### Key Issues

The case study will focus on the following aspects:

- The value gained from integration of the EIA process at the feasibility stage of the design.
- Consultation to agree the scope of the combined Terrestrial and Marine Environmental Impact Assessment.

### Purpose of the project

The section of railway track which forms the Parsons Tunnel to Teignmouth Resilience Project covers a length of 1.8km and is located along the open coast between Dawlish and Teignmouth between Parson’s Tunnel Portal and the Teignmouth Cutting. Along this section of the railway, potential cliff failure represents a hazard. Sea waves overtopping the railway are also a hazard here. Significant damage occurred to this stretch of railway during storms in 2014.

### Description of the project

The project will provide a reclaimed foundation, retained on its seaward edge by a new sea wall and revetment coastal defence. The reclaimed foundation will provide sufficient area to relocate the rail tracks seaward of the existing alignment by up to 40m to allow for the provision of cliff stabilisation works (including buttresses, regrading of the cliff slope, deep dowels and improved drainage).

Client: Network Rail
Lessons learnt
Arcadis’s EIA team were appointed by Network Rail at the feasibility stage of the project to provide initial advice regarding environmental constraints, and to input into the optineering stage. This early input enabled key environmental issues to be identified at a point where the design could still be easily modified. For example:

- The track alignment was moved landward to minimise beach loss.
- The use of a combined seawall and revetment structure avoided the designated Church Rocks Wreck.
- Amenity provision was included across the buttresses to provide a landward coastal path.

As the project comprises both terrestrial and marine aspects, it requires a TWAO and a Marine Licence. Early engagement with DfT and MMO proved to be an invaluable exercise with the MMO submitting an intention to defer EIA consent decision to the DfT. DfT took the lead on providing the Scoping Opinion supported by MMO as lead statutory consultee. This enabled a streamlined approach to the scoping consultation and helped avoid any conflicts of opinion.

Lessons learnt cont. -
Consultation has formed a key part of the EIA process. The appropriate bodies, including various departments within Devon County Council and Teignbridge District Council, the MMO, Natural England, Historic England, and the Environment Agency have been consulted in order to obtain views on the proposed Development, agree survey and assessment methodologies, discuss mitigation and to obtain information relating to constraints as appropriate. A series of meetings and workshops have been held with consultees which have proved invaluable in increasing their understanding of what is quite a complex scheme and agreeing appropriate, proportionate assessment methods and mitigation requirements. Many of these meetings took place during the scoping phase and included an optineering workshop and individual consultee briefings.

Contact details
Kate Tomos
Associate Technical Director
Arcadis
kate.tomos@arcadis.com

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