Environmental Statement

Volume 2i: Scheme-wide Assessment

Chapter 1: Introduction

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1. INTRODUCTION

1.1 Introduction

1.1.1 This Environmental Statement (ES) has been prepared on behalf of Network Rail Infrastructure Limited (Network Rail) to support The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order (the Order). It reports on the Environmental Impact Assessment (EIA) process undertaken for the works contained within the Order.

1.1.2 The elements authorised under the Order are referred to in the ES as “the Scheme”. The footprint of the Scheme includes the physical extent of the permanent works including maintenance rights, together with land required temporarily to construct the works. This area is referred to in the ES as the “Scheme area” and is delineated by the redline Order boundary, which is referred to in the ES as “the Scheme boundary”.

1.1.3 The Scheme is located within the administrative bounds of Kirklees Council and extends for a distance of 14km between Branch Street (MVL3/84) (1.7km west of Huddersfield Station) and Webster Hill, Westtown (MDL1/15) (280m west of Dewsbury Station).

1.1.4 The Scheme will provide sustainability benefits as it will electrify this section of the railway.

1.2 The Scheme

1.2.1 The Scheme is part of a wider programme of works known as the Transpennine Route Upgrade (TRU) which will improve the Transpennine railway between Manchester, Huddersfield, Leeds and York and improve connections between key towns and cities across the north of England; it will contribute to the overall TRU aims of increasing service capacity and offering journey time benefits through:

- Four tracking and upgrading of the existing railway line including track realignment (currently the majority of the railway in the Scheme area has two tracks);
- Electrification of the line;
- Increase in line speeds;
- Provision of sections of new railway;
- Provision of new grade-separated junction within the Ravensthorpe area;
- Remodelling of stations including platform extension works at Deighton, Mirfield and Huddersfield; and
- Provision of replacement station at Ravensthorpe.

1.2.2 As well as the works identified above, various other engineering works are necessary including strengthening and replacement of bridge decks (rail and highway); electrification of the line and provision of associated infrastructure will require raising the height, demolition of or replacement of bridge structures.

1.2.3 Power requirements for the railway will be met through the provision of electricity sub-stations and other Distribution Network Operator (DNO) equipment.

1.2.4 There will also be temporary and permanent impacts on a number of highways and Public Rights of Way (PRoW) including; temporary stopping up of certain routes and temporary and permanent alignment diversions for others.

1.2.5 Further details on the location of the Scheme as well as a detailed description of the works are provided in Chapter 2 (Scheme description) of this ES.

1.3 Consenting regime

The requirement for a TWAO

1.3.1 The Transport and Works Act 1992 provides for the making of orders relating to, or matters ancillary to, the construction, operation and maintenance of railways. Although the Scheme area sits predominantly within an existing area of operational railway land, the upgrade works cannot be completed without seeking additional powers.

1.3.2 The Scheme will also impact on utilities across the Scheme area (gas mains, water mains and overhead power lines). Works, including utility corridors that are required and will be delivered through the order, have been assessed and included within this ES.

1.3.3 Network Rail is therefore seeking a Transport and Works Act Order (TWAO) to authorise the works to the railway, compulsory purchase properties and land (where acquisition cannot be secured by negotiation) and to secure new rights needed to construct the Scheme including land for new sections of railway. Secondary consents are required to deliver the Scheme including; highways works (temporary traffic regulation orders); diversion of highways and PRoW; drainage consents, rights to works over waterways; these consents are included in the TWAO.

1.3.4 Network Rail, as a statutory undertaker, has the right to carry out certain development on its operational land without having to make a planning application. These rights are set out in Part 8 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO). Elements of the Scheme will be delivered via this consenting route but are also included in and assessed through the EIA, as forming part of Scheme. Full details of how the works are to be authorised are set out in the Planning Statement that accompanies the Order.

1.4 The requirement for an Environmental Statement

1.4.1 The procedures for TWAO applications are described in the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 ("the Application Rules"). The Application Rules require the applicant of a TWAO to submit an ES in relation to any proposed works that constitute a project of the type outlined in Annex I or Annex II of the Environmental Impact Assessment Directive 2011/92/EU, as amended by Directive 2014/52/EU (the EIA Directive).

1.4.2 Annex I of the EIA Directive identifies projects where EIA is mandatory, which includes the construction of lines for long distance railway traffic. Annex II outlines projects where EIA may be necessary, dependent on factors such as size, location, or likelihood of generating a significant environmental effect.

1.4.3 The EIA process reported in this ES has therefore been undertaken in accordance with the EIA Directive as amended. Directives 2011/92/EU and 2014/52/EU are transposed in UK Law by legislation, including the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and the Environmental Impact Assessment (Miscellaneous Amendments Relating to Harbours, Highways and Transport) Regulations 2017 (hereafter referred to as the 2017 EIA Regulations).

Information required within the Environmental Statement

1.4.4 Schedule 1 of the Application Rules set out the information that must be provided within an ES; this is set out in Table 1-1 together with details of how this ES has responded to the requirements. The requirements are also consistent, in principal, to Schedule 4 of the 2017

EIA Regulations.

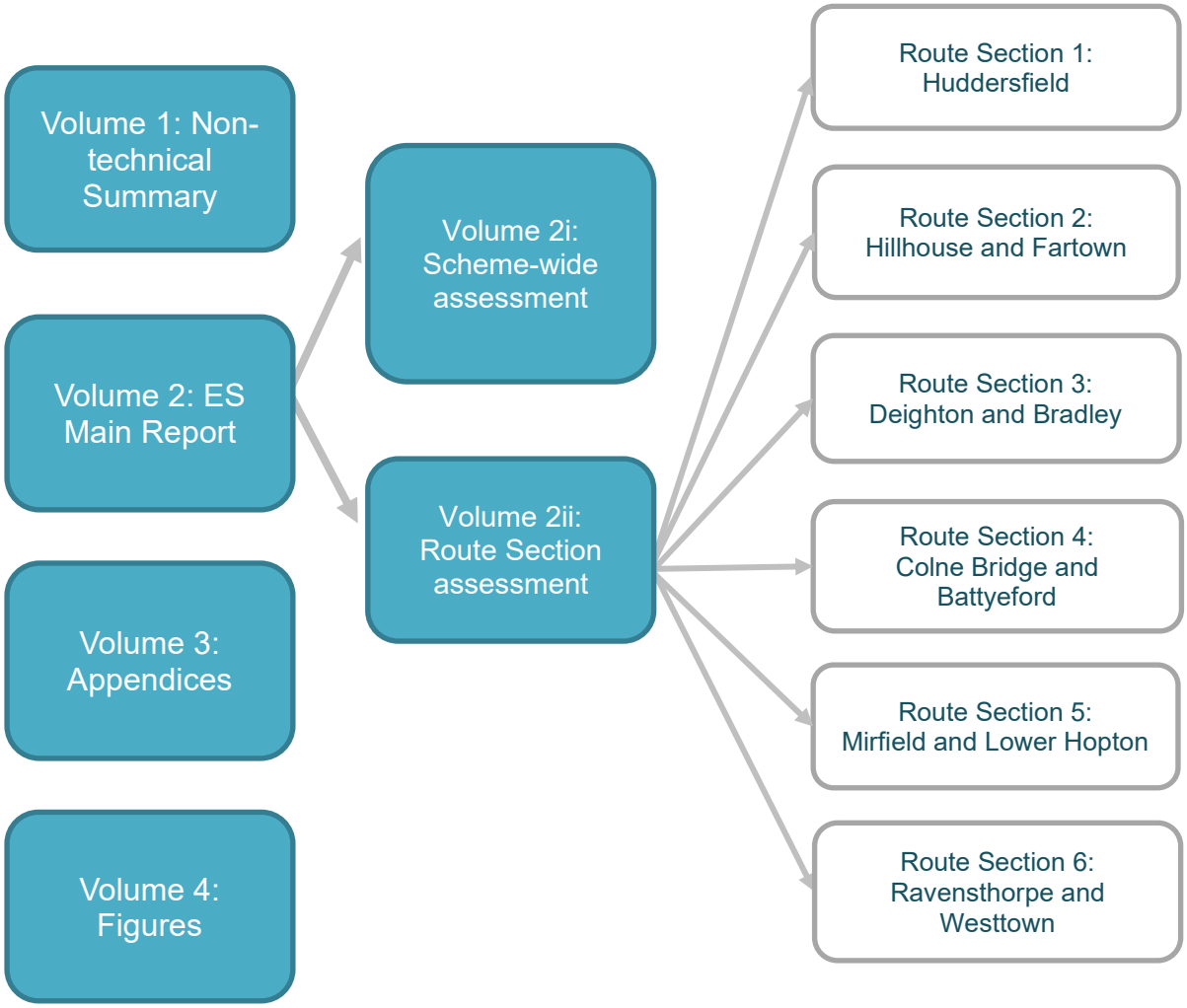
Table 1-1 Information provided under the Application Rules

Summary of requirements	Document reference
Description of the project A description of the proposed project, including in particular – (a) a description of the location of the project; (b) a description of the physical characteristics of all the works covered by the application and the land-use requirements during the construction and operational phases; (c) a description of the main characteristics of the operational phase, for instance, nature and quantity of the materials used; (d) an estimate, by type and quantity, of expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation and any others) resulting from the operation of the proposed project.	ES Volume 2i (Chapter 2)
An outline of the reasonable alternatives studied by the applicant and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.	ES Volume 2i (Chapter 3)
Description of the aspects of the environment likely to be significantly affected by the proposed project, 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.	ES Volume 2i (Chapters 6-21) ES Volume 2ii (Chapters 6-19)
Description of the likely significant effects of the proposed project on the environment, which should cover the direct effects and any indirect, secondary, cumulative, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the project.	ES Volume 2i (Chapters 6-21) ES Volume 2ii (Chapters 6-19)
A description of the forecasting methods or evidence used to identify and assess the significant effects on the environment, including details of difficulties encountered compiling the required information and the main uncertainties involved	ES Volume 2i (Chapters 6-22 and associated appendices) ES Volume 2ii (Chapters 6-22 and associated appendices)
Description of the measures envisaged to prevent, reduce and where possible remedy any significant adverse effects on the environment	ES Volume 2i (Chapters 6-21) ES Volume 2ii (Chapters 6-19)
Description of the expected significant adverse effects of the project on the environment deriving from the vulnerability of the project to risks of major accidents or disasters which are relevant to the project concerned	ES Volume 2i (Chapter 15) ES Volumes 2ii (Chapter 15)
Non-technical summary	ES Volume 1
A reference list detailing the sources used for the descriptions and assessments included in the environmental statement	ES Volume 2i (Chapters 6-22 and associated appendices) ES Volume 2ii (Chapters 6-22 and associated appendices)

Environmental Statement structure

1.4.5 The findings of the EIA are presented in four ES volumes (see Insert 1-1):

- Volume 1: Non-technical summary provides a summary of the EIA in non-technical language;
- Volume 2: Main Report (two parts);
  - Volume 2i provides the Scheme-wide overarching assessment; and includes a description of the Scheme (operational and construction phases), EIA methodology and an outline of the reasonable alternatives considered. It also provides the Scheme-wide assessment for each of the environmental topics, along with Scheme-wide mitigation proposals; and
  - Volume 2ii Route Section Assessments. Each assessment details the baseline conditions as well as the outcomes of the environmental topic assessments for that Route Section for both construction and operation, it also includes any area specific mitigation proposals.
- Volume 3: provides the appendices as needed relevant to each chapter to accompany Volume 2; and
- Volume 4: presents the Scheme drawings and figures relevant to each chapter to accompany Volume 2.



Insert 1-1 Structure of the ES

1.4.6 The arrangement of Volume 2 into Parts i and ii facilitates navigation through a large ES and enables the reader to consider an environmental topic area, or the effects across the whole Scheme area or focus on a specific Route Section. It will be necessary for the reader to refer between the two document sets as information is not fully duplicated for example the Scheme-wide chapters set out the methodology used in the assessment (this is not detailed in the Route Section Assessments), whereas the Route Section Assessments set out detailed baseline data and assessment results; this is then summarised within the Scheme-wide chapters. The documents will provide full details of where cross-referencing between documents may provide the reader with further information.

Environmental Statement content

1.4.7 The following section sets out the arrangement of the chapters within this ES for both Volumes 2i and 2ii.

- Volume 2i: Scheme-wide ES contents
  - Contents including acronyms, abbreviations and glossary;
  - Chapter 1 – Introduction;
  - Chapter 2 – Scheme description;
  - Chapter 3 – Consideration of alternatives;
  - Chapter 4 – EIA methodology;
  - Chapter 5 – Planning policy;
  - Chapter 6 – Historic environment;
  - Chapter 7 – Air quality;
  - Chapter 8 – Noise and vibration;
  - Chapter 9 – Biodiversity;
  - Chapter 10 – Landscape, townscape and visual;
  - Chapter 11 – Water environment;
  - Chapter 12 – Geology, soils and land contamination;
  - Chapter 13 – Waste and materials;
  - Chapter 14 – Traffic and transport;
  - Chapter 15 – Population and human health;
  - Chapter 16 – Climate effects;
  - Chapter 17 – Climate vulnerability;
  - Chapter 18 – Electromagnetic interference;
  - Chapter 19 – Agriculture;
  - Chapter 20 – Public open space;
  - Chapter 21 – Socio-economic;
  - Chapter 22 – Scheme-wide cumulative effects; and
  - Chapter 23 – Summary of mitigation.

1.4.8 Within Volume 2i, each environmental topic chapter follows a similar structure, adapted as needed to suit the environmental topic, which includes:

- Contents including acronyms, abbreviations and glossary;
- Summary of principal findings;
- Introduction;

- Legislative and policy context;
- Assessment methodology (to be read in conjunction with Chapter 4 of this ES);
- Summary of baseline;
- Potential effects (construction and operation);
- Proposed mitigation;
- Residual effects; and
- Cumulative effects.

- Volume 2ii: Route Section Assessments contents
  - Contents including acronyms, abbreviations and glossary;
  - Chapter 1 – Introduction;
  - Chapter 2 – Scheme description;
  - Chapter 6 – Historic environment;
  - Chapter 7 – Air quality;
  - Chapter 8 – Noise and vibration;
  - Chapter 9 – Biodiversity;
  - Chapter 10 – Landscape, townscape and visual;
  - Chapter 11 – Water environment;
  - Chapter 12 – Geology, soils and land contamination;
  - Chapter 15 – Population and human health; and
  - Chapter 22 – Route Section cumulative effects.

1.4.9 To enable the reader to easily switch between the overarching ES and the Route Section Assessments the numbering of the individual topic chapters remains consistent. This does however result in the Route Section Assessments not following a sequential numbering system.

1.4.10 Each environmental topic chapter within the Route Section Assessments follows a similar structure, adapted as needed to suit the environmental topic, which includes:

- Summary of principal findings;
- Introduction;
- Baseline;
- Potential effects (construction and operation);
- Proposed mitigation (specific to Route Section); and
- Residual effects.