

East West Railway Company
CLIENT INSTRUCTION
Biodiversity Net Gain - Western Section

INSTRUCTION REFERENCE NO: E100-EWR-Z6-GIN-100-000010

DATE OF ISSUE: 21st December 2018

INSTRUCTION DETAILS:

Background

The Government's stated ambition within the 25 Year Environment Plan is to 'leave the environment in a better state than we found it' and 'to embed an environmental net gain principle for development, including housing and infrastructure'.

This is further underlined within the revised National Planning Policy Framework in a number of places including section 170d which states 'Planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures' and section 102d 'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains'.


Network Rail provided detailed information on its intended approach and action for delivery of a biodiversity net positive scheme in 'The Network Rail East West Rail (Western Section) Phase 2 Order Document 9.19: Biodiversity Net Positive Technical Appendix' in July 2017.

Instruction

Network Rail is hereby instructed to include the approach, found in the referenced documents above, as it develops the East West Rail Phase 2 programme. In order to deliver biodiversity net gain in an efficient and cost-effective manner, NR should consider options for delivering the NPPF guideline targets through working with the Government, local authorities, local agencies including the Environment Agency, Natural England, Forestry Commission and other stakeholders, and support the delivery of an Oxford-Cambridge Arc local natural capital plan, if established.

RESPONSE REQUIREMENTS:

Network Rail should confirm that this instruction has been received and will be implemented. No formal outputs are required as a result of this instruction, except for early notification of any adverse cost or programme implications, and confirmation of the approach to be adopted.

RESPONSE DEADLINE: 4 th January 2019
INSTRUCTION RAISED BY: Simon Blanchflower, CEO
SIGNATURE: 
DFT APPROVAL (where required): 