

**The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements)
Order NR/PoE/JP/4.1**



**TRANSPORT AND WORKS ACT 1992
TRANSPORT AND WORKS (INQUIRIES PROCEDURES)
RULES 2004**

**NETWORK RAIL (STALYBRIDGE TO DIGGLE
(SADDLEWORTH) ENHANCEMENTS) ORDER**

**ENVIRONMENTAL MANAGEMENT
SUMMARY PROOF OF EVIDENCE**

Of

Jim PEARSON

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The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Summary Proof of evidence Environmental Management: Jim Pearson (NR/PoE/JP/4.1)

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1. INTRODUCTION

1.1 Personal Details

- 1.1.1 My name is Jim Pearson, and I am a Consents and Environment Manager working for Network Rail (NR). I have a BSc in environmental sciences.
- 1.1.2 I provide guidance on environmental matters and have written the Code of Construction Practice Part A (CoCP) (**NR17**).

2. STRUCTURE AND SCOPE OF THE PROOF OF EVIDENCE

2.1 Evidence for Environmental Management

- 2.1.1 I provide evidence concerning environmental management including assessment and proposed mitigation concerning subject matters:
- Environmental Design;
 - Environmental management during construction;
 - Landscape and Visual Amenity;
 - Noise during construction (for vibration refer to the proof of Adam Lawrence);
 - Implementation of the Construction Traffic Management Plan and any relevant Highways Agreements with the Highways Authority;
 - Geo-environment;
 - Water environment; and,
 - Air Quality

3. ENVIRONMENTAL MANAGEMENT AND CONTROL

Environmental Impact Assessment Screening

- 3.1.1 The application submitted an Environmental Impact Assessment (EIA) screening request, confirmed by the Secretary of State that an Environmental Statement (ES) was not required for the Scheme. Instead, NR supplied an Environmental Report (ER) (**NR17**).

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Code of Construction Practice Part A

- 3.1.2 The CoCP Part A (**NR17**), outlines standard environmental controls in considering construction and secures all environmental mitigation, summarised in the draft Environmental Commitments Register in Appendix A1 to my proof.

Contract Requirements – Environment

- 3.1.3 Network Rail requires design and construction of rail projects to comply with environmental legislation and other environmental requirements via CRE (ER Volume 3: Appendix 1A (**NR14**)).
- 3.1.4 Other environmental requirements are defined in the Environmental Commitments Register (Appendix A1).

Permitted Development and works requiring separate planning permission

- 3.1.5 There are permitted development elements of the Order Scheme outlined in Table 1-2 of the ER Volume 1 that will be managed in compliance with CRE.

4. ENVIRONMENTAL DESIGN

4.1 Mitigation Measures (general)

- 4.1.1 In accordance with the risk mitigation hierarchy, mitigation measures proposed through the Environmental Report (**NR14**) avoiding risks, reducing risks, offsetting, then compensation. For example:
- New pedestrian footbridge at Greenfield Station;
 - Materials to be reclaimed from demolished bridges;
 - Design minimising de-vegetation across the application scheme including, for example at Heyrod Hall.

5. ENVIRONMENTAL MANAGEMENT DURING CONSTRUCTION

5.1 Code of Construction Practice Part B

- 5.1.1 The CoCP Part B requires approval of the following environmental plans:
- 6c(i) External Communications Programme;
 - 6c(ii) Pollution Prevention and Incident Control Plan (PPICP),
 - 6c(iii) Waste Management and Materials Plan (WMP),
 - 6c(iv) Nuisance Management Plan (NMP); and,

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- 6c(v) Noise and Vibration Management Plan (NVMP) including a construction methodology assessment.

5.1.2 Standalone conditions include:

- Condition 7: Construction Traffic Management and Travel Plan (CTMP);
- Condition 10: Archaeology

5.1.3 The secured mitigation in completeness is listed in a draft Environmental Commitments Register as included in Appendix A1 to my main proof.

5.2 Environment and Social Management Plan

5.2.1 The ESMP is the delivery contractor's document that outlines how environmental risk will be managed during the construction phase of the works.

6. MITIGATION AND RESIDUAL EFFECTS

6.1 Landscape and Visual Amenity

Mitigation

Construction

6.1.1 Measures to protect landscape features during the construction of the application scheme are detailed in the ER in Volume 1: Section 7.3:

- Temporary compounds would comply with the CoCP Part A section 3 to keep them organised and tidy; and,
- Compliance with draft condition 4 to minimise devegetation and protect retained trees in accordance with BS5837:2012.

Operation

6.1.2 Draft Condition 5 Landscaping and Ecology secures mitigation for replanting of the Order Scheme on temporarily occupied land.

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6.2 Arboriculture

Mitigation

Construction

- 6.2.1 The ER reports on Arboriculture in section 8 with and Tree Protection plans in the ER in Volume 2 Figures (part 1 of 3): Figures 8.1.1 to 8.1.20, secured by compliance with condition 4.

6.3 Noise and Vibration

Construction

- 6.3.1 The ER reports on mitigation related to the control of noise and vibration during construction in Volume 1 Main report: Section 9.3 Mitigation, secured via compliance with the NVMP (Condition 6(c)(v)).

6.4 Traffic and Transport

- 6.4.1 For traffic and transport effects I refer to the proof of evidence of Chris Carey (NR/PoE/CC/5.2).

Construction traffic management

- 6.4.2 The CTMP (draft condition 7) is a pre-commencement condition. The CTMP will principally detail construction access routes and measures to minimise effects on the highways and environment.

Implementing the Order traffic powers: Highways Management Group

- 6.4.3 The Order powers will be implemented in accordance with the Highways Agreement and coordinated through a Highways Management Group (HMG).

6.5 Geoenvironment

- 6.5.1 The management of land that potentially has contamination has been conducted in accordance with Network Rail requirements as required for Permitted Development works. This requires compliance with section 6.2 of Contract Requirements - Environment ("CRE") (ER Volume 3 Appendix 1A). (Note updated to CRE version 10: section 8.2.1 (Core document **NR115**).

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- 6.5.2 The ER in Table 11-1 of the Volume 1 identifies the precautions required for the contaminated land assessment, e.g. sampling for asbestos.

Design

- 6.5.3 Site and ground investigation at the new Mossley Station to discount the potential risk of ground gas accumulation in lift shafts or detailed design will mitigate the risk.

6.6 Water EnvironmentMitigation*Construction*

- 6.6.1 The CoCP Part A (**NR17**) identifies the mandatory protection measures for water resources, compliance via condition 6(c)(ii) PPICP.
- 6.6.2 The PPICP will detail protection in consideration of Environment Agency (EA) flood zones 2 and 3. E.g. Temporary land for Scout West Compound.
- 6.6.3 A piling risk assessment will manage potential pollution of water in compliance with EA guidance.

Operation

- 6.6.4 Any permanent works within 8 metres of a watercourse will require consent from the relevant statutory authority (EA or the Lead Local Flood Authority (LLFA)) via protective provisions.

6.7 Air QualityMitigation*Construction traffic*

- 6.7.1 The control of air quality will be detailed in draft condition 6(c)(iv) NMP.
- 6.7.2 Traffic will not be routed via the Tameside Air Quality Management Area (AQMA) if practicable to avoid.

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Civils construction dust management

- 6.7.3 The risk from dust soiling will be managed via the NMP with measures identified in Volume 1 Main Report, section 13.3.

Light Pollution during Construction Works

- 6.7.4 Directional lighting employed to reduce light spill across residential properties.

Operational Emissions at the new Mossley Station

- 6.7.5 Lighting will be in compliance with Network Rail's "Lighting Design in Stations" (NR/GN/CIV/200/08), specifically section 2.11 "Obtrusive Light" (core document **NR84**) and will include periodic light dimming.

7. STATEMENT OF MATTERS

7.1 Item 4: Proposals to comply with the Equalities Act 2010

- 7.1.1 Compliance with the Equalities Act 2010 and the required Public Sector Equality Duty (PSED) is demonstrated via the Diversity Impact Assessments (DIA) conducted and design implemented at Greenfield and the new Mossley Station.
- 7.1.2 The PSED is demonstrated during construction via compliance with the CoCP Part A (**NR17**) section 2.3.5, HSG151 "Protecting the Public".

7.2 Item 6 Environmental Effects of the Scheme:

- 7.2.1 Potential flooding from the Scheme is managed via detailed design and the PPICP.
- 7.2.2 Noise and Vibration during construction is managed via condition 6(c)(v) NVMP and the application of BPM.
- 7.2.3 Air quality effects and management is via condition 6(c)(iv) NMP, principal effects are during dry conditions.
- 7.2.4 Landscape effects during construction are managed via compliance with the PPICP, principally the organisation of compounds.
- 7.2.5 Land acquired temporarily will be returned in accordance with a LEMP submitted in compliance with condition 5.

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8. OBJECTIONS AND REPRESENTATIONS

8.1 Introduction

- 8.1.1 I consider objections to general environmental management in section 8 of my main proof, subjects as follows.

Nuisance from noise and vibration and dust

- 8.1.2 My main proof identifies the controls in place to minimise nuisance in section 6, environmental plans that secure this mitigation detailed in section 5.

Visual and light intrusion from the new Mossley Station

- 8.1.3 I consider these points and relevant mitigation in sections 6.9.8 to 6.9.9 and in section 7.5.21 of my main proof.

Flooding Brookfields

- 8.1.4 I refer to the proof of Keith Gardner (**NR/PoE/KG/3.2**) who describes the design of drainage for the station during construction and operation.

- 8.1.5 I discuss general pollution prevention in section 6.8 of my main proof of evidence.

Construction compounds and post-works restoration

- 8.1.6 I consider this objection and relevant mitigation in section 6.3 of my main proof.

Communication with residents during the works

- 8.1.7 I consider communication with the general public in section 5 of my main proof, an External Communications Programme must be approved by the relevant local planning authority.

Equalities Act 2010

- 8.1.8 I consider the Equalities Act 2010 in section 7.1 of my main proof. This details how conditions, are aimed at safeguarding the wellbeing of residents near the Scheme.

Pollution at compounds

- 8.1.9 An objection to control of pollution at compounds is resolved by compliance with condition 6(c)(ii) the PPICP.

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Assessment of contaminated land

- 8.1.10 I address the clarification on contaminated land in section 8.17 of my main proof by confirming the Scheme will comply with Network Rail's CRE section 6.2 when the works are delivered (updated CRE version 10 section 8.2.1 (Core document **NR115**)).

9. WITNESS DECLARATION

- 9.1.1 My proof of evidence includes my declaration as an expert witness which also applies to my summary of my evidence.