

## APPENDIX 4

### National Policy Statement for National Networks – Summary assessment of the DCO Scheme

This Appendix summarises the key provisions of the National Policy Statement National Networks (**NPS NN**) issued by Department for Transport in December 2014.

The Table below summarises the most relevant policies applicable for the DCO Scheme and analyses the DCO Scheme against the relevant policy.

Para	Summary of Policy	Application of Policy to DCO Scheme
2.2	Critical need to improve the national networks to address road congestion and crowding on the railways to provide safe, expeditious and resilient networks that better support social and economic activity; and to provide a transport network that is capable of stimulating and supporting economic growth.	The DCO scheme will create additional modal choice and provide an additional and resilient means of transport between Portishead and Bristol.
2.6	Improved and new transport links can facilitate economic growth	The provision of the new rail service will allow for ease of movement for commuting, leisure and business journeys between Portishead, Pill and Bristol and the connecting National Rail Network.
2.9	Broader environmental, safety and accessibility goals will also generate requirements for development.	The DCO scheme will provide an accessible, carbon efficient method of travel between Portishead, Pill and Bristol. Consideration has been given to mobility impaired users in the design of Portishead and Pill Stations.
2.10	The Government has therefore concluded that at a strategic level there is a compelling need for development of the national networks – both as individual networks and as an integrated system.	The need, in policy assessment terms for the DCO Scheme is therefore established as the SCO scheme is governed by the policies of the NPSNN.
2.29	the railway must: <ul style="list-style-type: none"> <li>• offer a safe and reliable route to work;</li> <li>• facilitate increases in both business and leisure travel;</li> <li>• support regional and local public transport to connect communities with public services, with workplaces and with each other, and</li> <li>• provide for the transport of freight across the country, and to and from ports, in order to help meet environmental goals and improve quality of life.</li> </ul>	The DCO scheme will provide a safe and reliable work route for commuters, business travellers and leisure travellers. The provision of new bus stops at Portishead Station, and the improvement to bus stops in Pill are designed to improve connectivity and inter-connection.
2.38	The Government will therefore consider new or re-opened alignments to improve capacity, speed, connectivity and reliability.	The DCO Scheme will re-open the former Portishead Branch Line and will improve connectivity between Bristol, Pill and Portishead.
3.1	The need for development of the national networks, and the Government's policy for addressing that need, must be seen in the context of the Government's wider policies on economic performance, environment, safety, technology, sustainable transport and	The DCO Scheme will be assessed using the Government's tools for assessing benefits to cost ratios and reflect the policies of the Government set out in the NPS.

	accessibility, as well as journey reliability and the experience of road/rail users.	
3.2	Government expects applicants to avoid and mitigate environmental and social impacts in line with the principles set out in the NPPF and the Government's planning guidance. Applicants should also provide evidence that they have considered reasonable opportunities to deliver environmental and social benefits as part of schemes.	The DCO Scheme is subject to a detailed environmental assessment process and is proposing significant environmental and ecological mitigation and enhancement. Whilst there will be short terms significant environmental effects during construction, the long term impacts of the DCO Scheme are limited because it is re-using an existing railway alignment. It is also maximising efficient use of the existing freight only line between Parson Street and Royal Portbury Dock.
3.19	The Government is committed to creating a more accessible and inclusive transport network that provides a range of opportunities and choices for people to connect with jobs, services and friends and family.	The DCO Scheme will provide modal choice and is proposed to include for connectivity at stations with local bus services. The stations and proposed bus facilities have been designed to provide for mobility impaired users.
3.20	The Government expects applicants to improve access, wherever possible, on and around the national networks by designing and delivering schemes that take account of the accessibility requirements of all those who use, or are affected by, national networks infrastructure, including disabled users.	The design of Portishead and Pill Stations reflects this policy. The proposal to provide for improvements to the existing bus stop at Heywood Road, Pill, also contributes to this policy aspiration.
3.22	Severance can be a problem in some locations. Where appropriate applicants should seek to deliver improvements that reduce community severance and improve accessibility.	Whilst there will be some short term severance issues, principally relating to the reconstruction of the underbridge located between Lodway Close and Avon Road, Pill, there will not be any permanent severance issues caused by the DCO Scheme. A new foot and cycle bridge at Trinity School Portishead will ensure accessibility is retained (and a sequence of temporary routes will be available at this location during construction of the DCO Scheme. Improvements to the footpath network at Portishead is included in the DCO Scheme.
4.5	Applications for road and rail projects (...) will normally be supported by a business case prepared in accordance with Treasury Green Book principles. This business case provides the basis for investment decisions on road and rail projects. The business case will normally be developed based on the Department's Transport Business Case guidance and WebTAG guidance.	See Outline Business Case
4.27	All projects should be subject to an options appraisal. The appraisal should consider viable modal alternatives and may also consider other options	The DCO Scheme proposes to re-use an existing track bed, for a former single track railway. It also makes use of the existing freight only railway between Royal Portbury Dock and Parson Street. This combination of constraints means alternative modal options are limited. Consideration has been given to a tram-train operation but this is not currently seen as a viable alternative.
4.28, 4.29	4.28 Applicants should include design as an integral consideration from the outset of a proposal.	The DCO Scheme is largely using existing infrastructure, including track bed, bridges and (at Pill) an existing station site. At Portishead a

	<p>4.29 Visual appearance should be a key factor in considering the design of new infrastructure, as well as functionality, fitness for purpose, sustainability and cost. Applying “good design” to national network projects should therefore produce sustainable infrastructure sensitive to place, efficient in the use of natural resources and energy used in their construction, matched by an appearance that demonstrates good aesthetics as far as possible.</p>	<p>new station is being designed to have a visible presence as a gateway to the town and in part to reflect the design of Portishead's second railway station (1954-1964).</p>
4.32, 4.33	<p>4.32 Scheme design will be a material consideration in decision making. The Secretary of State needs to be satisfied that national networks infrastructure projects are sustainable and as aesthetically sensitive, durable, adaptable and resilient as they can reasonably be (having regard to regulatory and other constraints and including accounting for natural hazards such as flooding).</p> <p>4.33 The Applicant should therefore take into account, as far as possible, both functionality (including fitness for purpose and sustainability) and aesthetics (including the scheme's contribution to the quality of the area in which it would be located).</p>	<p>The design of Portishead and Pill Stations reflect this requirement and have been developed in consultation with the local planning authority. Further details will be provided in a detailed design and access statement submitted with the DCO application and assessed in the Environmental Assessment process.</p>
4.38	<p>[Climate Change] Adaptation is therefore necessary to deal with the potential impacts of these changes that are already happening. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures.</p>	<p>The DCO Scheme is in part located in Flood Zones 2 and 3. Applicant has worked closely with the Environment Agency and has consulted with the North Somerset Levels Internal Drainage Board to ensure the DCO scheme has no impact on flood prevention and attenuation and the DCO Scheme will also have a flood risk plan for its operational phase.</p>
4.40	<p>[A]pplicants must consider the impacts of climate change when planning location, design, build and operation. Any accompanying environment statement should set out how the proposal will take account of the projected impacts of climate change.</p>	<p>The Environmental Statement sets out the extensive work undertaken to evaluate flood risk.</p>
4.43	<p>The applicant should demonstrate that there are no critical features of the design of new national networks infrastructure which may be seriously affected by more radical changes to the climate beyond that projected in the latest set of UK climate projections.</p>	<p>No critical features of the DCO Scheme are anticipated to be seriously affected by increased flood risk due to climate change. The railway is likely to simply suspend operations during times of high flood risk.</p>
4.58	<p>It is very important that during the examination of a nationally significant infrastructure project, possible sources of nuisance under section 79(1) of the 1990 Act, and how they may be mitigated or limited are considered by the Examining Authority so they can recommend appropriate requirements that the Secretary of State might include in any subsequent order granting development consent.</p>	<p>The environmental assessment process has identified potential issues requiring mitigation during construction and appropriate requirements are proposed to mitigate the effects where possible.</p> <p>For the operational phase noise level increases have been identified in a small number of locations and acoustic barriers are proposed at those locations.</p>

4.72	<p>The Secretary of State should not grant development consent unless satisfied that all reasonable steps have been taken, and will be taken to:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> minimise the risk of deaths or injury arising from the scheme; and</li> <li><input type="checkbox"/> contribute to an overall improvement in societal safety levels;</li> <li><input type="checkbox"/> noting that railway developments can influence risk levels both on and off the railway networks.</li> </ul>	<p>Powers are sought to close a number of historic level crossings on the Portishead Branch Line. At Trinity School a new foot and cycle bridge will be provided to replace an existing flat crossing established after the railway ceased to be operational.</p> <p>The existing Barons Close footpath crossing in Bristol is proposed to be closed for safety reasons, with pedestrians being diverted to the nearby Ashton Vale Road Level Crossing.</p>
5.22	<p>The applicant should ensure that the environmental statement clearly sets out any likely significant effects on internationally, nationally and locally designated sites of ecological or geological conservation importance (including those outside England) on protected species and on habitats and other species identified as being of principal importance for the conservation of biodiversity and that the statement considers the full range of potential impacts on ecosystems</p>	<p>The DCO Scheme is subject to environmental assessment and appropriate assessment under the Habitats Regulations. Impacts on protected species and on the Avon Gorge Woodlands SAC have been fully taken in to account and the Applicant and Network Rail are working together on a Management Plan to reduce impacts of the DCO Scheme on the Avon Gorge and to provide opportunities to improve the management of the SAC.</p>
5.29	<p>Where a proposed development on land within or outside a SSSI is likely to have an adverse effect on an SSSI (either individually or in combination with other developments), development consent should not normally be granted.</p>	<p>The Applicant and Network Rail are working closely with Natural England to reduce the impact of the DCO Scheme on the Avon Gorge SAC which is also a SSSI. The introduction of management within the SAC in accordance with the proposed plan being promoted by the Applicant and Network Rail is intended to provide a degree of benefit those features that led to the designation of the Gorge as an SAC and SSSI.</p>
5.32	<p>The Secretary of State should not grant development consent for any development that would result in the loss or deterioration of irreplaceable habitats including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the national need for and benefits of the development, in that location, clearly outweigh the loss.</p>	<p>The Applicant believes there will be no deterioration of the Avon Gorge Woodlands habitat and that the additional management measures and works for vegetation clearance should benefit the habitats that led to the designation of the area as an SAC</p>
5.36	<p>Biodiversity - Applicants should include appropriate mitigation measures as an integral part of their proposed development, including identifying where and how these will be secured.</p>	<p>Measures are proposed to provide vegetation screen to provide for bat migration corridors along the route of the DCO Scheme where appropriate. Landscaping is also proposed in the vicinity of Portishead.</p>
5.42	<p>The applicant should set out the arrangements that are proposed for managing any waste produced. The arrangements described should include information on the proposed waste recovery and disposal system for all waste generated by the development.</p>	<p>The Applicant and Network Rail are working together to reduce waste resulting from the removal of the track and ballast of the former railway.</p>
5.87	<p>The Secretary of State should be satisfied that all reasonable steps have been taken, and will be taken, to minimise any detrimental impact on amenity from emissions of odour, dust, steam, smoke and artificial light.</p>	<p>The Applicant has assessed the potential for detrimental effects during construction and operation in the environmental assessment process and proposes mitigation where appropriate.</p>

5.102	The Secretary of State should expect that reasonable steps have been taken to avoid, limit and reduce the risk of flooding to the proposed infrastructure and others.	The application will include a flood risk assessment which has been prepared in consultation with the Environment Agency.
5.157	the Secretary of State should consider whether the project has been designed carefully, taking account of environmental effects on the landscape and siting, operational and other relevant constraints, to avoid adverse effects on landscape or to minimise harm to the landscape, including by reasonable mitigation.	The Environmental Assessment includes a detailed landscape and visual assessment for the DCO scheme.
5.158	The Secretary of State will have to judge whether the visual effects on sensitive receptors, such as local residents, and other receptors, such as visitors to the local area, outweigh the benefits of the development.	Some locations will experience a significant change in visual appearance, particularly in Portishead where the new station and the footbridge at Trinity School will be visually significant new features. Screening by way of vegetation planting will be use to mitigate the impact.
5.166	Existing open space, sports and recreational buildings and land should not be developed unless the land is surplus to requirements or the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.	Some open space is proposed to be take form the construction of new foot and Cycle paths in the vicinity of Trinity School, Portishead. Replacement land will be provided to the owners and there will be no net loss of publicly accessible land. Temporary use of land forming open spaces is proposed at Portishead (Tansy Lane and Galingale Way), the Portbury Wharf Ecology Park and Victoria Park Pill. At Clanage Road in Bristol a privately owned field, used for car boot sales, parking and privately organised physical activity, is proposed for use as a temporary compound during construction. Part of the field is proposed to be acquired permanently for use as a maintenance compound by Network Rail. No replacement land is proposed as the land is not publically accessible and is used for a variety of activities, not all compatible with sports uses.
5.170, 5.171	<p>The general policies controlling development in the countryside apply with equal force in Green Belts but there is, in addition, a general presumption against inappropriate development within them. Such development should not be approved except in very special circumstances. Applicants should therefore determine whether their proposal, or any part of it, is within an established Green Belt and, if so, whether their proposal may be considered inappropriate development.....</p> <p>The identification of a policy need for linear infrastructure will take account of the fact that there will be an impact on the Green Belt and as far as possible, of the need to contribute to the achievement of the objectives for the use of land in Green Belts.</p>	The DCO Scheme runs through a significant proportion of green belt land between Portishead and Pill and between Pill and Ashton. The proposed permanent works are largely restricted to the previously developed (or still existing) railway corridor and additional land required permanently, such as the compounds at Sheepway, Portbury Hundred (The Drove), Ham Green Lake and (in Bristol) Clanage Road have been sited to be adjacent to the railway they will serve and located to provide the most expedient efficient and safe access between the railway and highway network. As there is no reasonable alternative and because land to be acquired has been kept to a minimum it is submitted very special circumstances apply. No buildings are proposed at the sites that would impact on the open character of the green belt.