaining the existing 30 mph line speed with limited alterations to the alignment to provide a more comfortable passenger experience, various other railway engineering works along the 9 km alignment involve signalling works, telecommunication works, maintenance works to structures and other railway assets, temporary and permanent compounds, highway works, pedestrian and cycle works, and environmental mitigation.
- 1.2.8 In Portishead, Quays Avenue will be relocated to the west of its existing position to create space for the new station and car park, with an additional car park along the disused railway corridor between Quays Avenue and Portbury Ditch. A new station and car park is required in Pill. It is also necessary to modify the signalling equipment along the spur into the Royal Portbury Dock.
- 1.2.9 The dis-used railway corridor from Portishead to the site of Portbury old station is owned by NSDC. The rest of the dis-used railway corridor from Portbury Old Station to Portbury Dock Junction and all of the Portbury Freight Line from Portbury Dock Junction to Bristol is owned by Network Rail. The half kilometre section of railway between Portbury Dock Junction and Portbury Dock gates built in 2002 when the freight line re-opened, is a private siding owned by the Bristol Port Company.
- 1.2.10 Some additional land not owned by NSDC or Network Rail will be required permanently for the DCO Scheme, including Portishead and Pill stations and associated works, permanent maintenance compounds and a new pedestrian access at Ashton Vale to provide an alternative crossing when the level crossing barriers are down. Whilst the Ashton Vale Road (Ashton Junction) level crossing will remain operational, some land will also be required for highway alterations to reduce the highway traffic impact from the increased use of the level crossing.
- 1.2.11 Further land is also required temporarily during the construction phase for access and construction compounds.
- 1.2.12 The whole length of the dis-used section of the railway between Portishead and Pill, including the proposed location for a new station in Portishead and re-opened Pill station, is safeguarded in the NSDC local plan and subsequent Local Development Framework planning documents.²
- 1.2.13 Table 1-1 describes all the elements of the Portishead Branch Line (MetroWest Phase 1) that have been considered in the compiling of the PEI Report. A more detailed description of the DCO Scheme is provided in Chapter 4. The table distinguishes between those works required for the Nationally Significant Infrastructure Project and the Associated Works. These distinctions are explained in Section 1.3 on the consenting regime.
- 1.2.14 (Note: The Proposed Scheme Elements have been allocated reference letters in the table below for ease of cross referencing in the PEI Report. Both the references and the descriptions may change for the Draft DCO and Environmental Statement to be submitted to the Planning Inspectorate.)

² See <http://www.n-somerset.gov.uk/my-services/planning-building-control/planningpolicy/local-plan/localplan/>

Table 1-1: A Summary of Works Required for the Portishead Branch Line (MetroWest Phase 1) DCO Scheme

Proposed DCO Scheme Element	Description of the DCO Scheme Element	Permanent or Temporary	Inside or Outside Operational Railway / Disused Railway Boundary	Current Land Use
<i>The Nationally Significant Infrastructure Project</i>				
A	<p>The NSIP comprises a new permanent railway approximately 5400 metres long from the junction of Quays Avenue and Harbour Road in Portishead to meet the existing Portbury Dock railway to the east of the M5 Motorway, then running parallel to the existing freight line to a new junction with the existing operational railway line between Pill Viaduct and the western portal of Pill Tunnel.</p> <p>The works include railway engineering works to:</p> <ul style="list-style-type: none"> • replace the track formation, • repair or replace culverts, • repair or replace bridges and other structural assets, • minor earthworks and alterations to cuttings, install signalling, electrical and communication systems, and works to Pill Viaduct, installation of a new railway junction (Pill Junction), • a noise barrier at Portishead, and • fencing. 	Permanent	Mainly inside operational railway/disused railway boundary	<p>Disused railway line between Portishead and Portbury Junction.</p> <p>Through Pill the new railway will be laid next to the existing freight line.</p>
<i>Associated Development</i>				
B	The construction of a car park to the south of Harbour Road, Portishead and to the west of Quays Avenue (car park B) and pedestrian / cycling path.	Permanent	Both inside and outside the disused railway boundary	Disused railway corridor and undeveloped land.
C	Realignment of Quays Avenue, Portishead and new junction with Harbour Road.	Permanent	Outside and inside the disused railway boundary	Highway land (Phoenix Way, Harbour Road and Quays Avenue) and undeveloped land.
D	A new railway station comprising platform, shelter, ticket office and waiting area, public toilet, lighting columns and railway communications mast, to the east of the realigned Quays Avenue, Portishead.	Permanent	Outside the disused railway boundary	Highway land (Quays Avenue) and undeveloped land.

Table 1-1: A Summary of Works Required for the Portishead Branch Line (MetroWest Phase 1) DCO Scheme

Proposed DCO Scheme Element	Description of the DCO Scheme Element	Permanent or Temporary	Inside or Outside Operational Railway / Disused Railway Boundary	Current Land Use
E	Car park (car park A) taxi and bus facilities on the eastern side of the realigned Quays Avenue and south of Phoenix Way Portishead.	Permanent	Outside the disused railway boundary	Highway land (Quays Avenue).
F	New pedestrian and cycle paths to the north and south of the new railway to connect Quays Avenue with the new pedestrian and cycle bridge west of Trinity Primary School.	Permanent	Inside and outside the disused railway boundary	Disused railway and open space.
G	A new pedestrian and cycle bridge west of Trinity Primary School, Portishead over the Portishead Branch Line.	Permanent	Inside and outside the disused railway boundary	Disused railway and open space.
H	A path south of the Portishead Branch Line to connect the new pedestrian and cycle bridge to Galingale Way, Portishead.	Permanent	Outside the disused railway boundary	Permissive Footpath and open space.
I	Paths north of the Portishead Branch Line Railway to connect the new pedestrian and cycle bridge north to Tansy Lane, Portishead.	Permanent	Outside the disused railway boundary	Permissive Footpath and open space – amenity grass with occasional shrubs and trees.
J	Construction haul road on south side of, and parallel to, Portishead Branch Line Railway, south of Fennel Road to the highway known as Sheepway.	Temporary	Outside the disused railway boundary	Agricultural land.
K	A new maintenance compound and road rail access point to the Portishead Branch Line Railway from the north side of the highway known as Sheepway and on the northern side of the railway, close to the overbridge carrying the highway known as Sheepway over the railway, opposite Sheepway Gate Farm, Sheepway.	Permanent	Outside the disused railway boundary	Pasture and path.
L	Construction compound and access from the highway from Sheepway, on the north side of Sheepway and northern side of the Portishead Branch Line Railway opposite Sheepway Gate Farm, Sheepway.	Temporary	Outside the disused railway boundary	Agricultural land.

Table 1-1: A Summary of Works Required for the Portishead Branch Line (MetroWest Phase 1) DCO Scheme

Proposed DCO Scheme Element	Description of the DCO Scheme Element	Permanent or Temporary	Inside or Outside Operational Railway / Disused Railway Boundary	Current Land Use
M	Construction haul road on south side of, and parallel to, the Portishead Branch Line Railway, west from the highway of Sheepway to the proposed construction compound north of the Portbury Hundred highway.	Temporary	Outside the disused railway boundary	Agricultural land.
N	Construction compound between north of The Portbury Hundred highway and the Portishead Branch Line Railway and west of the junction of Station Road with Portbury Hundred, Portbury.	Temporary	Outside the disused railway boundary	Agricultural land.
O	Permanent improvements to the access from The Portbury Hundred highway to the field to the south of Portishead Branch Line and west of Station Road, Portbury.	Permanent	Outside the disused railway boundary	Highway and agricultural land.
P	Turning circle east of The Drove on the South side of the Portishead Branch Line	Temporary	Outside the disused railway boundary	Agricultural land.
Q	Car parking spaces for Network Rail for use during maintenance and improvement of car parking spaces for Wessex Water.	Permanent	Outside the disused railway boundary	Informal parking areas.
R	Alteration to existing bridleway crossing at Royal Portbury Dock Road and alterations to National Cycle Route 26 at the Portishead Branch Line Railway underbridge.	Permanent	Inside the disused railway boundary	Bridleway and disused railway.
S	Alterations to permissive path comprising National Cycle Route 26 at Marsh Lane underbridge, Portbury.	Permanent	Inside the disused railway boundary	Cyclepath and disused railway.
T	Haul road on the North side of railway from Marsh Lane to Cattle Creep Bridge and on to the proposed construction compound under the M5.	Temporary	Outside the disused railway boundary	Cyclepath and bridleway along the disused railway
U	A temporary construction compound under the M5 bridge.	Temporary	Outside the disused railway boundary	Wasteland under the M5 bridge.

Table 1-1: A Summary of Works Required for the Portishead Branch Line (MetroWest Phase 1) DCO Scheme

Proposed DCO Scheme Element	Description of the DCO Scheme Element	Permanent or Temporary	Inside or Outside Operational Railway / Disused Railway Boundary	Current Land Use
V	Vehicular Access on South side of railway from Marsh Lane east to the Cattle Creep accommodation underbridge on the Portishead Branch Line to the West of the M5 Motorway	Temporary vehicular construction access and permanent access on foot.	Outside the disused railway boundary	Agricultural land.
W	Alterations to permissive path comprising part of National Cycle Route 26 at the Portishead Branch Line Railway underbridge beneath the M5 Motorway.	Permanent	Inside the disused railway boundary	Disused railway and cyclepath.
X	New bridleway under the M5 Motorway Avonmouth Bridge east to the existing National Cycle Route 41 from Pill to Avonmouth.	Permanent	Outside the operational railway boundary	Cyclepath, scrub and wasteland.
Y	Construction compound at Lodway Farm with highway access from Marsh Lane east via the Portishead Branch Line Railway bridge under the M5 Motorway and also access via The Breaches (Pill).	Temporary	Outside the operational railway boundary	Agricultural land.
Z	Avon Road embankment strengthening works and temporary access to the south of the Portishead Branch Line through back gardens off Lodway Close.	Temporary	Inside and outside the operational railway boundary	Agricultural land and residential gardens.
AA	Demolition and reconstruction of the Avon Road Underbridge in Pill.	Permanent	Inside and outside the operational railway boundary	Existing underbridge and footpath between Avon Road and Lodway Close.
AB	Temporary diversion of NCN 41 on North side of the Portishead Branch Line and temporary construction compound alongside the railway.	Temporary	Outside the operational railway boundary	NCN 41 and pedestrian access and Jenny's Meadow.
AC	Demolition of existing garages, and a temporary construction compound on the north side of the Portishead Branch Line Railway to the South of Avon Road, Pill	Temporary compound	Outside the operational railway boundary	Highway, yard and residential garages.

Table 1-1: A Summary of Works Required for the Portishead Branch Line (MetroWest Phase 1) DCO Scheme

Proposed DCO Scheme Element	Description of the DCO Scheme Element	Permanent or Temporary	Inside or Outside Operational Railway / Disused Railway Boundary	Current Land Use
AD	Demolition of wall fronting residential property known as Victoria House, Marine Parade, Pill to facilitate access for crane to construct the underbridge to the south of Avon Road, Pill	Temporary demolition and reinstatement	Outside the operational railway boundary	Residential
AE	Car park to serve Pill Station, to the south of Severn Road and Monmouth Court, Pill. Site for a new Principal Supply Point ("PSP") for the railway.	Permanent	Outside the operational railway boundary	Disused former railway goods yard.
AF	Temporary construction compound at Pill Yard, the proposed site of Pill station car park.	Temporary	Outside the operational railway boundary	Disused former railway goods yard.
AG	New station on the site of the southern platform of the former station at Pill and new station forecourt on the site of 7 Station Road Pill (to be demolished), together with re-profiling and associated strengthening works to cutting slope to the rear of properties fronting Sambourne Lane and Hardwick Road, new access from the station forecourt to the platform, new platform with shelter and lighting, and fire refuge area down track of the platform.	Permanent	Inside and outside the operational railway boundary	Disused Pill station and residential / commercial property.
AH	Temporary construction compound in area proposed for the new Pill station forecourt.	Temporary	Outside the operational railway boundary	House and commercial property
AI	Temporary construction compound at Pill Library car park and access onto the highway known as Underbanks.	Temporary	Outside the operational railway boundary	Pill library car park and highway
AJ	Embankment strengthening works on the east side of Pill Viaduct to the rear of property off Mount Pleasant.	Permanent	Inside the operational railway boundary	Existing embankment on the operational railway.
AK	New Pill Junction between Pill Viaduct and the western portal of Pill tunnel where the existing and new railway tracks combine to the single track.	Permanent	Inside the operational railway boundary	Existing operational railway

Table 1-1: A Summary of Works Required for the Portishead Branch Line (MetroWest Phase 1) DCO Scheme

Proposed DCO Scheme Element	Description of the DCO Scheme Element	Permanent or Temporary	Inside or Outside Operational Railway / Disused Railway Boundary	Current Land Use
AL	<p>Railway engineering works from Pill Junction, to the west of the western portal of Pill Tunnel, to Ashton Junction. These works include:</p> <ul style="list-style-type: none"> • 6 micro-compounds along the Avon Gorge with basic welfare facilities • alterations to the track, including vertical and horizontal alignment, • replacing sleepers, ballast cleaning, and geotechnical works, • repairing and replacing culverts, • minor works to tunnels, • repairing or replacing bridges and other structural assets, minor earthworks and alterations to cuttings and embankments, • loose rock picking of cliff faces, • installing an intermediate signal, • replacing the signalling and electrical systems, • installing a train driver communication system, • replacing fencing along the railway alignment and • new maintenance access points from the existing River Avon Tow Path to the Portishead Branch Line Railway. <p>A more detailed description of works in the Avon Gorge Woodlands Special Area of Conservation ("SAC") is provided in Table 4-5.</p>	Permanent	Inside the operational railway boundary	Operational railway land
AM	Site for the new Principal Supply Point (PSP) building, compound, road rail access point and associated access road from the highway of Chapel Pill Lane, Ham Green North of the eastern portal of Pill Tunnel.	Permanent	Outside the operational railway boundary	Pasture land.
AN	Construction compound and rail access off Chapel Pill Lane.	Temporary	Outside the operational railway boundary	Pasture land.
AO	Route for new electricity cables to connect the existing Distribution Network Operator's cables at Chapel Pill Lane overbridge, Ham Green, to the Portishead Branch Line Railway at the site for the PSP off Chapel Pill Lane.	Permanent	Outside the operational railway boundary	Private means of access.

Table 1-1: A Summary of Works Required for the Portishead Branch Line (MetroWest Phase 1) DCO Scheme

Proposed DCO Scheme Element	Description of the DCO Scheme Element	Permanent or Temporary	Inside or Outside Operational Railway / Disused Railway Boundary	Current Land Use
AP	Permanent access to the South of the operational railway from Chapel Pill Lane to the Portishead Branch Line near Miles Underbridge.	Permanent	Outside the operational railway boundary	Agricultural land
AQ	Works to Quarry Underbridge No. 2.	Permanent	Inside the operational railway boundary	Underbridge and access
AR	Construction compound on West side of the operational railway adjacent to Quarry Underbridge No. 2.	Temporary	Inside and possibly outside the operational railway boundary	Underbridge and access
AS	A new vehicular maintenance road rail access point from the highway of Clanage Road, Bower Ashton to the Portishead Branch Line Railway.	Permanent	Outside the operational railway boundary	Private sports field.
AT	Construction compound at Clanage Road in Bower Ashton.	Temporary	Outside the operational railway boundary	Private sports field.
AU	Provision of a ramp to the west of the Portishead Branch Line Railway and north of the Ashton Vale Level Crossing to connect pedestrians and cyclists between Ashton Vale Road and Ashton Road (A370).	Permanent	Inside the operational railway boundary	Operational railway land.
AV	Extension of left turn flare lane on Winterstoke Road onto Ashton Vale Road and optimisation of the Ashton Vale Road signals and upgrade of signals to "MOVA". MOVA stands for 'Microprocessor Optimised Vehicle Actuation' and comprises of both hardware and software which responds to live traffic volumes to adjust and optimise the timing of traffic signal phases to make best use of the available capacity.	Permanent	Outside the operational railway boundary	Highway
AW	Permanent closure of Barons Close pedestrian level crossing (currently closed temporarily during the construction of AVTM MetroBus). Alternative pedestrian access along pedestrian and cycle path under construction by MetroBus scheme linking to the Ashton Vale Road level crossing and the proposed MetroWest Phase 1 pedestrian / cycle ramp.	Permanent	Inside and outside the operational railway boundary	Railway and highway

Table 1-1: A Summary of Works Required for the Portishead Branch Line (MetroWest Phase 1) DCO Scheme

Proposed DCO Scheme Element	Description of the DCO Scheme Element	Permanent or Temporary	Inside or Outside Operational Railway / Disused Railway Boundary	Current Land Use
<i>Associated Development at Royal Portbury Dock</i>				
AX	Replacement of the signalling equipment of the half kilometre section of railway from Portbury Dock to Portbury Dock Junction, within the land of the Bristol Port Company.	Permanent	Inside the operational railway boundary	Port operational land.

1.2.15 Elements A to AK, AM to AR, and AX are within the North Somerset District Council local government boundary. Works Nos. AS to AW are within the Bristol City Council local government boundary. Work No. AL straddles both local government boundaries.

1.2.16 Other works will also be required in connection with the NSIP and associated works comprising:

- electrical equipment, power supply cubicles and cables, telecommunications cables and equipment and signalling works,
- embankment, aprons, abutments, shafts, foundations, retaining walls, drainage, wing walls, fences and culverts,
- works to alter the position of apparatus, including mains, sewers, drains and cables,
- works to interfere with a watercourse other than a navigable watercourse,
- landscaping and other works to mitigate any adverse effects of the construction, maintenance or operation of the authorised development,
- works required for the, improvement, maintenance or of any streets,
- works for the temporary diversion of public footpaths shown in the footpath stopping up and diversion plan, and
- such other works, including working sites and works compounds as may be necessary or expedient for the purposes of or in connection with the construction of the authorised development and which fall within the scope of the Environmental Statement.

Other Works Required for MetroWest Phase 1

1.2.17 The other works required on the operational rail network to deliver the MetroWest Phase 1 train service will implemented by Network Rail under their permitted development rights and will not form part of the DCO Application. These comprise the following works.

Liberty Lane Freight Depot

- 1.2.18 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. These works are within Network Rail's operational boundary and will be implemented using their General Permitted Development rights. These works must be completed before the Portishead Branch Line DCO Scheme starts operating.

Parson Street Junction

- 1.2.19 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 their General Permitted Development rights. These works must be completed before the Portishead Branch Line DCO Scheme starts operating.

Parson Street Station

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

Bedminster Down Relief Line

- 1.2.21 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 turn out 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 crossover (turnout), renewal of approximately 1 km 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.

Severn Beach / Avonmouth Signalling

- 1.2.22 Severn Beach / Avonmouth Signalling (MetroWest Phase 1): Minor signalling works are required to enable a longer layover period for passenger trains at Avonmouth station and Severn Beach station. These works are within Network Rail's operational boundary and will be implemented using their General Permitted Development rights. These works are not required for the operation of the Portishead Branch Line DCO Scheme.

Bathampton Turnback

- 1.2.23 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. After stopping at Bath, the local train from Bristol would continue into the Up loop at Bathampton from the Up line. The driver would then descend onto the walkway, walk to the other end of the train and mount the train, before moving forward and exiting the loop via a new signal and through the

crossover to the Down line back to Bristol. All the works will be confined to Network Rail's existing land holding and will be undertaken by Network Rail under their General Permitted Development rights. These works are not required for the operation of the Portishead Branch Line DCO Scheme.

- 1.2.24 As these above works will be carried out by Network Rail using their general permitted development rights, these elements are not being consulted upon for the DCO Scheme.

1.3 The Consenting Regime

Consenting Procedures

Development Consent Order

- 1.3.1 The Planning Act 2008 introduced the DCO regime as the means of giving consent for developments categorised as nationally significant infrastructure projects ("NSIP"). These include railway schemes, where the railway when constructed [or altered] will be wholly within England, is part of a network operated by an approved operator, and where the construction is not permitted development³.
- 1.3.2 The Highway and Railway (Nationally Significant Infrastructure Project) Order 2013 amended Section 25 of the Planning Act 2008 on railways to include within the definition of an NSIP a stretch of track with "*a continuous length of more than 2 kilometres*" that "*is not on land that was operational land of a railway undertaker immediately before the construction work began or is on land that was acquired at an earlier date for the purpose of constructing the railway*".
- 1.3.3 The proposed works for the new railway between Portishead and Portbury on NSDC land is an NSIP for the following reasons:
1. The scheme when built will be wholly in England.
 2. The scheme will form part of a network operated by an approved operator.
 3. The proposed new section of railway exceeds the threshold length of 2 km.
- 1.3.4 In addition to the railway, which is the principal development for which development consent is required under the Planning Act 2008, other development is required as part of the Portishead Branch Line. Section 115 of the Planning Act 2008 provides that, in addition to the principal development, consent may also be granted in a DCO for "*associated development*". In considering whether other works that form part of MetroWest Phase 1 are associated development and can be included within the DCO application for the principal development, regard has been had to the Department for Communities and Local Government's ("DCLG") advice in *Planning Act 2008: Guidance on Associated Development Applications for Major Infrastructure Projects* (DCLG, 2013). Paragraph 5 in this guidance states that development should be treated as associated development based on the following principles.
- "(i) The definition of associated development...requires a direct relationship between associated development and the principal development. Associated development should therefore either support the construction or operation of the principal development, or help address its impacts.*

³ Section 14(1)(k) of the Planning Act 2008 defines a NSIP as the construction or alteration of a railway and Section 25(1) and (2) further defines an NSIP including the construction and alteration projects.

(ii) Associated development should not be an aim in itself but should be subordinate to the principal development.

(iii) Development should not be treated as associated development if it is only necessary as a source of additional revenue for the applicant, in order to cross-subsidise the cost of the principal development...

(iv) Associated development should be proportionate to the nature and scale of the principal development."

1.3.5 Annex B to the guidance identifies typical associated developments for railway schemes to include new stations and alterations and extensions to existing platforms.

1.3.6 Works to operational railway line are specifically excluded from the DCO process.

Permitted Development

1.3.7 Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development) England Order 2015 ("GPDO") sets out permitted development allowed under a local or private Act or Order "*which designates specifically the nature of the development authorised and the land upon which it may be carried out*" subject to certain prior approval conditions. Schedule 2 Part 8 Class A allows permitted development for "*development by railway undertakers on their operational land, required in connection with the movement of traffic by rail*" but this does not permit the construction of a railway, railway station or bridge.

1.3.8 Article 3(1) of the GPDO grants deemed planning permission for the classes of development in Schedule 2, subject to the provisions of the GPDO and Regulations 73 to 75 of the Conservation of Habitats and Species Regulations 2010 ("the Habitats Regulations").

1.3.9 Article 3(10) provides that development is not permitted where it is Schedule 1 or 2 development under the respective Environmental Impact Assessment ("EIA") Regulations unless it has been screened out of EIA. However, Article 3(12)(b) provides that Article 3(10) does not apply to development for which permission is granted by Class A of Part 18 of Schedule 2, which is development under local or private Acts or Order.

1.3.10 As railways have been built under Acts of Parliament since the 19th century, Network Rail has permitted development rights for undertaking a range of activities along the operational railway as defined in the original acts.

1.3.11 The railway to Portishead and Portbury was permitted under the Bristol and Portishead Pier and Railway Acts 1863 and 1867, which are private Acts of Parliament. Network Rail retains permitted development rights to undertake some of the activities along the operational railway line between Pill and Parson Street Junction required for the Scheme. However, as NSDC is seeking consent for the Scheme, it does not benefit from permitted development rights and is applying for consent to carry out the works required as associated development linked to the NSIP for which the DCO is sought.

Consenting Route for the Portishead Branch Line (MetroWest Phase 1)

- 1.3.12 Consent for the works required for the Portishead Branch Line (MetroWest Phase 1) will be sought under a DCO application to The Planning Inspectorate for decision by the Secretary of State for Transport.
- 1.3.13 The reconstruction of the disused section of the railway line between Portishead and Pill falls within the definition of a nationally significant infrastructure project ("NSIP") for the purposes of the Planning Act 2008. The other works required for the Scheme, such as the new stations, works to the highway at Portishead and Ashton and the alterations to the railway between Pill and Ashton Junction are defined as Associated Development under Section 114 of the Planning Act 2008.
- 1.3.14 For the purposes of the DCO Application, Network Rail's land between the site of Portbury Old station and Portbury Dock Junction is not regarded as operational railway land, as NSDC proposes to rebuild this part of the branch line and could not therefore expect to be able to rely on any permitted development rights Network Rail might have, if the railway were operational railway land.
- 1.3.15 Figure 1-4 below shows the DCO indicative red line boundary at approximately 1:100,000. A more detailed version of the indicative red line boundary at 1:2,500 (A3) is provided in Volume 3 Figure 4-2 Sheets 1 to 20, which encompasses land required temporarily and permanently for the construction and operation of the Scheme. The Order limits extend from the proposed new station and car park at Portishead, along the disused section of the railway line between Portishead and Pill, and along the operational railway line between Pill and Ashton Junction, in the vicinity of Ashton Gate in south west Bristol.

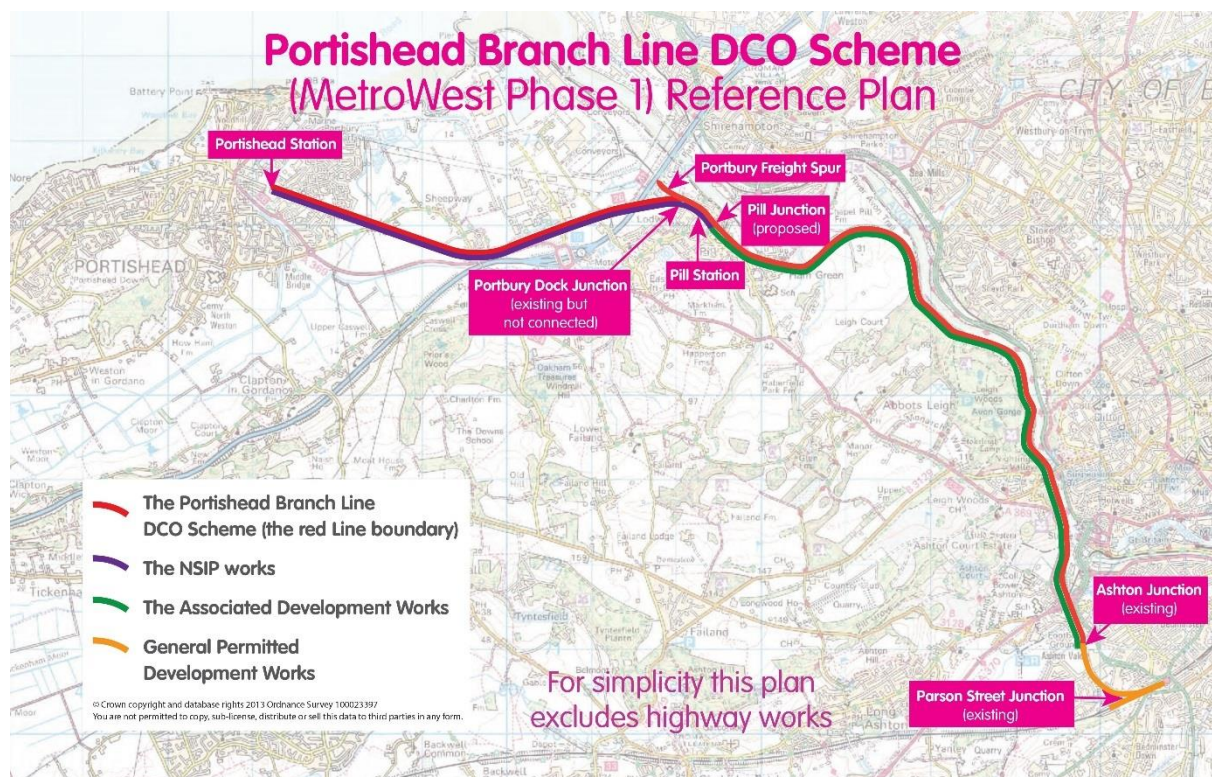


Figure 1-4: Reference Plan

- 1.3.16 NSDC will submit an application for a development consent order (“the DCO Application”) to The Planning Inspectorate as required under the Planning Act 2008. The DCO application will be made for the works required for the NSIP and the associated development, including works required within the Avon Gorge Woodlands SAC. The Planning Inspectorate will examine the proposals and make a recommendation to the Secretary of State on whether to consent the Scheme or not. The proposed Scheme is called the Portishead Branch Line DCO Scheme (MetroWest Phase 1) (“the DCO Scheme”).
- 1.3.17 The DCO application will be prepared in accordance with Section 37 of the Planning Act 2008 and secondary legislation including the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) (“the EIA Regulations”). The EIA Regulations were updated in 2017. However, as the Scoping Opinion had already been submitted, there is no legal requirement to comply with the latest EIA Regulations.
- 1.3.18 In preparing the application for the DCO the applicant will have regard to the series of advice notes published by the Planning Inspectorate that provide useful information about the Planning Act 2008 process (as amended by the Localism Act 2011). These include *Advice note 3 The Planning Inspectorate and Nationally Significant Infrastructure Projects* and *Advice note 7 Environmental Impact Assessment: Preliminary Environmental Information, Screening and Scoping*.

1.4 Need for Environmental Impact Assessment

Environmental Impact Assessment

- 1.4.1 The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) (“the EIA Regulations”) set out the process of EIA for a NSIP. This includes:
- the procedures for determining whether an EIA is required (screening),
 - the scoping of the Environmental Statement (“ES”) to be provided by an applicant to provide information on the likely significant environmental effects of the proposed development,
 - publicity for the ES,
 - procedures for consultation with statutory consultation bodies and third parties including the making of representations by them about the environmental effects of the development,
 - the process of requiring further and additional information, and
 - the prohibition on the grant of development consent by the Secretary of State without taking into account the environmental information submitted.
- 1.4.2 The DCO Scheme is a Schedule 2 development under the EIA Regulations, for which an EIA will be required as there are likely to be significant environmental effects arising from the construction and operation of the Scheme. NSC notified the Secretary of State in a letter dated 23 June 2015 that they propose to provide an ES in respect of the proposed development under Regulation 6(1)(b) of the EIA Regulations. Therefore, in accordance with Regulation 4(2)(a) of the EIA Regulations, the application for the proposed development is to be determined as EIA development.
- 1.4.3 The EIA Regulations enable an applicant, before making an application for an order granting development consent, to ask the Secretary of State to put in writing an opinion (a “scoping opinion”) on the information to be provided in the ES. NSC submitted a request to the Secretary of State for a Scoping Opinion on the matters to be addressed in the ES on 23 June 2015 together with a Scoping Report and a Baseline Report. The Scoping Opinion

was issued by the Secretary of State on 3 August 2015. These reports are all available on the Planning Inspectorate's planning portal at the following location.

<http://infrastructure.planninginspectorate.gov.uk/projects/south-west/portishead-branch-line-metrowest-phase-1/>

- 1.4.4 The EIA Regulations provide that where development of a type listed in Annex 2 of the EIA Regulations is likely to give rise to significant environmental effects, the decision-maker (in this case the Secretary of State for Transport) cannot lawfully grant development consent for the development until they have taken into account the environmental information required by the EIA Regulations. Environmental information comprises the information required to be provided by the applicant in the form of an ES, including any further or other information, any representations made by specified consultees and any representations duly made by any other person about the environmental effects of the development.
- 1.4.5 To-date, the EIA process for the DCO Scheme has been undertaken in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) ("the EIA Regulations"). EIA Directive (2014/52/EU) amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment was published in the European Union's Official Journal in April 2014. Directive 2014/52/EU amends Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment. The requirements of Directive 2014/52/EU were formally implemented in England insofar as relevant to NSIPs in the form of a revised set of regulations entitled, 'The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017' ("the EIA Regulations 2017"). Under Article 3(2) of the Directive, transposed by Regulation 37 the EIA Regulations 2017, where an Environmental Statement is submitted or where a scoping opinion has been sought before 16 May 2017, the project can benefit from transitional provisions to continue under the provisions of the EIA Regulations 2009. However, the DCO Scheme is giving consideration to – and will seek to apply, where possible – the new Directive. This will be fully detailed and documented in the final ES prepared and submitted with the DCO Application.

1.5 The Need for Habitats Regulations Assessment

The Habitats Regulations

- 1.5.1 European sites (Natura 2000) are protected under the *Council Directive on the conservation of natural habitats and of wild fauna and flora* (92/43/EEC) ("the Habitats Directive") which is transposed into English Law under the Conservation of Habitats and Species Regulations 2010 (as amended) ("the Habitats Regulations").
- 1.5.2 The Habitat Regulations set out a stage by stage process, known as the Habitat Regulations Assessment ("HRA") to ensure the maintenance of the overall coherence of a European site or the integrity of the European site network when applications for development consent are proposed. The first stage of the process involves screening to determine whether a project is likely to have a significant effect on the interest features of a European site alone or in combination with other plans and projects. If likely significant effects are identified then the decision-maker is required to go on to Stage 2 and to undertake an appropriate assessment to determine whether the project will have adverse effects on the integrity of the European site, having regard to its conservation objectives. If it will, then consent for the development can be granted at this stage only if it can be ascertained that the project will not adversely affect the integrity of the European site. Stages 3 and 4 become relevant if it cannot be ascertained that there will be no adverse effects on the integrity of the European site. This involves the consideration of alternative

solutions and, if there are no alternatives, the process of determining whether imperative reasons of over-riding public importance and the provision of compensatory measures justify the grant of consent.

- 1.5.3 Regulations 73 to 76 of the Habitats Regulations address the approach to the HRA for General Development Orders. Under Regulation 73, development likely to have a significant effect on a European site cannot begin until the developer has received approval from the local planning authority. Regulation 74 states that the developer may seek the opinion of the appropriate nature conservation body for their opinion as to whether the development is likely to have a relevant effect, and the nature conservation body must inform the developer and the local planning authority of their opinion. Regulation 75 states that the local planning authority must make an appropriate assessment of the implication of the development for the European site in view of that site's conservation objectives, and taking account of the view of the nature conservation body. The *"local planning authority may approve the development only after having ascertained that it will not adversely affect the integrity of the site."*
- 1.5.4 A search for European sites (including proposed sites) within 5 km of the DCO Scheme and European sites (including proposed sites) with bats as a qualifying feature within 30 km of the project was undertaken. The search highlighted the following sites.
- The Severn Estuary Special Area of Conservation ("SAC"), Special Protection Area ("SPA") and Ramsar sites lie along the coast of North Somerset Council and at the nearest location come within 80 m of the DCO Scheme on the River Avon near Pill.
 - Part of the operational railway line between Pill and Parson Street Junction passes through the Avon Gorge Woodlands SAC.
 - Two Natura 2000 sites with bats as a qualifying feature lie within 30 km of the project, namely, the North Somerset & Mendip Bats SAC and the Bath and Bradford-on-Avon Bats SAC.
- 1.5.5 Works will be required along the operational railway through the Avon Gorge Woodlands SAC to facilitate the operation of the DCO Scheme. The works required within the Avon Gorge Woodlands should form part of the DCO application as Associated Development. The approval process for the works will be undertaken by the Secretary of State who will also be the competent authority for HRA purposes.

Description of Works in the Avon Gorge Woodlands SAC

- 1.5.6 The works required in the Avon Gorge Woodlands SAC are limited to relatively minor railway engineering works to upgrade the railway line and are within the Network Rail operational boundary. Scheme element No. AL set out above in Table 1-1 includes all the railway engineering works from Pill Junction to the Clifton Suspension Bridge, although much of these works are outside the SAC. For clarity Table 1-2 sets out all the permanent works within the SAC. All these works are part of the associated development works and fall within the North Somerset District Council boundary.

Table 1-2: Summary of Permanent Works within the Avon Gorge Woodlands SAC

Description of Development	Location
Minor modifications to the vertical and horizontal alignment of the existing railway line to achieve the required line speed.	To be confirmed once the design is complete.
Minor track works including replacing steel sleepers, ballast cleaning and some location specific geotechnical work such as laying a sand or geotextile blanket below the track formation.	To be confirmed once the design is complete.

Table 1-2: Summary of Permanent Works within the Avon Gorge Woodlands SAC

Description of Development	Location
Installing a new intermediate signal to enable the freight and passenger services to operate along the single track.	To be confirmed once the design is complete.
Installation of a new communications mast in the vicinity of Clifton Tunnel No. 2 to provide coverage in the gorge.	To be confirmed once the design is complete.
Trenching and cabling along the railway line associated with the new signalling and communications mast.	The edge of the track along the entire length of the SAC.
Minor works to repair retaining walls.	See Figure 4-2 in the PEI Report, Volume 3
Loose rock picking off cliff faces.	See Figure 4-2 as above.
Minor works to repair railway under-bridges.	See Figure 4-2 as above.
Minor gauge clearance works to the inside of Clifton Tunnel No. 2.	Figure 4-2 as above.
Replacement of the existing fencing along both sides of the railway corridor.	Along both sides of the railway along the entire length of the SAC, except where there are substantial natural boundaries, such as cliff faces or dense vegetation.
Improved pedestrian access points for construction and maintenance. See Figure 4-2 as above.	

- 1.5.7 A small element of the above works may require the use of adjoining land on a temporary basis during construction, pending more detailed engineering design.

Other HRA considerations

- 1.5.8 There are no proposed works for the DCO Scheme in the Severn Estuary SPA, SAC and Ramsar sites or in the North Somerset and Mendips Bat SAC and Bath and Bradford-on-Avon Bat SACs. However, consideration will need to be given to assessing the potential for indirect effects due to construction and operation activities and the in combination effects with other projects.

1.6 Purpose and Structure of the Preliminary Environmental Information Report

- 1.6.1 Under Planning Act 2008, the applicant has a general duty to consult (Section 42), and to consult the local authorities (Section 43), persons with an interest in the land (section 44) and local communities (Section 47). The applicant must provide consultation documents to the persons and organisations being consulted.
- 1.6.2 For EIA development, the consultation documents must include preliminary environmental information, meaning information referred to in Part 1 Schedule 4 of the EIA Regulations which:
- a) has been compiled by the applicant; and
 - b) is reasonably required to assess the environmental effects of the development (and of any associated development).
- 1.6.3 This Preliminary Environmental Information Report ("PEI Report") presents the information the applicant is required to provide on likely significant environmental effects of the Scheme, so far as available to date. Table 1-3 sets out the requirements of Part 1

Schedule 4 of the EIA Regulations and where the relevant information is presented in this PEI Report.

Table 1-1: Summary of information presented in the PEI Report

Part 1 Schedule 4	PEI Report
<p>Description of the development, including in particular</p> <p>(a) a description of the physical characteristics of the whole development and the land-use requirements during the construction and operational phases.</p> <p>(b) a description of the main characteristics of the production processes, for instance, nature and quantity of the materials used</p> <p>(c) the emission of pollutants, the creation of nuisances and the elimination of waste</p>	<p>Chapter 4 Description of the Proposed Works</p>
<p>An outline of the main alternatives studied by the applicant and an indication of the main reasons for the applicant's choice, taking into account the environmental effects</p>	<p>Chapter 3 Scheme Development and Alternatives Considered</p>
<p>A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the inter-relationship between the above factors.</p>	<p>Chapter 2 Description of the Study Area provides an overview of key features. Further details are provided in the topic specific Chapters 7 to 17. Supporting baseline material is provided in the appendices.</p>
<p>A description of the likely significant effects of the development on the environment, which should cover the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the development, resulting from:</p> <p>(a) the existence of the development,</p> <p>(b) the use of natural resources;</p> <p>(c) the emission of pollutants, the creation of nuisances and the elimination of waste,</p> <p>and the description by the applicant of the forecasting methods used to assess the effects on the environment.</p>	<p>A description of forecasting methods and an assessment of the likely significant effects is provided in the topic specific Chapters 7 to 17 and in Chapter 18 In-combination and Cumulative Effects Assessment.</p>
<p>A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment.</p>	<p>Chapter 4 Description of the Proposed Works provides an overview of measures incorporated into the scheme. Chapters 7 to 18 provide a summary of measures incorporated into the scheme and additional mitigation measures.</p>
<p>A non-technical summary of the information provided under paragraphs 1 to 5 of this Part.</p>	<p>A non-technical summary is provided as Volume 1 to the PEI Report.</p>
<p>An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant in compiling the required information.</p>	<p>Difficulties encountered in the assessment are described in each of the topic specific chapters.</p>

Structure of the PEI Report

- 1.6.4 This PEI Report has been drafted in accordance with Planning Inspectorate Advice Note seven: *Environmental Impact Assessment: Screening, Scoping and Preliminary Environmental Information*.
- 1.6.5 The PEI Report is presented in four volumes:
- Volume 1 the Non-Technical Summary
 - Volume 2: the main report
 - Volume 3: the book of figures
 - Volume 4: supporting appendices
- 1.6.6 This document is Volume 2, the main report. The first five chapters cover the introduction to the project, a description of the study area, the main alternatives considered, the description of the project and the approach to the environmental assessment. Chapter 6 describes the planning framework in the study area.
- 1.6.7 Chapters 7 to 17 describe the approach to the assessment on a topic by topic basis. The topics covered are: air quality and carbon; cultural heritage; ecology and biodiversity; geology, hydrogeology, ground conditions and contaminated land; landscape and visual impact assessment; materials and waste; noise and vibration; socio-economics and economic regeneration; soils, agriculture, and land use; transport, access and non-motorised users; and water resources, drainage and flood risk. Matters scoped out of the EIA are identified in each chapter together with an explanation.
- 1.6.8 Each of the topic chapters is subdivided along the following lines: introduction; legislation and planning framework; methodology; baseline, future conditions, and value of resources; measures adopted as part of the project; assessment of effects; the cumulative effects; limitations encountered in compiling this report; summary; references and abbreviations.
- 1.6.9 Chapter 18 presents the in-combination and cumulative effects assessment which covers:
- in combination effects: multiple effects arising from the Portishead Branch Line (MetroWest Phase 1) DCO Scheme on nearby receptors, and
 - cumulative effects resulting from the combined effects of the DCO Scheme with other developments, comprising:
 - the construction and operation of other (non-railway) committed development in the vicinity of the DCO Scheme;
 - impacts arising from the modal shift from vehicle traffic on the highway network to the Scheme, and
 - other construction works and additional services to be implemented under MetroWest Phase 1, namely the Parson Street Junction, Liberty Lane Freight Depot, Parson Street Station works, Bedminster Down Relief Line, Severn Beach / Avonmouth Signalling and Bathampton Turnback.
- 1.6.10 Chapter 19 summarises the findings presented in the PEI Report.

1.7 Next Steps

Public Consultation

- 1.7.1 This PEI Report has been prepared to assist the public in understanding the potential impact of the DCO Scheme and the mitigation proposed. A series of staffed exhibitions are being held in November 2017 to present the DCO Scheme to members of the public and to provide opportunities for people to ask questions and make comments on the Scheme.
- 1.7.2 Printed copies of this PEI Report are available for inspection by members of the public at the exhibitions and deposit points at following locations shown in Table 1-4 (CORRECT AS OF 25/09/17).

Table 1-4: Deposit locations of the PEI Report

Location	Times
Castlewood North Somerset Office, Tickenham Road, Clevedon BS21 6FW	Monday to Friday 08-30 to 17-00
Long Ashton Library, Lovelinch Gardens, Long Ashton BS41 9AH	Tuesday 10-00 to 12-30; 13-30 to 17-00 Thursday 10-00 to 12-30; 13-30 to 19-00 Friday 10-00 to 12-30 Saturday 10-00 to 12-30; 13-30 to 15-30
Pill Library, Crockerne House, Underbanks, Pill BS20 0AT	Tuesday 10-00 to 12-30 Wednesday 13-30 to 17-00 Friday 10-00 to 12-30; 13-30 to 17-00 Saturday 10-00 to 12-30
Portishead Library, Horatio House, 24 Harbour Road, Portishead BS20 7AL	Tuesday 09-30 to 17-00 Wednesday 09-30 to 17-00 Thursday 10-00 to 19-00 Friday 09-30 to 17-00 Saturday 09-30 to 16-00 Sunday 10-30 to 14-30
Weston-super-Mare Library, Town Hall, Walliscote Grove Road, Weston-super-Mare BS23 1UJ	Monday to Friday 08-30 to 20-00 Saturday 08-30 to 19-00 Sunday 10-00 to 19-00 *This library is partially staffed during these times. Times reflect the opening times of the town hall
Bedminster Library, 4 St Peter's Court, Bedminster Parade, Bristol BS3 4AQ	Monday 10-00 to 19-00 Wednesday 10-00 to 19-00 Thursday 10-00 to 17-00 Friday 10-00 to 17-00 Saturday 10-00 to 17-00
Bristol Central Library, College Green, Bristol BS1 5TL	Monday 10-00 to 19-00 Tuesday 10-00 to 19-00 Thursday 10-00 to 19-00

Table 1-4: Deposit locations of the PEI Report

Location	Times
	Friday 10-00 to 17-00
	Saturday 10-00 to 17-00
	Sunday 13-00 to 17-00
Marksbury Road Library, Marksbury Road, Bedminster, Bristol BS3 5LG	Tuesday 10-00 to 17-00
	Thursday 10-00 to 17-00
	Saturday 11-00 to 17-00
100 Temple Street	Monday to Friday 9-00 to 17-00

- 1.7.3 The PEI Report may also be downloaded from the following website:
www.travelwest.info/metrowest
- 1.7.4 Members of the public are invited to comment on the scheme by completing an online form at www.travelwest.info/metrowest, by emailing metrowest@westofengland.org, or writing in person to
- MetroWest
 - Engine Shed
 - Station Approach
 - Temple Meads
 - Bristol, BS1 6QH
- 1.7.5 All comments must be received by 4 December 2017 in order to have sufficient time to evaluate the comments.
- 1.7.6 All comments made by stakeholders, including the regulatory authorities and affected communities, will be recorded in a database. Each comment will be reviewed by the relevant member of the project team and consideration will be given to the action needed to address the comment. Possible actions include changing aspects of the Scheme design, construction and operational activities, changing mitigation proposals, or taking no further action. The action taken and the reasons for that decision will also be recorded in the database. The results of the consultation process will be written up in a Consultation Report which will be submitted to The Planning Inspectorate with the DCO Application.
- 1.7.7 Environmental issues arising out of the consultation process will be taken into consideration in the ongoing iterations to the design of the DCO Scheme and recorded in the Environmental Statement.

Scheme Delivery Programme

- 1.7.8 The main milestones to implement the DCO Scheme are summarised below.
- Submission of the DCO Application, including the Environmental Statement, to The Planning Inspectorate in spring 2018.
 - DCO post-application examination and decision stages from autumn 2018 to autumn 2019.

- Detailed highway and railway engineering design (GRIP stage 5) – summer 2018 to summer 2019.
- Construction phase (GRIP stage 6) – spring 2020 to late 2021.
- Project opening – late 2021.

1.8 References

DLCG, 2013. Planning Act 2008: Guidance on Associated Development Applications for Major Infrastructure Projects

Planning Inspectorate. Advice Note Three. The Planning Inspectorate and Nationally Significant Infrastructure Projects

Planning Inspectorate. Advice Note Seven. Environmental Impact Assessment: Screening, Scoping and Preliminary Environmental Information.

1.9 Abbreviations

B&NES	Bath and North East Somerset Council
BCC	Bristol City Council
CP5	Control Period 5 (Network Rail's investment period 2014-2019)
DCLG	Department for Communities and Local Government
DCO	Development Consent Order
EIA	Environmental impact assessment
ES	Environmental Statement
GPDO	General Permitted Development Order
GRIP	Governance for Railway Investment Projects
HRA	Habitats Regulations Assessment
LEP	Local Enterprise Partnership
NSDC	North Somerset District Council
NSIP	nationally significant infrastructure project
OS	Ordnance Survey
PEI	Preliminary Environmental Information
POD	Portishead Branch Line
SAC	Special Area of Conservation
SGDC	South Gloucestershire District Council
SPA	Special Protection Area
TQEZ	Temple Quarter Enterprise Zone
WofE LEP	West of England Local Enterprise Partnership

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