



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

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

REBUTTAL PROOF
RELATING TO REBUTTAL OF ROB MUIR (OBJ/106)

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1. INTRODUCTION

1.1 Introduction

1.1.1 This rebuttal proof is providing Network Rail's responses to the Proof of Evidence submitted by Rob Muir (OBJ/106) which comprises:

- Rebuttal of Updated Plans.

1.1.2 The rebuttal is limited to points which it will assist to address in writing. The fact that any point is not responded to does not mean it is accepted.

2. NETWORK RAIL'S REBUTTAL EVIDENCE

2.1 Rebuttal Evidence of Emma Clarke: Design and Engineering and Keith Gardner: Construction

Introduction

2.1.1 This section is providing Network Rail's responses to the following matters raised in the Rebuttal of Updated Plans Rob Muir MAY 26 associated with PoE-OBJ-106.

- Land coloured blue and referred to as a temporary road / access route as raised within Point 1, Questions 1 and 2. (**Matter 1**);
- Parking and drop off area hatched blue as raised within Point 2, Question 3. (**Matter 2**).

Response to Matter 1

2.1.2 To provide a safe access route across the Brookfields area, a suitable temporary running surface, such as stone, will need to be installed and removed upon completion of the works. This surface is proposed to extend from the existing lay-by on the south side of Spring Street, along the existing path line across the Brookfields area.

2.1.3 The access route hatched blue is required for foot access and small items of plant (such as mini diggers) should an emergency or plant breakdown arise (piling rigs, excavators), giving safe access without disrupting railway operations which are not readily available. Outside of rail possession periods, Brookfield's cannot be accessed from the railway given the live running trains, and RRAPs cannot be used during these times, Brookfields can only be accessed from Spring Street outside of rail possessions.

2.1.4 It is not envisaged that any vehicles the size of a refuge collection vehicle or scaffold delivery vehicle will be required to use this access route, given the surrounding roads to reach this area are not suitable for such sized vehicles.

Therefore, only smaller vehicles will be used on the approach to Spring Street and via the access route.

- 2.1.5 The access route location has been chosen to follow existing made paths through Brookfields as best as possible to avoid creating new routes. This limits the amount of land used at Brookfields and, therefore, the amount of vegetation which will need to be removed.
- 2.1.6 The access route can be largely constructed from the railway, with materials delivered to Manchester compound and transported via the Road Rail Access Point across the railway and to the respective location within Brookfields. There will also be the need for the construction workforce in small vehicles to access from the Spring Street side, to facilitate construction.
- 2.1.7 Given the site is known to become waterlogged in winter months, a suitable temporary/removable surfacing such as crushed aggregate or similar is required to facilitate safe access for vehicle movements as necessary, providing a clear and segregated route through the Brookfields site to the construction works. This access route will be temporary, and the surfacing will be removed and the land reinstated post completion of the works. Access to remove the surfacing will be largely undertaken from the railway end, though there will be a need to access from Spring Street with small items of plant to complete the works.

Response to Matter 2

- 2.1.8 A parking and drop-off area with parking restrictions is proposed on Spring Street at the entrance/exit point of the access route. This area will allow vehicles to park alongside Spring Street, therefore keeping it free of parked vehicles during construction. It is also an area for the construction team to be safely dropped off when shuttled by bus from other compounds. The parking restrictions here are for the length of the parking and drop-off area, so that construction access to this area, when needed, can be maintained.
- 2.1.9 The parking and drop-off area, which is relatively small, will be constructed from Spring Street, with materials delivered with small goods vehicles (transit van, pick-ups) from the surrounding roads. As per the access road, this parking area is to be temporary and removed upon completion of the works. It is envisaged that a crushed aggregate surfacing or similar will be used as a hardstand, which can be installed and removed with small delivery vehicles. No large construction vehicles or HGVs will be required for the installation of the parking and drop-off area.
- 2.1.10 Therefore, given the project is not seeking to use large construction vehicles or HGVs from Mill Lane, Archer Street and Spring Street to construct either the

access road or parking and drop off area, the requirement for the Temporary Traffic Restriction Orders have been reduced.

3. WITNESS DECLARATION

3.1 Statement of declaration

- 3.1.1 Each named witness confirms that the declaration on their proof of evidence applies to the relevant parts of this rebuttal.