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The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Statement of Case (NR28)



TRANSPORT AND WORKS ACT 1992

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) IMPROVEMENTS) ORDER

STATEMENT OF CASE FOR THE APPLICATION: NETWORK RAIL

Author	Network Rail
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1. GENERAL INTRODUCTION

1.1 Purpose of the Statement

- 1.1.1 On 31 March 2021 Network Rail Infrastructure Ltd ("Network Rail") applied (as outlined in NR01) to the Secretary of State for Transport pursuant to section 6 of the Transport and Works Act 1992 ("the TWA") (NR62) for an order known as the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order ("the Order") (NR02) under Sections 1 and 5 of the TWA.
- 1.1.2 The purpose of the Scheme is to give Network Rail the necessary powers to construct, operate and maintain a new railway, including the upgrade and reconstruction of the existing railway, railway electrification works and associated works on the Transpennine line between Huddersfield and Westtown (Dewsbury). The proposed Order also authorises the construction of station improvement works at Huddersfield and works for the construction or reconstruction of stations at Deighton, Mirfield and Ravensthorpe. The works proposed in the Order application are referred to in this Statement as "the Scheme".
- 1.1.3 The purpose of the Scheme is to deliver works for the upgrade and electrification of the existing railway serving the North Transpennine Route ("NTPR") between Huddersfield and Westtown (Dewsbury), together with the delivery of station improvement works at Huddersfield and the construction or reconstruction of stations at Deighton, Mirfield and Ravensthorpe.
- 1.1.4 The Scheme will increase capacity and improve journey time and performance reliability of rail services on the NTPR between both Huddersfield and Westtown (Dewsbury) and Manchester, Leeds and York.
- 1.1.5 In connection with the application for the Order a request has also been made to the Secretary of State for Transport under section 90(2A) of the Town and Country Planning Act 1990 (**NR58**) that planning permission, so far as it is required, shall be deemed to be granted for the development proposed to be authorised by the Order (**NR12**).
- 1.1.6 Listed building consents are also required for the purposes of the proposals included in the application for the Order and accordingly nine listed building consent applications were submitted to Kirklees District Council (NR17 to NR25) Under Section 12(3A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (NR61) the above listed building consent applications will be referred to the Secretary of State for determination



- 1.1.7 The following requests for certificates under the Acquisition of Land Act 1981 (**NR56**) have been made to the Secretary of State:
 - A certificate under section 19(1)(a) that in relation to the acquisition of open space land that there will be given land in exchange; and
 - A certificate under section 19(1)(b) that in relation to the acquisition of open space land that the provision of land in exchange is unnecessary, as set out in the Application for Open Space Certificates under S19 of the 1981 Acquisition of Land Act (NR26).
- 1.1.8 The period during which objections, representations and letters of support could be made to the Order application ended on 17 May 2021. The Department for Transport ("DfT") received 41 objections, 4 representations and 3 letters of support.
- 1.1.9 At the request of those organisations which sent the correspondence, one letter of objection was reclassified as a representation and then withdrawn completely, and one letter of objection was reclassified as a representation.
- 1.1.10 Network Rail received a letter of objection from Veolia (OBJ 42) dated 14 May 2021, which was forwarded on to Network Rail from the Transport Infrastructure Planning Unit on 23 June 2021.
- 1.1.11 Therefore, the current status as of the date of submission of this Statement of Case is 40 objections, 4 representations (1 withdrawn) and 3 letters of support.
- 1.1.12 As a consequence of those objections, and in accordance with the Transport and Works (Inquiries Procedure) Rules 2004 SI No.2018 ("the TWA Inquiries Rules"), (NR67) the Secretary of State for Transport announced on 18 May 2021 his intention to hold a Public Inquiry into the application. The inquiry is likely to take place in winter 2021.
- 1.1.13 Rule 7 of the TWA Inquiries Rules requires Network Rail to provide a Statement of Case. This Statement of Case contains the full particulars of the case Network Rail intends to make at the Inquiry in support of the Order application.
- 1.1.14 Appendix A to this Statement of Case provides a list of the documents which Network Rail currently intends to refer to or submit in evidence at the Public Inquiry. These documents will be available for public inspection at the locations and times set out in Section 13 of this Statement of Case.
- 1.1.15 In this Statement of Case, references to the core supporting documents listed in Appendix A are shown in **bold** type.



1.2 Structure of the Statement of Case

- 1.2.1 This Statement of Case is structured as follows:
 - Section 1: General Introduction
 - Section 2: The Applicant and the Application
 - Section 3: Background
 - Section 4: The Case for the Scheme
 - Section 5: Policy Framework
 - Section 6: Scheme Development
 - Section 7: Scheme Description and Construction
 - Section 8: Historic Environment
 - Section 9: Environmental Effects
 - Section 10: Land and Property
 - Section 11: Consultation and Engagement
 - Section 12: Objections, Representations and Statements of Support
 - Section 13: Notice as Regards Core Documents



2. THE APPLICANT AND THE APPLICATION

2.1 The Applicant

- 2.1.1 Network Rail is the applicant for the Order. Network Rail owns and operates the rail infrastructure network of Great Britain ("the Network"). Network Rail's purpose is to provide a safe, reliable, economic and efficient railway for Great Britain.
- 2.1.2 Network Rail is primarily responsible for the operation, maintenance, repair and renewal of track, stations, signalling and electrical control equipment. Train services on the Network are operated by train and freight operating companies ("TOCs" and "FOCs"). Network Rail, as owner of the Network, grants rights to use the track, stations, depots and access through contacts approved by the Office of Rail and Road ("ORR").
- 2.1.3 The activities of Network Rail as the Network operator are regulated by the ORR through a network licence granted under Section 8 of the Railways Act 1993 (**NR65**). The Network licence requires Network Rail to secure the replacement and renewal of the Network. When works are proposed to meet the licence requirement they are carried out in accordance with best practice and in a timely, economic and efficient manner so as to satisfy the reasonable requirements of funders and rail-related service providers.

2.2 The Application Documents

- 2.2.1 The application for the Order, associated deemed planning permission and listed building consents comprise the following documents as required by the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 ("2006 Rules") **(NR69**).
 - Copy of Application letter (**NR01**)
 - Draft Order (NR02)
 - Explanatory Memorandum (NR03)
 - Statement of Aims (**NR04**)
 - Funding Statement (NR05)
 - Estimate of Costs (NR06)
 - Consultation Report (**NR07**)
 - Book of Reference (NR08)
 - Deposited Plans and Sections and Open Space Plans (NR09)
 - List of Consents, Permissions or Licences Under Other Enactments (NR10)



- Waiver Directions Given Under Rule 18 (NR11)
- Request for Deemed Planning Permission and Statement of Proposed Planning Conditions (NR12)
- Planning Direction Drawings in Support of the Request for a Planning Direction (NR13)
- Planning Statement (NR14)
- Design and Access Statement (NR15)
- Huddersfield Station Design and Access Statement (NR15A)
- Environmental Statement (NR16)
- Listed Building Consent Application No.1 Huddersfield Station (NR17)
- Listed Building Consent Application No.2 Huddersfield Viaduct (MVL3/92) (NR18)
- Listed Building Consent Application No.3 Wheatley's Colliery Lane Overbridge (MVL3/103) (NR19)
- Listed Building Consent Application No.4 B6118 Colne Bridge Road Overbridge (MVL3/107) (NR20)
- Listed Building Consent Application No.5 Mirfield Viaduct (MNV2/192) (NR21)
- Listed Building Consent Application No.6 River Calder (Wheatley's) Underbridge (MVN2/196) (NR22)
- Listed Building Consent Application No.7 Occupation Underbridge (MDL1/10) (NR23)
- Listed Building Application No.8 Toad Holes Underbridge (MDL1/12) (NR24)
- Listed Building Application No.9 Ming Hill Underbridge (MDL1/14) (NR25)
- 2.2.2 On 7 June 2021, the Secretary of State for Communities and Local Government gave notice of his intention to give a certificate pursuant to section 19(2) of the Acquisition of Land Act 1981 (**NR56**), subject to Network Rail giving notice of the announcement of this intention and the consideration of any representations and objections made following that notice, before the Secretary of State reaches a decision.

2.3 The Order

2.3.1 The Order, if granted, will grant Network Rail the power to carry out the Order works. It will also grant powers compulsorily to purchase land required for the Scheme and temporarily to possess land required for construction.



- 2.3.2 The Scheme is the core part of a wider programme of works known as the Transpennine Route Upgrade ("TRU"). The TRU is a series of railway upgrade projects between Manchester, Huddersfield, Leeds and York with the objective being to improve journey times and capacity between key destinations on the NTPR, improve overall reliability and resilience on the North Transpennine Route and provide environmental benefits through modal shift to rail and the part electrification of the North Transpennine Route.
- 2.3.3 The 13km between Huddersfield and Westtown is a section of the North Transpennine Route that shares capacity with other rail lines, namely the Calder Valley and Penistone lines. With the volume of rail traffic (both passenger and freight) using this section, and the constraints of only two tracks, and flat crossings, it is where performance and capacity issues are regularly encountered on the NTPR. The works outlined as part of the Scheme will be critical for the wider TRU programme to realise the benefits of the works.
- 2.3.4 The Scheme is a key contributor towards the delivery of the objectives for the TRU programme as the Scheme addresses the main bottleneck on the North Transpennine Route that exists between Huddersfield and Westtown (Dewsbury) where significant capacity and performance issues are currently encountered.
- 2.3.5 The Scheme will be constructed on land which consists of both operational railway land and land outside of Network Rail's ownership. The current operational railway generally consists of a two-track railway. Historically, the railway consisted of four tracks through the majority of the Scheme area with the result that, along parts of the Scheme route, the railway corridor is sufficiently wide to accommodate the proposed works.
- 2.3.6 Table 2-1 summarises the consenting regimes for the Scheme.

Table 2-1: Consenting Regimes for the Scheme

Consenting regime	Works
The Order	All permanent and temporary works within the Scheme boundary
Request for deemed planning permission	21 identified Works as listed in the Request for Deemed Planning Consent



Consenting regime	Works
Permitted Development	Demolition of MVN2/191 Woodend Road; advance works for replacement stabling sidings at Hillhouses Yard, minor parapet works on Sands Lane Bridge (MVN2/199) and Hunger Hill (MVN2/201). Advanced works (subject to Prior Approval) for bridge works at Red Doles (MVL3/96), Fieldhouse (MVL3/98), Ridings (MVL3/99) and Peels Pit (MVL3/100).
Planning Permission	Construction compound and temporary station platform, Hillhouses yard, as advance works
Listed Building Consents	9 applications for works to Huddersfield Station, Huddersfield Viaduct (MVL3/92), Wheatley's Colliery Lane Overbridge (MVL3/103), B6118 Colne Bridge Road Overbridge (MVL3/107), Mirfield Viaduct (MVN2/192), River Calder (Wheatley's) Underbridge (MVN2/196), Occupation Underbridge ((MDL 1/10), Toad Holes Underbridge (MDL1/12) and Ming Hill Underbridge (MDL1/14)
Open Space Certificates	The Order will be subject to Special Parliamentary Procedure unless the Secretary of State for Housing Communities and Local Government ("the Secretary of State") gives a certificate in accordance with the provisions of section 19 of the 1981 Act. The Secretary of State has been asked by Network Rail to certify:
	(a) under section 19(1)(a), that the Secretary of State is satisfied that there has been or will be given in exchange for the Order land described in Part 1 of the First Schedule to this notice, other land ("the exchange land") described in the Second Schedule to this notice which is not less in area and is equally advantageous to persons, if any, entitled to rights of common or other rights, and to the public, and that the exchange land has been or will be vested in the persons in whom the Order land was vested, and subject to the like rights, trusts and incidents as attach to the Order land; and
	(b) under section 19(1)(b), that the Secretary of State is satisfied that the Order land described in Part 2 of the First Schedule to this notice does not exceed 209 square metres in extent and that the giving in exchange of other land is unnecessary, whether in the interests of the persons, if any, entitled to rights of common or other rights or in the interests of the public.



2.4 Further consents sought

Request for Deemed Planning Permission

- 2.4.1 Network Rail has applied to the Secretary of State for Transport, under section 90(2A) of the Town and Country Planning Act 1990 (**NR58**), for a direction that planning permission be deemed to be granted for the Order works.
- 2.4.2 In making the request for Deemed Planning Permission (**NR12**), it is proposed that a direction be given that planning permission shall be deemed to be granted, subject to the conditions which are set out in Appendix 2 to the request submitted with the Order application. These draft planning conditions were prepared by Network Rail in consultation with Kirklees Council.
- 2.4.3 The main works for the Scheme to be authorised under the Order and deemed planning permission are summarised in Section 3 and set out in detail in Section 7.

Listed Building Consent

- 2.4.4 On 31 March 2021, Network Rail made applications to Kirklees Council for Listed Building Consent for works as part of the Scheme, to the listed structures in Section 2.2.1 above (**NR17 to NR25**).
- 2.4.5 These applications were referred by Kirklees Council to the Secretary of State for Housing, Communities and Local Government pursuant to section 12(3A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (NR59).
- 2.4.6 On 18 May 2021 the Secretary of State for Housing, Communities and Local Government confirmed that a public inquiry into these applications will be held and will run concurrently with the Order application, under the TWA Inquiries Rules.
- 2.4.7 Regarding the Listed Building Consents applications in respects of the Scheme, Historic England and Kirklees Council have made several representations in respect of the proposals, which are dealt with in Chapter 12.

2.5 Scope of the Application

2.5.1 The main works to be authorised by the Order and the deemed planning permission are set out in Table 2-2 below.



Table 2-2: Works and Planning Permissions

Feature	Description
Huddersfield Station	New island platform, extension to existing platforms, alterations to track layout, new and altered roofs, re-located tea/waiting room (also the subject of Listed Building Consent)
Huddersfield Viaduct	Re-construction of spans over John William Street and Bradford Road. Re-introduction of four-tracking throughout (also the subject of Listed Building Consent)
Deighton	Re-located station
Between Hillhouses and Bradley	Re-construction of bridges MVL3/96, 98, 99, 100 (infill only), 101, 102, 103*, 107*, 108, 110; re-introduction of four-tracking throughout. (*also the subject of Listed Building Consent)
Heaton Lodge	A new railway line (1km approx.) between Heaton Lodge sewage works and Helm Lane; re-construction of bridges MVL4/4 & MNV2/188 and new footpath between the two
Mirfield	Re-constructed station and re-instatement of fourth track throughout from Heaton Lodge junction to Ravensthorpe. Listed Building Consent for the introduction of OHLE on Mirfield and Wheatleys Viaducts.
Ravensthorpe	New railway station to replace existing. Grade separated junction and new railway line, partly on viaduct, over the Calder & Hebble Canal and River Calder. Re-construction of bridges MVN2/202 and MVN2/204.
Westtown	Re-construction of bridge MDL1/9, infill of 1/10, 1/12 and 1/14. (infills also the subject of Listed Building Consent)

2.6 Funding

- 2.6.1 This paragraph summaries the funding position in respect of the Scheme, which is set out in more detail in the Funding Statement accompanying the Order application (**NR05**). The Scheme cost as set out in the Funding Statement is £1.4bn to which Network Rail and the Government have provided public commitments to fund, subject to continued ongoing Value for Money (VfM) tests to ensure it remains the right thing to do for the UK taxpayer.
- 2.6.2 The TRU and the Scheme will span three railway investment periods: Control Period 6 (2019 to 2024), Control Period 7 (2024 to 2029) and



Control Period 8 (2029 and 2034) , where a total of over £3bn will be invested in the NTPR.

- 2.6.3 In addition to the funds already available to Network Rail in Control Period 6 to progress the Scheme, further funding will be made available for the delivery of the Scheme from the identified funding allocation for TRU in accordance with the Rail Network Enhancements Pipeline (RNEP) governance process. This provision will be sufficient to deliver the Scheme as part of TRU, provided it has the required consents and continues to represent value for money.
- 2.6.4 The Department for Transport has confirmed the Government's commitment to TRU and the Scheme along with allocation of funding subject to ongoing consideration to ensure the Scheme delivers the best results for both rail users and taxpayers. In April 2021 a further £317m was committed to TRU by the Government to commence delivery and continue design development on TRU. Further funding announcements will occur as the programme progresses.
- 2.6.5 The Scheme is therefore considered to be fully funded. The authorised funds will meet the capital cost of implementing the Order inclusive of compensation and acquisition of blighted land as identified within Section 149 of The Town and Country Planning Act 1990 (NR58) and undertaking associated work such as environmental mitigation as necessary.



3. BACKGROUND

3.1 Transpennine Route Upgrade

Background

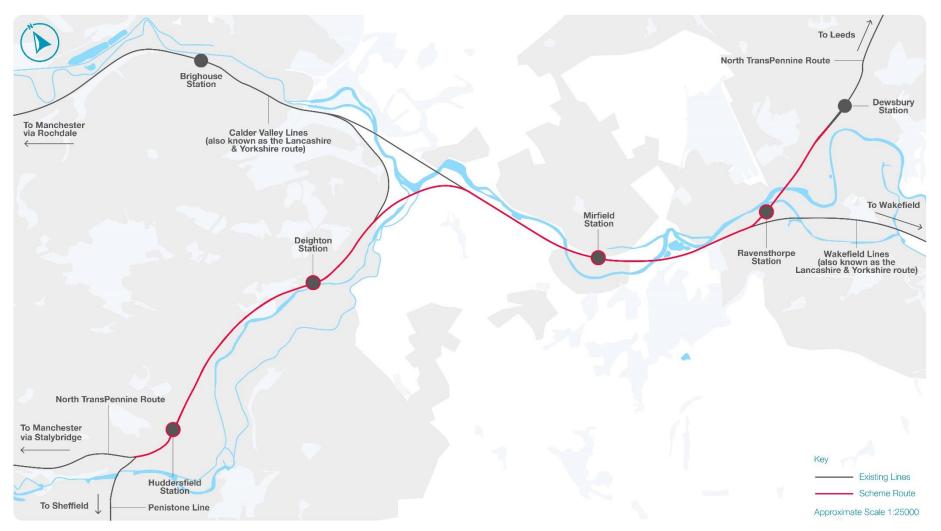
- 3.1.1 The Transpennine Route Upgrade is a multi-billion-pound, transformative, long-term railway infrastructure programme that will improve connectivity in the North, principally West-East, between the major economic centres of the North West and Yorkshire-Humber. It will support economic growth in the North and deliver benefits for passengers and communities along the route and beyond.
- 3.1.2 Transport plays a vital role in enabling a modern trading economy, and rail has a particular advantage in connecting cities, both to each other and to their markets. The North Transpennine Route the subject of the Transpennine Route Upgrade is the key East-West artery across the Northern economy. As shown in Figure 3-1, it forms the most direct existing rail link between Manchester and Leeds, but is also used as a "spine" to link a wider set of economic centres such as Newcastle and Hull in the East, and Liverpool in the West. As well as linking city centres, the line also joins these to smaller towns and commuting areas, and key sites such as Manchester Airport and university and research centres (including in smaller hubs like York and Huddersfield). The route also serves an important economic function in terms of supporting freight flows (typically 5-10 trains over the Pennine section per day) as one of the most direct East-West corridors across the North.

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Figure 3-1: Scheme location





- 3.1.3 Stretching across the North of England between York and Manchester, via Leeds and Huddersfield, the 76-mile NTPR serves 23 stations, crosses over and dips under 285 bridges and viaducts, passes through six miles of tunnels, and crosses over 29 level crossings.
- 3.1.4 The first two-line section of the route, between Huddersfield and Stalybridge, was opened in 1849, with a four track route completed in 1894 between Stalybridge and Leeds. Historically there was a long period of dis-investment in the route, starting in the 1960s and going through to the 1980s, during a time when demand for passenger and freight traffic on the route was declining, in line with structural economic change. Infrastructure capacity was reduced over the years to reduce operating and renewal costs, ordinarily through reducing previously prevalent sections of fourtracking to two tracks as the mix of slow freight and fast passenger traffic requiring segregation reduced. During this period in the Scheme area, four tracks were reduced to two tracks between Stalybridge and Leeds, leading to a significant reduction in capacity which is a major cause of the issues that the Scheme is designed to resolve.
- 3.1.5 Today, there are three passenger rail operators using the Scheme's section of two track railway, carrying around 50 million passengers per annum between them; Transpennine Express ("TPE"), Northern Rail, and Grand Central ("GC"). TPE provide fast and frequent inter-city services across the North of England and Scotland. Northern Rail provides key local and commuter services into Manchester and Leeds and other local centres, and GC provide a daily service direct to London from Mirfield. The same route also supports freight services, with around five a day in each direction currently using the route. There are publicly stated aspirations from the East Coast passenger operator (LNER) to run London services to and from Huddersfield in the future also.
- 3.1.6 The NTPR is not currently well-placed to deliver a key enabling role in levelling up the Northern conurbations and making them a more coherent and productive economic entity. Up to the outbreak of the COVID pandemic, demand on the route had doubled to 50 million journeys per year since the mid-1990s, but the historic reduction in the carrying capacity of the infrastructure meant the route has reached the practical limit of its capacity. Pre-COVID, the route performed poorly and it will form a constraint, rather than an enabler, to building back the Northern economy.
- 3.1.7 Overall productivity in the North trails behind the UK average. For the last 30 years, the North's economic value per person, measured as Gross Value Added (GVA) has been consistently around 15% below the average for the rest of the UK. Pre-COVID data showed that the gap had widened further,



with the GVA per person in the North 18% below the UK average. The widening gap can be attributed to the North generally experiencing slower GVA growth rates over the last decade compared to the UK average, with evidence showing low levels of transport investment being a contributing factor to the low levels of growth.¹

- 3.1.8 Punctuality on the NTPR was very poor pre-COVID, with only 38% of trains On Time (making station calls within a minute of the scheduled time). This has primarily been due to an absence of infrastructure capacity (passing sections and separate fast and slow lines) to regulate the large mix of service types on the route (slow freights, local passenger trains and fast expresses) and mitigate delays. These often occur further afield – and can quickly spread from the TRU route across the North. Although the provision of new, longer rolling stock has started to mitigate peak-time overcrowding on the trains that run now, there is no room for additional passenger services to serve a recovering and growing economy, and journeys are relatively slow for the distances involved (less than 60mph on average for the fastest trains).
- 3.1.9 Rail transport enjoys a comparative advantage over road transport in providing links between, and into urban centres. However, the NTPR is not currently well-placed to deliver its key enabling role in connecting the Northern conurbations due to the reliability and performance issues it experiences, as well as significant capacity issues at peak hours, when problems are experienced on a day-to-day basis, with the NTPR operating at capacity and performing poorly. This presents a missed opportunity in terms of levelling up economic growth and a more sustainable balance between road and rail use.
- 3.1.10 The decline in rail passenger numbers from the mid-20th Century began to reverse in the mid-1990s, and growth since then has led to a doubling of passenger journeys to 50 million per annum by early 2020. In the years before the COVID-19 pandemic struck, growth was indeed proportionately greater in the North than in other regions, albeit from a low aggregate base. Office of Rail and Road (ORR) data for the period pre-COVID show that rail travel entirely within the North grew at an annual rate of over 6% compared with just over 4% at a national level. In addition, growth in longer-distance passenger services was higher than for other services. The TPE franchise grew at rates comparable with the main West Coast and East Coast operators during the 2010s as shown in Figure 3-2.

1

https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/labourproductivity/articles/regionaland subregionalproductivityintheuk/february2019



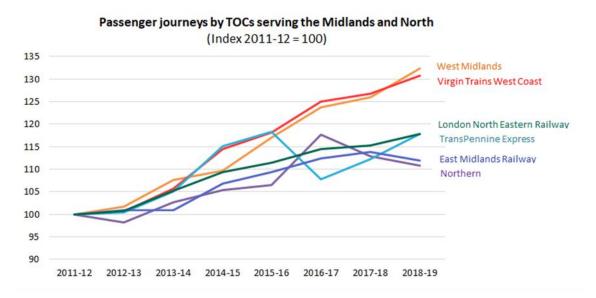


Figure 3-2 - Passenger journeys by Train Operating Company

3.1.11 The amount of investment historically of the NTPR has not matched that of the East Coast Mainline, or West Coast Mainline. Nevertheless, in offering much improved rail services and enhancing their daily lives, rail investment on the Manchester-Leeds-York corridor can contribute strongly to the "levelling up" agenda – both in terms of facilitating post-COVID economic recovery and growth but in offering citizens in the North a brighter economic future.

3.2 The Huddersfield to Westtown (Dewsbury) Improvements

Background

3.2.1 The Scheme is key to delivering the benefits to passengers along the Transpennine railway. The current layout of the railway in this area means that more trains and faster trains cannot be run than currently exists today and this section of the track can be a cause of significant delays, leading to the poor performance statistics highlighted in 3.1.8. As explained in 3.1 and 2.3.2 above, the Scheme area is a well-used section of rail line, with a significant volume of traffic, both freight and passenger, wanting to use the Route, either for the NTPR, Calder Valley, or Penistone Lines. It is the section where most performance issues are encountered, and capacity constraints would significantly limit the benefits TRU could have, if the Scheme were not to go ahead.

Scheme Proposals

3.2.2 The proposals to improve the railway between Huddersfield and Westtown (Dewsbury) include:



- Double the number of tracks from two to four along the majority of the railway.
- Upgrading stations at Huddersfield, Deighton, Mirfield and providing a new station at Ravensthorpe.
- Separating sections of the track from each other with a bridge (fly-over) at Ravensthorpe.
- Electrification of the railway from Scheme area (Huddersfield to Westtown).

Scheme Benefits

- A better railway: The tracks would be doubled from two to four along majority of the railway (from Huddersfield station to the East of Ravensthorpe), meaning a more resilient and reliable railway while also improving journey times and providing more frequent trains for passengers.
- Accessible stations: Stations would be upgraded to modern standards and will provide better accessibility facilities for passengers. Network Rail's proposals include improvements at Huddersfield, Deighton, Mirfield and Ravensthorpe.
- Cleaner and quieter railway: Network Rail plans to electrify the railway for the entirety of the Scheme area – This means cleaner travel and is potentially quieter for those living near the railway.
- Supporting economic growth: With more seats and more trains, the proposals will better connect the cities in the North. Network Rail wants to build a railway which passengers and businesses can trust.



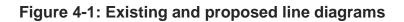
4. THE CASE FOR THE SCHEME

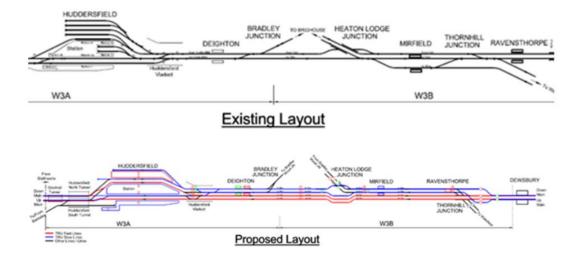
- 4.1.1 This Section sets out the case for the Scheme, and why investment in the rail network between Huddersfield and Dewsbury is needed to:
 - Support national, regional and local economic growth
 - Facilitate growth in rail demand across the North of England
- 4.1.2 This Section will explain the existing operational constraints that must be overcome if the above objectives are to be achieved. This Section will clearly articulate the benefits both of the Scheme itself and of the TRU programme of which the Scheme forms an essential component. For further details, please see the Statement of Aims (**NR04**).
- 4.1.3 In summary, the Scheme will deliver the improvements to the existing rail infrastructure between Huddersfield and Dewsbury which are required for the purpose of releasing additional capacity and enabling faster line speeds on the NTPR. These rail improvements will enhance rail connectivity between the North West and Yorkshire & the Humber, as well as the North East and beyond to Scotland. The Scheme is one of a series of planned/proposed rail improvement schemes along the Transpennine corridor. The Scheme will make an important and necessary contribution to the Government's overall transport strategy, which is to maximise the benefits of a robust and reliable railway network. The Scheme forms part of the TRU programme.

4.2 Network and Operational Constraints

4.2.1 The Scheme extents encompass 13km of track and four stations, namely Huddersfield, Deighton, Mirfield and Ravensthorpe. Following the reduction from four tracks to two along the route about 40 years ago, the remaining two track railway was re-modelled over time to incorporate new infrastructure including Deighton Station, enhance speed performance and introduce new signalling. The powers sought under the Order are required to enable Network Rail to return the Scheme route to its operation as a fourtrack railway. See Figure 4-1 below showing the existing and proposed layout.







- 4.2.2 In its current configuration as a two-track railway, the Scheme route acts as a constraint on the capacity and reliability of the whole NTPR route.
- 4.2.3 The key constraints on the Scheme route are:
 - Track Capacity: The Scheme route is almost entirely two tracks, with one track in the up direction (toward Manchester), and one track in the down direction (to Leeds). Fast (express) services currently routinely catch up the slow (stopper) services. As a result, both the performance and resilience of passenger services are badly affected with delays to the fast (express) services and capacity issues. Limited train paths mean that currently there is not the capacity to increase the number of services able to use the Scheme route itself and, in consequence, able to use the wider NTPR.
 - Huddersfield Station: This station has three through platforms, with all other stations in the Scheme route platforming both up and down lines requiring two platforms. The current layout of this station presents a significant capacity constraint both on efficient regulation of passenger services and efficient management of the network. These deficiencies need to be overcome through re-design of the station in accordance with the Scheme, in order to realise the operational improvements which will result from reinstatement of four tracks across the Scheme route. If Huddersfield Station were not reconfigured as part of the works and four tracks not reinstated, performance and capacity issues would continue in this section, and the existing bottleneck would remain on the TRU route, perpetuating the capacity constraints on this part of the NTPR.
 - Line Speeds: There are speed limits in place at various locations across the Scheme route, with slower speed limits of 75mph (rather than the conventional running speed limit of 100mph) in the Heaton



Lodge area, and between the existing Ravensthorpe Station and Dewsbury Station. Previous interventions have increased track speeds as far as practicable but running speeds are still inadequate to enable the necessary improvements in passenger journey times across the Scheme route. Currently. an average 'fast' line speed of under 60mph is a significant constraint on journey time improvements.

- Conflicting train movements: There are conflicting train movements within the Scheme route where the Wakefield lines joins the NTPR at Ravensthorpe, as shown in Figure 4-1. These conflicts need to be removed by providing grade separation, so that the potential for increased frequency of train services created by reinstating the fourtrack railway can be realised by optimising the number of available train paths through the junction between the two lines at Ravensthorpe. Should the planned increase in capacity occur, but trains still operate without the benefit of grade separation at this junction, it would severely impact on both the capacity of the TRU route, and also the Wakefield line, negating the benefits sought.
- Reliability: Performance and reliability issues for NTPR services are routinely encountered on the Scheme route. There can be up to five different types of service that use the Scheme route at any given point in a day. Currently the Scheme route accommodates:
 - high speed, inter-regional services that typically stop at 'hub' stations only, such as Leeds, Dewsbury, Huddersfield and Manchester;
 - local urban services that also stop at local stations such as Deighton, Mirfield and Ravensthorpe;
 - trains services from other routes, such as the Calder Valley and Bradford route;
 - freight services wishing to access and use the Scheme route; and
 - long-distance high-speed service that provides a direct connection to London.
- 4.2.4 Accordingly, the Scheme route is one of the most congested sections of the Transpennine rail network, with limited places for train performance to be managed and improved. Should a train failure occur on the Scheme route, this will often result in a full blockage of the Scheme route in either the up or down direction, due to a limited number of places to manage rolling stock and enable train movements to continue in both directions. As highlighted in paragraph 4.2.5 below, this has created significant historic reliability and punctuality issues on the Route.
- 4.2.5 The Infrastructure constraints on the NTPR as explained above have shown up very visibly in a range of problems:



- Reliability and punctuality of passenger trains on the route has been very poor. The moving-average On Time measure i.e. the percentage of station stops less than one minute after the scheduled time was only 38% to Autumn 2019 (Period 9). This compares with a national average for the same period of 65%, and an average for TPE's South Transpennine route (Manchester-Sheffield) of 54%. A chart showing progression of the older Public Performance Measure ("PPM") is reproduced below. Delays on the route are sometimes "imported" via long-distance trains which experience problems in centres such as Manchester on the West Coast Mainline, and on the East Coast Main Line beyond York. However, the constrained NTPR infrastructure does not allow for fast trains to pass slower ones to make up time, meaning delays can be exacerbated or, at best, not improved upon.
- Peak crowding on the route has been excessive, exacerbated by the reliability problems. For example, late or cancelled trains have led to more passengers transferring to other services, making overcrowding worse. The option to introduce more train paths has not existed because of capacity constraints, though new longer trains have been steadily introduced since 2018. Although this makes travel on the route more comfortable during "undisrupted" service and off-peak hours, disruption can still lead to overcrowding on individual trains. However, overcrowding issues at peak hours can only be fully addressed by increasing the number of train paths available to operators, and flexibility to use the increased size of trains at station hubs such as Huddersfield.
- Journey times have progressively been improving on major rail lines across the country for decades, but the NTPR retains average "fast" train speeds below 60 mph. Average fast speed services on main line routes should be in excess of 78mph. Challenging topography will always form a constraint, but it is notable that whereas the journey from York to Manchester takes, at best, 74 minutes for 70 miles, a journey over a similar distance from York to Durham (as one example, 75 miles) can take 30 minutes less.



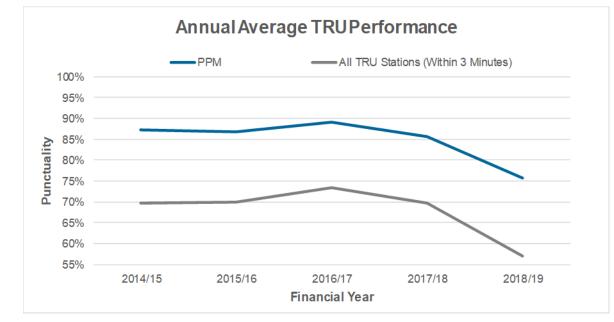


Figure 4-2 - Average performance of the NTPR

- 4.2.6 As currently operated, the Scheme route is a non-electrified section of the railway network. The electrification of the Scheme route will enable a switch from diesel trains to bi-mode trains (operate on both diesel and electric power). Full electric rolling stock has benefits for the environment and will assist Network Rail in achieving its decarbonisation objectives. Moreover, electrification has benefits for train performance, with faster acceleration and more efficient braking being made possible.
- 4.2.7 The key constraints that exist on the Scheme route, as explained above, routinely and adversely affect the performance, reliability and capacity of train services serving the Scheme route to a unacceptable degree. These constraints also act as a 'bottleneck' for the entire NTPR and adversely affect the performance, reliability and capacity of train services across the NTPR. The Scheme is demonstrably necessary in its own right, in order to enable much needed and essential improvements to passenger train and freight services serving the Scheme route itself. Moreover, the Scheme is a key requirement in order to facilitate much improved train services serving the entire NTPR.

4.3 Scheme Benefits

4.3.1 The benefits that the scheme delivers fulfil the clearly stated policy objectives summarised in the sections below. These relate to both the programme wide benefits, and those realised locally on the Scheme route, and will contribute to both local and national objectives.



Transpennine Route Upgrade Programme Benefits

- 4.3.2 To address both the current challenges on the NTPR and to support aspirations to support economic growth and "levelling up" opportunities across the North of England, this Scheme is being delivered as an essential component of the wider TRU programme. TRU is a series of projects between Manchester, Huddersfield, Leeds and York with the objective being to improve journey times and capacity between key destinations on the NTPR, improve overall reliability and resilience on the NTPR, and provide environmental benefits from modal shift to rail and the part electrification of the NTPR. The delivery of the Scheme will assist in the delivery of the remaining components of the wider TRU programme and will play a key part in unlocking the full benefits associated benefits; the TRU programme proposes investment now to solve today's challenges, plan for future growth, contribute to decarbonisation, and lay the foundations for the future development of proposals for the Northern Powerhouse Rail (NPR) network.
- 4.3.3 Due to the size, differences, and complicated nature of the works required to upgrade the existing rail infrastructure between Manchester and York, TRU is being designed as a phased programme of interventions with those interventions being delivered as separate projects, alongside each other. The Scheme is referred to as TRU Project W3.
- 4.3.4 The Scheme is essential to achieving the overall TRU aims stated in paragraph 4.3.6 below. For the reasons given in earlier paragraphs, the Scheme holds the key to the TRU programme. The current crossing at grade at Ravensthorpe, the two-track railway along the route of the Scheme, station capacity issues at Huddersfield, and line speed restrictions all need to be addressed, in order to realise the significant benefits of the TRU Programme.
- 4.3.5 This point is further emphasised by the funding required to deliver the TRU Programme. £3bn is allocated for a route of 122km. Circa £1.5bn is allocated to the 13km covered by the Scheme. 50% of the funding is being spent on a section of track that is less than 10% of the overall NTPR, such is the importance of the improvements required in this location.
- 4.3.6 TRU aims to deliver:
 - An improved journey time for Leeds Manchester Victoria of 43-44mins. (This Scheme delivers on this journey time improvement aim through the provision of dedicated fast lines, increased fast line running speeds of 100mph and electrification throughout the extent of the Scheme route);



- An improved journey time for York to Manchester Victoria of 67-69mins. (This Scheme delivers on this this journey time improvement aim through the provision of dedicated fast lines, increased fast line running speeds of 100mph and electrification throughout the extent of the Scheme route);
- Capability to operate 8 'express services' an hour on the route. (This Scheme delivers on this capacity improvement aim by removing the existing bottleneck through the provision of a four track railway throughout the Scheme route, removing conflicting train movements at Ravensthorpe through the provision of a grade separated junction and improving train movement capacity at Huddersfield Station through the provision of additional platform capacity and track layouts);
- Capability to operate 6 'local services' an hour on the route. (This Scheme delivers on this capacity improvement aim by removing the existing bottleneck through the provision of a four-track railway throughout the Scheme route so allowing for the relocation of the 'express' services to the new dedicated fast lines. It also delivers on this capacity improvement aim by improving the capacity of local stations at Deighton, Mirfield and Ravensthorpe);
- Performance of the NTPR to be 92.5% (PPM) or higher each period. (The Scheme delivers on this reliability aim by removing the existing bottleneck through the provision of a four track railway and the electrification of the railway throughout the Scheme route, removing conflicting train movements at Ravensthorpe and providing upgraded modern railway equipment throughout the Scheme route);
- Freight paths/rights to be retained as existing. (This Scheme delivers on this freight capacity aim by removing the existing bottleneck through the provision of a four-track railway throughout the Scheme route so allowing for the relocation of the 'express' services to the new dedicated fast lines which allows for freight to run on the slow lines with the 'stopper' services); and
- A contribution to Network Rail's Decarbonisation Strategy and climate policy. (This Scheme contributes to Network Rail's strategy and policy by delivering the electrification of the railway throughout the Scheme route).

Scheme Benefits

4.3.7 Through the provision of a four-track railway throughout its route, the Scheme will provide the capability to segregate both freight and passenger trains (slow and fast). This will allow services between Huddersfield and Dewsbury, in both the up and down directions, to operate without having to use the same lines therefore reducing a key conflict on the NTPR.



- 4.3.8 The delivery of the Scheme will enable the Scheme route to provide a key location within NTPR where services can be managed so to limit any detrimental impacts on the performance of train services. By having dedicated fast and slow lines for the NTPR through the Scheme route, freight and regional services can then be separated more regularly. This will then allow for more services (and types of services) to be operated on the individual lines. Also, should a train suffer a reliability issue within the Scheme route currently this can leave only one track to operate bidirectionally. By increasing the number of tracks through this Scheme this will provide more flexibility to move different services between the up and down lines.
- 4.3.9 Currently the Scheme route has various speed limits. Whilst these speed limits will remain on the slow lines, the Scheme through the provision of a four-track railway with dedicated segregated fast line provision, will allow for faster line speeds on the fast lines (100mph throughout). This will improve journey times across the Scheme route and will increase the flexibility to timetable more train paths on the Scheme route and the wider NTPR.
- 4.3.10 The Scheme will also deliver four fully accessible stations (at Huddersfield, Deighton, Mirfield and Ravensthorpe), with step-free access, drop-off arrangements, and blue badge parking made available at all these stations. These being facilities which were previously only available at Huddersfield Station. The addition of two dedicated 'fast lines' on the Scheme route, will mean that the local urban services serving Deighton, Mirfield and Ravensthorpe stations (using the 'slow lines') will have more operational capacity on those 'slow lines' and less interaction with fast inter-regional services. This will improve the performance and reliability of these local urban services as they will not be impacted by potentially delayed or prioritised fast inter-regional services operating on the dedicated 'fast lines'.
- 4.3.11 The new railway grade separation to be provided by the Scheme at Ravensthorpe will remove a key conflicting train movement currently performed by trains accessing/exiting the Wakefield lines in this location. With the works as planned, the fast (express) services will not cross the slow lines in this location. The relocation of Ravensthorpe Station will also enable services on the Wakefield lines to stop at the relocated Ravensthorpe Station.
- 4.3.12 The Scheme will provide more resilience to the NTPR in times of perturbation, by increasing the number of tracks available in both the up and down directions. In addition, the Scheme's provision of increased platform capacity at Huddersfield Station (coupled with track layout improvements at the station) will increase the number of platforms available at Huddersfield



Station and so allow for more train crossing moves to the west of the station. This is critical in managing increased numbers of services through the Scheme route, ensuring their performance requirements are met, and journey times are achieved. The delivery of the Scheme will allow for the ability to platform a train in either direction at a number of platforms at Huddersfield Station to ensure there are fewer bottlenecks and less requirement to 'queue' at the station.

- 4.3.13 The Scheme will also deliver new track, and electrification equipment, which will be more reliable than the older rail assets which currently exist on the Scheme route so improving the reliability of the Scheme route and the train services operating on it.
- 4.3.14 This Scheme will deliver a fully electrified section of the NTPR, with train fleet changes being made to allow bi-modal trains (able to run on diesel and electric) to make use of the benefits of an electrified section. This accords with Network Rail's Decarbonisation Strategy ("the Strategy") that seeks electrification of routes, and areas, where appropriate. TRU was identified specifically in the Strategy and so the Scheme route being electrified supports that aim. Electrification also assists with journey time and performance by allowing trains to accelerate faster, and brake more efficiently.
- 4.3.15 The Scheme is required as its key purpose is to address the current capacity and performance issues experienced on the Scheme route which existed before the pandemic and will continue to exist if not addressed. The Scheme route has suffered from a lack of investment in the past, and the Scheme is required not only to address that lack of investment, but also to support wider regional development and connectivity improvements between the cities of the North.
- 4.3.16 As set out in the Environmental Statement (NR16), the Scheme, as part of the wider TRU programme, would directly and indirectly play a role in improving connectivity through journey time, capacity and reliability improvements, alongside particular improvements for Huddersfield Station. The Scheme is a key contributor towards the delivery of the TRU and the full realisation of the aims of the overall TRU programme of works, which provides the TRU framework for investment and network management, to better meet capacity requirements. The Scheme route is the main bottleneck on the NTPR where significant capacity and performance issues are currently encountered. Thus, the Scheme is essential to the delivery of the TRU programme and without it, the overall TRU aims set out at 4.3.6 above would not be achieved. At the local level, beneficial impacts have



been assessed for the construction phase through local employment and spend.

4.3.17 These changes are anticipated to have a minor beneficial effect, which is not significant for the purposes of environmental impact assessment. It has been judged that the Scheme's operation is likely bring significant socioeconomic benefits across the Local, Sub-regional and Regional level in terms of business activity and employment. The improvements will have a beneficial effect overall on access to local businesses in the Scheme area and the local economy in terms of encouraging new development opportunities and jobs that could be generated directly and indirectly by the Scheme. This will be enhanced locally with TRU programme employment approaches concerning employment targets for the 25 mile and 40 mile radius, apprenticeships, and local procurement opportunities.

4.4 Strategic Alternatives

- 4.4.1 The remit of TRU is to address the performance issues related to the existing service, increase the capacity on the NTPR, and to decrease journey times. There are no high level strategic alternatives that would deliver these benefits without investing directly in the infrastructure.
- 4.4.2 The NTPR is a key West-East artery, used by over 50 million passengers each year. The only feasible modal shift to reduce the pressure on the route would be to increase capacity on the surrounding strategic highway network. Projects have been ongoing on the only other arterial West-East route in the vicinity of the NTPR, the M62 motorway, since 2012 in order to address its own capacity and performance issues, with further work scheduled up to 2024. Other Transpennine road schemes, away from the M62 such as the Transpennine Tunnel, would not be of sufficient scale to provide a feasible alternative to rail travel or deliverable in the coming years.
- 4.4.3 Other rail schemes that have been reviewed include the South Transpennine Route ("STPR") that links Manchester and Sheffield. However, the STPR does not link into key centres such as Leeds, York, Hull or stations north to Scotland. Instead STPR links to the Midland Mainline and southern destinations. As such enhancements to the STPR were discounted. It should be noted that the STPR is subject to separate proposed significant capacity and improvement works such as the Hope Valley Line capacity enhancement scheme as authorised by a TWAO in 2018.
- 4.4.4 Works are happening on other routes close to the NTPR, such as the Calder Valley line, but these are works to upgrade them sufficiently so that they can be used as diversionary routes whilst the TRU programme is



constructed. Work on them in isolation would not deliver the benefits that the TRU programme is remitted to deliver.

- 4.4.5 The Scheme and the TRU programme of works are the first major rail infrastructure projects in the North of England in the last twenty years (since the West Coast Mainline upgrade). Both are being delivered by Network Rail, within the funding and governance mechanisms already set out, with necessary funding approved to date. There are a number of other rail schemes that may potentially be delivered through Northern Powerhouse Rail ("NPR") or High Speed Rail 2 (HS2 Phases 2a & 2b) programmes. However, both NPR and HS2 are seen as complementary to TRU rather than instead of, due to TRU being delivered within the next 8 years and forming part of the baseline for both of the possible future major rail schemes.
- 4.4.6 Both NPR and HS2 are significant future projects, that whilst similar in scale, are tasked with delivering different outcomes to TRU if they are taken forward. HS2 is a long distance high speed, North to South scheme. NPR is an interregional, local commuter service selection of projects. TRU is required to deliver the West-East arterial route, which then links to both the North-South high speed services, and the increased local commuter services.
- 4.4.7 Given the geographical similarities of TRU with the ongoing development of potential future major rail projects for the North of England, as explained above, the Scheme and the TRU programme have been involved in extensive engagement with rail industry stakeholders and Government to ensure that the proposals in the Scheme and TRU are complimentary to the development of these future projects, and do not alter their ability to be delivered.
- 4.4.8 There are no other infrastructure schemes that would deliver the benefits, nor address the existing operational constraints that exist on the NTPR or that TRU delivers. TRU is a scheme to be delivered now (with some elements already being constructed) and will deliver transformational benefits to users on the NTPR, and the North.

4.5 COVID-19 impacts

4.5.1 At the start of 2020, the COVID-19 pandemic struck, with social and economic restrictions applying from the latter part of March 2020 to the present day. This had a major impact on demand for rail travel. Nationally, passenger rail ticket sales fell to just 4% of the level the previous year



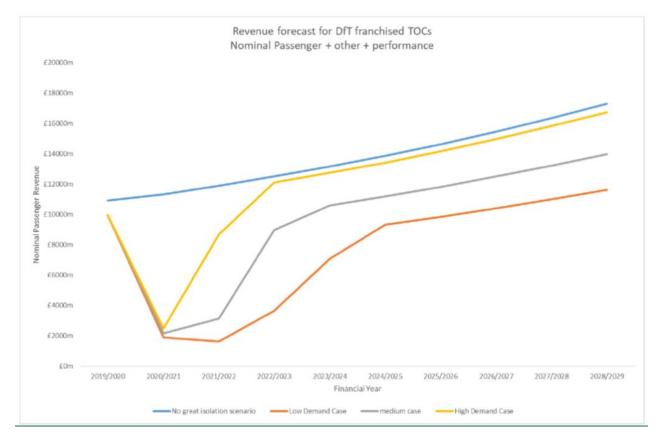
(2019), recovering to just over 30% by September 2020², although declining again with the second lockdown in November 2020. Rail use in the North seems to have held up better than the national average: the lowest level of patronage recorded in Greater Manchester has been around 20% of pre-COVID levels (Source: TfGM). This is thought to reflect the socio-economic mix and lower scope for homeworking in Northern populations compared with, say, London

4.5.2 Over the longer term, once the immediate crisis has subsided, there is uncertainty regarding any impact on long-term travel demand, and within that, the demand for rail services. DfT's latest scenarios suggest late-2020s demand growth could be between 68% (worst case) and 97% (best case) of pre-COVID forecasts (see chart below). At the strategic level however, the scenario analysis indicates that, even in the low demand (red) case, demand is likely to have come back to at least the levels seen in 2018/19 by the end of this decade (and may have grown further). Moreover, it is known that, even at static 2018/19 levels of demand, the Scheme route has real and chronic problems that need early investment to secure the required improvements in services and performance. That is the most cautious interpretation and prediction. The more rounded conclusion from the chart below is that some level of overall growth in demand this decade is still to be expected, reinforcing the need to invest in the Scheme route from a transport management perspective.

² Covid and Rail Demand Forecasting - Uncertainty and its Consequences, DfT Rail Analysis, November 2020



Figure 4-3 - Scenarios for post-COVID revenue rebound relative to "no COVID" forecast (blue) (National scenarios) Source: DfT Rail Analysis



- 4.5.3 Following discussions with the DfT, and Network Rail, it is anticipated, and to be planned for, that rail passenger numbers and demand will return to pre COVID-19 levels under the medium-demand scenario, and continue their original growth trajectory once the crisis of the pandemic is passed.
- 4.5.4 As a result, it is likely the use of the NTPR will have surpassed pre-Covid levels before the TRU programme, including W3, is completed and operational in 2028.



5. POLICY FRAMEWORK

5.1 Strategy for rail investment

- 5.1.1 The rail network plays an essential role in the movement of people and goods across the country. Rail is one of the most effective ways to improve access opportunities for people in the North. The ability of rail to enable people to travel longer distances relatively quickly also provides the significant potential to increase the catchment of economic clusters (towns, cities and sub-regional economies).
- 5.1.2 A modern and efficient rail network will also help improve opportunities and quality of life for all, whilst playing a critical role in reducing greenhouse gas emissions and moving towards a sustainable transport system. This includes providing fast, frequent, reliable and high-quality passenger services, along with the capacity and capability to adapt to modern freight requirements.
- 5.1.3 Analysis has been undertaken since the mid-2000's to assess the case and interventions required on the rail network in the North to support current and future growth. In 2004, the Northern Way Growth Strategy presented the case for rail investment to support economic growth, aligning with the three regional development agencies' ambitions at the time. In 2006, the Northern Way Strategic Direction Report highlighted the 'lack of network coherence in Manchester.... as constraint on improving accessibility between city regions'. In the same year the Eddington Transport Study published a report that highlighted the importance of links between the city regions of the North of England and connections to international airports a key to economic well-being.

National Transport and Railway Policy

- 5.1.4 There is a suite of transport and railway policy and guidance documentation of relevance to the Scheme.
- 5.1.5 The following transport and railway policies and strategies include:

<u>Rail</u>

- Rail Network Enhancement Pipeline (RNEP) Department for Transport (2018) (NR32)
- Williams-Shapps Plan for Rail HM Government (2021) (**NR33**)

Transport

Union Connectivity Review – HM Government (2021) (NR35)



- National Infrastructure Strategy HM Government (2020) (NR31)
- Transport Investment Strategy HM Government (2017) (NR37)
- National Policy Statement for National Networks HM Government (2014) (NR30)

Economics and Sustainability

- Build Back Better: our plan for growth HM Government (2021) (NR34)
- 10 Point Plan for Decarbonisation HM Government (2020) (NR36)
- 5.1.6 All of the above establish continuity with the sustainability agenda and show how passenger and freight railways are part of the overall vision for a transport system that supports economic growth, is more environmentally sustainable and improves the quality of life. The Scheme is specifically identified in the High Level Output Specification (HLOS), National Infrastructure Delivery Plan (NIDP) and Enhancements Pipeline as a key contributor to meeting the objective in the Command Paper.

Rail

Rail Network Enhancement Pipeline (RNEP) – Department for Transport (2019) (NR32)

- 5.1.7 In March 2018, the Government published its new approach to rail enhancements. This document set out the rationale behind creating a rolling programme of investment which focusses on delivering real benefits for passengers, freight users and the economy. The Pipeline was updated in the Autumn of 2019.
- 5.1.8 The Rail Network Enhancement Pipeline (RNEP) is the approach applied to all rail enhancements within England and Wales which are in receipt of funding from central government (i.e. from the Department for Transport). This was set out in the Statement of Funds Available (SoFA), which was published in October 2017.
- 5.1.9 The Transpennine Route Upgrade was listed as a Scheme in Stage 3 -Decision to Design with the stated planned railway output of delivering improved performance, capacity and journey time between Manchester and York.
- 5.1.10 Projects listed in this table have progressed through to the final development stage and will be either working towards or have completed an Outline Business Case. In April 2020, the Transpennine Route Upgrade was awarded Outline Business Case (£3bn) and provided funding to take TRU programme projects through design and delivery.



5.1.11 The Scheme is entirely consistent with, and aligned with the outcomes identified in the RNEP, and at each governance stage this is confirmed.

Williams-Shapps Plan for Rail – HM Government (2021) (NR33)

- 5.1.12 The Plan sets out how the Government intends to deliver wider changes to the railway network. The seven key areas of the plan are:
 - Bring the railways back together, delivering more punctual and reliable services: A new public body, Great British Railways, will run and plan the rail network, own the infrastructure, and receive the fare revenue. It will procure passenger services and set most fares and timetables. This will bring the whole system under single, national leadership with a new brand and identity, built upon the famous double arrow. This will mark the end of a quarter century of fragmentation.
 - Make the railways easier to use: simplify the confusing mass of tickets, introducing far more convenient ways to pay using a contactless bank card, mobile or online. This is intended to end the uncertainty about whether passengers are travelling with the right train company. Trains will be better planned with each other and with other transport services, such as buses and bikes. Affordable 'turn up and go' fares and capped season tickets will continue to be protected.
 - Rebuild public transport use after the pandemic: In line with the COVID-19 roadmap, continue to work closely with the sector on measures to enable people to have confidence to travel again and to support their new working patterns. New flexible season tickets will be introduced to begin this journey.
 - Maintain safe, secure railways for all: The safety and security of passengers, staff, partners and members of the public is critical. Great Britain has one of the safest networks in Europe and that must continue. Current safety and security roles will remain in place across the rail network.
 - Keep the best elements of the private sector that have helped to drive growth: Great British Railways will contract with private partners to operate trains to the timetable and fares it sets, in a similar way to London's successful Overground service. The contracts will include strong incentives for operators to run high-quality services and increase passenger demand. Contracts will not be one size fits all, so as demand recovers, operators on long-distance routes will have more commercial freedom to help attract new passengers in partnership with Great British Railways. Freight is already a nimble, largely private sector market and will remain so. It will benefit from national coordination, new safeguards and a rules-based access system that will help it to grow and thrive.



- Make the railways more efficient: Simpler structures and clear leadership will make decision making easier and more transparent, reduce costs and make it cheaper to invest in modern ways to pay, upgrade the network and deliver new lines. The adversarial blame culture will end, and everyone across the sector, including train operators, will be incentivised to work towards common goals, not least managing costs. The value generated will be shared with the customers of the railways and the taxpayers who invest billions each year.
- Grow, not shrink, the network: investing tens of billions of pounds in new lines, trains, services and electrification. At a time of deep challenge for public transport, increasing flexibility and productivity will secure the future of the railways and the jobs of those who work on it right across Great Britain.
- 5.1.13 TRU directly and indirectly supports many of the ambitions of the Plan in terms of how it will grow the rail network, supporting economic growth across the North following the COVID-19 pandemic.

Transport

Union Connectivity Review – HM Government (2021) (NR35)

- 5.1.14 The Union Connectivity Review will assess how the quality and availability of transport infrastructure across the UK can support economic growth and quality of life across the whole of the UK. The review will deliver recommendations in Summer 2021 that set out how best to improve transport connectivity across the UK in the long-term, including bolstering existing connections. These recommendations will be consistent with the UK's wider fiscal strategy. This will help us to consider future strategic investment to better connect our Union.
- 5.1.15 In its Interim Report in March 2021, one initial concern raised was the need for improved port capacity, road and rail capacity and journey times East/West across the Midlands and the North, for passengers, and to enhance freight capacity and connections from Ireland, and onwards to the East Coast ports for exports, post Brexit.
- 5.1.16 The TRU works will directly contribute to improved increased capacity and reduced journey times in the north and east to west.

Transport Investment Strategy – HM Government (2017) (NR37)

5.1.17 The Transport Investment Strategy states that by maintaining and upgrading transport infrastructure communities and businesses can be better connected, and can deliver balanced growth across the country. The



Transport Investment Strategy set out how the Government will respond realistically and pragmatically to today's challenges, and putting the travelling public at the heart of the choices we make. The Strategy recognises the transport network is a powerful national asset and a cornerstone of prosperity.

- 5.1.18 The Strategy states that through investment, the Government can and must seek to:
 - Create a more reliable, less congested, and better connected transport network that works for the users who rely on it; Our intensively used networks are ageing and face increasing demands, creating delays and undermining reliability. In places they don't provide the connections people and businesses need.
 - Build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities; Our national productivity lags behind other countries and prosperity hasn't been shared evenly between different places, leaving some communities feeling left behind.
 - Enhance our global competitiveness by making Britain a more attractive place to trade and invest; Our long term success in a globalised world will depend on our ability to attract job-creating investment in our industrial strengths and to trade as frictionlessly as possible with partners old and new.
 - Support the creation of new housing; We face an immense challenge to provide the houses that people need in the places they need them. As the Government's Housing White Paper recognises, transport infrastructure is one of the keys to unlocking development and delivering places people want to live.
- 5.1.19 Taken together this will mean investing in our transport network in different ways, most fundamentally by addressing the network's core capability its condition, capacity and connectivity but also improving the user experience and adapting the network to safeguard our environment and health.
- 5.1.20 The Strategy recognises that one of the most important challenges for the Department and industry is to build a railway network which has the capacity to deal with the ever increasing number of passengers. The Strategy notes that investment in the rail network has been, and in many respects will continue to be, centred on how we can get more out of the existing network. There has been improvements to increase capacity or improve service performance, by lengthening trains and platforms, constructing flyovers and underpasses to remove bottlenecks, and adding new track. More of this will be needed, but if we want the growth to continue



in the future, we have to ease some of the pressure on the busiest parts of the network. TRU, and the Scheme itself is in line with the strategic aims as laid out in the Union Connectivity Review, by lengthening platforms, crated grade separated junctions, and adding new track.

- 5.1.21 The Strategy recognises that the national rail network is already highly integrated, with different types of rail services commuter, regional, intercity and freight all sharing the same infrastructure; also responding to the unique challenges of a railway in which passenger journey numbers have doubled in twenty years. However, unlike some comparable European countries, the historical development of the UK's national network has fostered a complex and interdependent set of rail services, and there are many routes and services where it would be challenging to develop effective devolved bodies in line with the principles set out above.
- 5.1.22 The Strategy notes that the railway faces a huge challenge to meet the demand for travel, especially on the busiest routes into major cities. Where lines are already running at capacity the closely-packed timetable means that when there is disruption, the effects reach further and last for longer. Additional services cannot be fitted onto the network, meaning that those existing services get overcrowded. These capacity constraints can be addressed through investment in a number of ways, including through upgraded signalling to improve the capability of the network as a system and run trains closer together, lengthening trains by investing in new rolling stock and the supporting infrastructure, and remodelling track layout.
- 5.1.23 Additionally, it is noted in the Strategy that the Government's Rail Freight Strategy, published in September 2016, signalled the ambition to support a greater shift from road to rail. Each tonne of freight moved by rail reduces CO2 emissions by 76% compared to road so shifting more freight from road to rail has potential to make a real contribution to meeting the UK's emissions reductions targets, as well as improving safety by reducing lorry miles.
- 5.1.24 In summary, the TRU scheme responds entirely to the Strategy's aim for rail by delivering investment in infrastructure that increases capacity, improves service performance, removes bottlenecks, and adds new track. TRU will deliver the Strategy's ambition of supporting future growth and easing pressure some of the busiest parts of the UK rail network.

National Policy Statement for National Networks – Department for Transport (2014) (NR30)

5.1.25 The Statement (NPS) was adopted in December 2014 and sets out the need for, and Government's policies to deliver, development of nationally



significant infrastructure projects (NSIPs) on the national road and rail networks in England. Whilst the NPS is not directly applicable to a TWA application, paragraph 1.4 of the NPS states that:

'In England, this NPS may also be a material consideration in decision making on applications that fall under the Town and Country Planning Act 1990 or any successor legislation. Whether, and to what extent, this NPS is a material consideration, will be judged on a case by case basis.'

- 5.1.26 Therefore, whilst the NPS is primarily to guide and inform NSIP applications, it does have material weight and is relevant to this Scheme as the proposed works would improve part of the national rail network and should therefore be appraised accordingly. It is also important to understand the context of the Government's policy stance on rail infrastructure given the limited detail within the NPPF.
- 5.1.27 Section 2 of the NPS sets out the need for development of the national networks and the Government's vision and strategic objectives:

"The Government will deliver national networks that meet the country's long-term needs; supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system. This means:

- Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs;
- Networks which support and improve journey quality, reliability and safety;
- Networks which support the delivery of environmental goals and the move to a low carbon economy; and
- Networks which join up our communities and link effectively to each other."
- 5.1.28 The NPS also supports development of existing national networks to support local economic growth and regeneration, particularly in disadvantaged areas. Paragraph 2.6 states that improved transport links (such as the Scheme) can help to rebalance the economy.
- 5.1.29 At paragraph 2.10 the NPS sets out an overarching statement that the Government concludes at a strategic level that there is a compelling need for the development of national networks, and that as a result:

'The Examining Authority and the Secretary of State should therefore start their assessment of applications for infrastructure covered by this NPS on that basis.'

5.1.30 The need for development of the national rail network is set out from paragraphs 2.28 – 2.41 which focus on the economic and social benefits of



a sustainable transport system, the growing demand for rail travel and projected future growth, which together support the compelling need for developing the Country's rail network.

5.1.31 In the short to medium term, paragraph 2.37 highlights the need to improve capacity, capability, reliability and resilience of the network which reflect the core principles of the Scheme. It further states that:

'Relatively modest infrastructure interventions can often deliver significant capacity benefits by removing pinch points and blockages.'

5.1.32 Given that the Scheme will remove a key bottleneck on the rail network and will, in conjunction with other projects, facilitate an increase in capacity on the Transpennine route, it follows that the proposed Scheme is wholly consistent with Government policy objectives set out in the NPS.

Economics and Sustainability

Build Back Better: our plan for growth – HM Government (2021) (NR34)

- 5.1.33 'Build Back Better: our plan for growth' ("the Plan") sets out the Government's plans to support growth through significant investment in infrastructure, skills and innovation, and to pursue growth that levels up every part of the UK, enables the transition to net zero, and supports our vision for Global Britain.
- 5.1.34 The Plan notes that much of the reason for this gap in productivity lies in part due to historic low levels of investment in physical capital - from underinvestment in infrastructure. The Plan recognises that the UK has historically underinvested in infrastructure, with a smaller capital stock than comparable countries and ranking 11th globally for infrastructure quality, behind both France and Germany. However, unprecedented levels of investment will be required in UK infrastructure in the coming years, to maintain and upgrade networks to meet the UK Government's objectives for economic growth and decarbonisation.
- 5.1.35 Within the UK itself, there are large disparities both across and within nations and regions, with only London and the South East with productivity above the UK average this has implications for the relative prosperity of people living outside of those regions. The Government has stated that its commitment to Levelling Up means tackling these disparities, which are some of the widest of any advanced economy and have been getting wider over time. In 1998, London accounted for 20% of UK GVA, but by 2018 this had risen to 24%. Important explanations for these differences are the



distribution of skills between regions, and cities outside London not fully capturing the benefits of their size.

- 5.1.36 The Plan also recognises that the quality of the UK's infrastructure is lower than many other countries. The Plan references that the UK Government has already announced a record amount of capital and infrastructure investment at the Spending Review 2020 and in the National Infrastructure Strategy. The Plan sets out how this investment will help the economy to recover, tackle our long-standing productivity gap, and lay the foundations for our long-term sustainable growth. It also recognises how delivering improved infrastructure, skills and innovation will be a joint endeavour between local authorities, combined authorities, the devolved administrations and the UK Government.
- Specifically for infrastructure, the Plan states that high quality infrastructure 5.1.37 is crucial for economic growth, boosting productivity and competitiveness. Infrastructure helps connect people to each other, people to businesses, and businesses to markets, forming a foundation for economic activity and community prosperity. Well-developed transport networks allow businesses to grow and expand, enabling them to extend supply chains, deepen labour and product markets, collaborate, innovate and attract inward investment. The government is committed to transforming the UK's infrastructure and increased investment is also a central part of economic recovery. The Plan states that the COVID-19 pandemic has introduced enormous short-term disruption and may have long-term effects on the way people live, for instance with less daily commuting. However, this does not undermine the long-term arguments for infrastructure as the problems for the NTPR, with poor performance, lack of capacity, and slow journey times being experienced on the route for a number of years before the pandemic hit. With long term predictions showing a steady return to rail travel, the need for TRU, and the Scheme, is not affected.

National Infrastructure Strategy – HM Government (2020) (NR31)

- 5.1.38 In 2020, the Government published the National Infrastructure Strategy (NIS), which brought together the government's long-term infrastructure priorities with the short-term imperative to build back fairer, faster and greener following the COVID-19 pandemic. The NIS committed to:
 - Boosting growth and productivity across the whole of the UK, levelling up and strengthening the Union through investment in rural areas, towns and cities, from major national projects to local priorities.
 - Putting the UK on the path to meeting its net zero emissions target by 2050 by taking steps to decarbonise the UK's power, heat and



transport networks – which together account for over two-thirds of UK emissions – and take steps to adapt to the risks posed by climate change.

- Supporting private investment by providing investors with clarity over the UK Government's plans, so they can look to the UK with confidence and help deliver the upgrades and projects needed across the country.
- Accelerating and improving delivery through wide-ranging Project Speed reforms including streamlining the planning system; improving the way projects are procured and delivered; and greater use of cuttingedge construction technology.
- 5.1.39 The Government also established Project Speed, a new Infrastructure Delivery Taskforce led by the Chancellor, to bring forward proposals to deliver government's public investment projects more strategically and efficiently.
- 5.1.40 The Government will rigorously review the cost and delivery times of infrastructure projects, with the aim of transforming the way infrastructure is done.
- 5.1.41 With regular funding releases already occurred, and a statement of commitment from the DfT contained within the Funding Statement, it is clear that as per the aims of the NIS, government is committed to 'building back better', with TRU a core part of that investment in the north.
- 5.1.42 As with the alignment with the Build Back Better plan, the TRU scheme not only provides the rail enhancements needed to improve transport connectivity and a cleaner, and greener transport network, but also provides the associated economic growth and productivity from improved opportunities provided by the rail network enhancements.

10 Point Plan for a Green Industrial Revolution – HM Government (2020) (NR36)

- 5.1.43 As set out in the Government's Ten Point Plan for a Green Industrial Revolution, infrastructure investment is fundamental to delivering net zero emissions by 2050 and supporting 90,000 jobs across the UK within this Parliament, and up to 250,000 by 2030.
- 5.1.44 Specifically, Point 5 of the Ten Point Plan states that as well as decarbonising private vehicles, we must increase the share of journeys taken by public transport, cycling and walking. We will therefore accelerate the transition to more active and sustainable transport by investing in rail and bus services,



- 5.1.45 The Government has stated they will invest tens of billions of pounds in enhancements and renewals of the rail network, including electrifying more railway lines. This also includes expanding rail routes around big regional cities, including Manchester. The Government's long-term aim is to improve public transport in city regions to make it as good as London's, which would save thousands of tonnes of carbon.
- 5.1.46 The Ten Point Plan also seeks ensures that our recovery from COVID-19 will be green, generate jobs and bolster the economy, whilst continuing to drive down emissions both now and in the future. In the coming year, the Government will set out further plans for reducing emissions across all the UK's major economic sectors as outlined below, including our overall Net Zero Strategy, which will clearly set out our pathway to achieving net zero emissions by 2050.
- 5.1.47 The forthcoming Transport Decarbonisation Plan will set out how the Government plans to move further and faster to decarbonise the entire UK transport system. Alongside delivering the technical measures required, the Transport Decarbonisation Plan is expected to seek to maximise the benefits of decarbonisation through place-based solutions and developing the UK as a green transport leader.
- 5.1.48 The TRU scheme provides an electrified, effective and efficient that supports the Government's commitments to reduce carbon emissions, and make public transport, especially rail, for short and long distance trips, more appealing.

5.2 Regional and Sub-Regional Transport and Railway Policy

- 5.2.1 At the regional level, it is important to look at the analysis undertaken by Network Rail, and transport initiatives as expressed in the Strategic Transport Plan for the North, Northern Powerhouse Rail, the West Yorkshire Combined Authority Transport Plan and the Leeds City Region Strategic Economic Plan.
- 5.2.2 The following transport and railway analysis, policies and strategies include:

<u>Rail</u>

- Northern Route Utilisation Strategy (RUS) Network Rail (2010) (NR48)
- Long Term Planning Process Regional Urban Market Study Network Rail (2013) (NR49)



Transport and Economics

- One North Joint publication by Northern Cities (2014) (NR46)
- Northern Transport Strategy HM Government / Transport for the North (2015) (NR47)
- Strategic Transport Plan Transport for the North (TfN) (2019) (NR42)
- West Yorkshire Combined Authority Transport Strategy (2017) (NR43)
- Leeds City Region Strategic Economic Plan (2016) (NR44)

Rail

- Northern Route Utilisation Strategy (RUS) Network Rail (2010) (NR48)
- 5.2.3 In 2010, Network Rail published a Northern Route Utilisation Strategy that set out the priorities for rail investment in the North of England for the next 30 years. This included network gaps including:
 - Gap 3 Peak and off-peak crowding on the Leeds Manchester route taking into account journey time improvements
 - Gap 9 Strategic connectivity across the North of England
- 5.2.4 Regarding Gap 3, the Yorkshire and Humber RUS recommended an all-day fifth cross-Pennine service between Manchester and Leeds (and beyond) and lengthening of some existing services into Leeds in the high-peaks. The recommendations for the local services on the route in previous RUSs were still appropriate for growth to 2024.
- 5.2.5 Regarding Gap 9, the preferred solution (Option 2 in the Study) was stated as providing excellent value for money and providing the opportunity for faster, more frequent and more reliable services, freeing up capacity and providing for future growth in demand.
- 5.2.6 Option 2 would:
 - Increase platform capacity in central Manchester
 - Remove conflicts which use up valuable capacity
 - Increase capacity on key lines across Manchester and on major routes across the north.
- 5.2.7 The preferred option involves:
 - A new section of railway west of Manchester city centre at Ordsall, to allow trains to travel from Manchester Victoria to both Manchester Piccadilly and Manchester Airport stations



- Major improvements to Manchester Victoria, allowing many more services to use the station and providing improved facilities for passengers
- New tracks on the north cross-Pennine line between Leeds and Liverpool, and on the Hope Valley between Sheffield and Manchester, to allow fast trains between the major towns and cities of the north to overtake slower trains.
- 5.2.8 The only projects above that have not yet been delivered are the new cross-Pennine tracks on both the north (TRU) and Hope Valley lines (which has TWAO approval). The Ordsall Chord and Victoria Station upgrades were completed in 2018.
- 5.2.9 This option provides the capability for significant improvements to rail services across the north of England, including interurban, commuter and freight services. For interurban services the opportunity is created to:
 - Increase the frequency of train services between major cities in the north
 - Improve journey times on the north cross-Pennine route, reducing journey times for passengers between the North East and Yorkshire, and Manchester, Liverpool and other destinations west of Manchester
- 5.2.10 The TRU scheme is a key component of the RUS and forms a crucial role in delivering the benefits of the package of schemes that improve rail trips across the North of England.

Long Term Planning Process – Regional Urban Market Study (2013) (NR49)

- 5.2.11 As set out in the Market Study, the Huddersfield route provides interurban services between Yorkshire and Humberside, the North East, and the North West.
- 5.2.12 There are two different Long Distance Market Studies for the different Network Rail regions in the North West and Yorkshire.
- 5.2.13 For the North West, the criteria for conditional outputs were:
 - Willingness to commute: The Generalised Journey Time ("GJT") for all stations from Huddersfield is less than 60 minutes or could be improved to less than 60 minutes through small frequency and journey time improvements.
 - Jobs at destination: Greater Manchester is a key employment centre in the North West. Leeds and Huddersfield are also employment centres and drive demand on the route.



- Population catchments: Huddersfield is a large town with a large employment centre, and Greenfield, Mossley and Stalybridge serve large suburbs of Manchester.
- Market for rail: Demand is relatively high on the route particularly from Dewsbury, Huddersfield and Stalybridge.
- Deprivation: There are pockets of deprivation on the route.
- Rail's market share: Rail's market share is relatively low into Manchester and gains can still be made. Manchester is a key urban centre with constrained road and parking infrastructure where rail has the potential to gain significant improvements in market share.
- 5.2.14 Recommended for conditional outputs the North West on this corridor were:
 - A significant improvement in the service from Leeds to Manchester and other destinations across the regions.
 - Increase the off-peak frequency from Greenfield and Mossley into Manchester to match the current peak frequency.
 - Improve journey times through improved rolling stock characteristics on the suburban services.
 - Increase capacity to meet demand through lengthening or increased frequency in situations where frequency improvements are more affordable and demonstrate better value for money
- 5.2.15 For Yorkshire, the criteria for conditional outputs were:
 - Increase the frequency of services at Mirfield, Batley and Morley from two to three trains per hour to Leeds.
 - Improve train journey times through improved rolling stock capability and infrastructure improvements.
 - Increase capacity to meet demand through lengthening or increased frequency in situations where frequency improvements are more affordable and demonstrate better value for money.
 - Partly due to its position on the rail network, Huddersfield is very well served by five trains per hour with a minimum journey time of 20 minutes. The Northern Hub and electrification programmes may further improve this service and thus no conditional outputs for Huddersfield to Leeds have been proposed.
 - Journey Times into Leeds from Ashton, Mossley, Greenfield, Marsden and Slaithwaite is large and significant improvements would be required to increase willingness to commute to Leeds. Therefore, specific conditional outputs to improve the frequency and journey times to Leeds have not been made.
- 5.2.16 Recommended for conditional outputs the North West on this corridor were:



- A significant improvement in the service between Manchester and Leeds
- 5.2.17 Analysis showed that improving the Generalised Journey Time (GJT) from Leeds, Dewsbury, Huddersfield, Greenfield, Mossley, Stalybridge and Ashton to Manchester on this corridor into Manchester will have a relatively large impact on labour supply and reducing deprivation by providing access to employment. Small incremental improvements could be made through journey time and frequency improvements. The impact of these improvements from these stations to Manchester on Gross Value Added (GVA) through labour supply improvements is estimated to be around £417,000 per annum per minute of GJT, and the value of time for existing passengers is valued at around £603,000 per annum per minute of GJT.
- 5.2.18 Analysis showed that improving the GJT from Huddersfield, Mirfield, Dewsbury and Batley into Leeds will have the largest impact on labour supply and reducing deprivation by providing access to employment. By meeting the conditional outputs, the GJT from all of these stations into Leeds could be reduced by approximately 10 minutes. The impact of these improvements from these stations to Leeds on Gross Value Added (GVA) through labour supply improvements is estimated to be around £323,000 per annum per minute of GJT, and the value of time for existing passengers is valued at around £1,090,000 per annum per minute of GJT.
- 5.2.19 The TRU scheme will therefore support the Regional Urban Market studies conditional outputs in Yorkshire and the North West by improving journey times, capacity, and associated economic growth.

Transport

One North – Joint publication by Northern Cities (2014) (NR46)

- 5.2.20 In 2014, the One North report, developed by Northern cities, set out how improved infrastructure gain provide economic and social benefits. They noted that "the core problem facing the North's railways is that Victorian infrastructure, including at the key junctions in the network, require major investment to offer the higher frequencies and interconnected services that are a feature of rival regions in Europe".
- 5.2.21 This report highlights the importance of connectivity between cities in the North of England, and how the TRU scheme is crucial in unlocking growth by providing higher frequencies and modern infrastructure.



Northern Transport Strategy – HM Government / Transport for the North (2015) (NR47)

- 5.2.22 The Government reaffirmed its commitment to invest in transport across the North in the Northern Powerhouse: One Agenda, One Economy, One North A Report on the Northern Transport Strategy. It noted that the strategy is about using transport to aid change in future patterns of land use and economic growth, with the goal of creating a single economy in the North, and rather than forecasting the future from current trends, the Government stated they aim to change that future.
- 5.2.23 The Strategy recognises that rail is the best way to move large numbers of people quickly and easily to and from jobs, and to facilitate quick business to-business travel.
- 5.2.24 The Strategy notes how many rail journeys in the North particularly East-West – are too slow and take far longer than journeys of equivalent distance elsewhere in the country or in Europe. Examples were presented such as that is currently quicker to travel the 283 miles from London to Paris by train than it is to travel less than half that distance between Liverpool and Hull.
- 5.2.25 Economically, the Strategy states that these journeys include critical connections between the major urban centres of the North, which undermines the quality of their economic connections, and underlines the need to improve connections within as well as between city regions.
- 5.2.26 The Strategy states how the Government wants to transform city to city rail connectivity East-West and North-South through both HS2 and a new 'Trans-North' system, radically reducing travel times across this intercity network. This includes completing planned investment in the Northern Hub, North West and Transpennine electrification to bring down east-west journey times between Leeds and Manchester from around 50 to 40 minutes and improve capacity. This could represent a 20 per cent improvement in today's journey times that will also have a positive impact for destinations further afield.
- 5.2.27 Building on the One North report, the Northern Transport Strategy fully aligns with the ambitions of the Scheme in providing rail infrastructure that allows the movements of a large number of people across the North of England, transforming East-West connectivity across the Pennines, through increased capacity and connectivity.

Strategic Transport Plan - Transport for the North (TfN) (2019)(NR42)

5.2.28 TfN is England's first Sub-national transport body. As set out in their Strategic Transport Plan, and building on the outcomes of the Northern



Powerhouse Independent Economic Review, the North could increase its GVA by an extra £100 billion by 2050 through investment in infrastructure and other areas of the economy.

- 5.2.29 TfN's vision is of "a thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all." Supporting this vision are four pan-Northern transport objectives, which have informed the development of the Strategic Transport Plan and TfN's work programmes:
 - Transforming economic performance.
 - Increasing efficiency, reliability, integration, and resilience in the transport system.
 - Improving inclusivity, health, and access to opportunities for all.
 - Promoting and enhancing the built, historic, and natural environment.
- 5.2.30 As set out in the Plan, over the last two decades the North's railway has experienced substantial growth in passenger numbers. Much of that growth has been accommodated within pre-existing capacity. The North's rail network lacks sufficient capacity for growth and is severely constrained by on-train congestion, low journey speeds and poor punctuality.
- 5.2.31 Rail accounts for a very small share of trips in the North, with only 1.1% share of total trips, but around 7.4% by distance travelled. The number of people using the railway network in the North is nearly three times the number 20 years ago, which is a greater increase than other regions over the same period.
- 5.2.32 Also, over the past 20 years, the number of rail passengers travelling entirely within the North has grown at a rate of 6.3% per annum, which is greater than the national growth rate of 4.2%
- 5.2.33 More recent trends show that five Northern cities have seen rail passenger growth of more than 20% over the last 5 years; for example Leeds by 31%, and Manchester by 24%. In terms of other constraints that have been seen on the North's rail network:
 - 8.8% of all trains in to Leeds and Manchester are overcrowded during the morning peak period.
 - 12% of all rail passengers arriving into Leeds station during rush hour (8-9am) have to stand.
 - Average speeds of rail travel across the Pennines and between the major northern cities are below 50mph.



- Since 2010, capacity on trains, measured as morning peak seats, has decreased while morning peak demand has also increased. This has led to significant overcrowding on most routes in the North.
- 5.2.34 TfN state in their Plan that the Transpennine Route Upgrade will be the North's 'principal intervention within the next five year period for rail enhancements and is planned to deliver significant performance improvements and journey time savings, increased capacity and capability to meet current and future demand and the potential provision of one freight path per hour (in each direction) for large container traffic.'
- 5.2.35 Additionally, TfN's Long Term Rail Strategy, published in 2018, sets out TfN's guiding principles for rail and is an integral part of the Strategic Transport Plan. It sets out why TfN believe change is needed, what that change should be and how that change should be delivered, with an ambitious vision for the transformation of the North's rail network based on five themes:
 - Connectivity a step-change in connectivity including frequency and journey time improvements for both passenger services and freight, combined with better integration of services.
 - Capacity providing longer trains and additional services to meet existing and future passenger demand, with improvements to the infrastructure and signalling capability to accommodate these additional services.
 - Customer a passenger network that is easy to navigate, accessible and predictable, with consistent information available before and throughout journeys.
 - Community a railway that supports the social fabric of the communities it serves, providing journey opportunities which enable access to education, training and leisure opportunities as well as employment, and plays a full part in addressing transport poverty, isolation, and deprivation across the North.
 - Cost Effectiveness growing revenue and minimising the unit cost of operating and maintaining the North's railway without compromising the quality of the services offered.
- 5.2.36 The Scheme will effectively deliver on all these themes though faster and more frequent trains, more reliability through increased capacity and reduction of conflicting movements, better railway stations to serve their local communities and through electrification delivering environmental and economic benefits of operation.
- 5.2.37 Northern Powerhouse Rail (NPR) is a programme to deliver an improved rail network in the North of England and bring new opportunities to millions



of people and businesses. It includes a mix of new and significantly upgraded railway lines, to increase the capacity, speed and resilience of the North's rail network.

- 5.2.38 The NPR proposals envisage the TRU upgrade as the first important step in improving connectivity across the Pennines which would be enhanced further by the proposed eastern leg of HS2 to further improve such links.
- 5.2.39 In summary, the TRU scheme is a key component of TfN's economic and strategic case for investment in the North, and the associated transformational economic growth. The TRU scheme also supports many of the conditional outputs set out in Long Term Rail Strategy, addressing many of the economic challenges that face faced the North in the previous decades.

West Yorkshire Combined Authority ("the Combined Authority") Transport Strategy (2017) (NR43)

- 5.2.40 The Combined Authority's Transport Strategy was adopted in August 2017, and produced by the Combined Authority, Bradford, Calderdale, Kirklees, Leeds and Wakefield.
- 5.2.41 The Transport Strategy has a vision for a world-class, integrated transport system is a vital requirement of the competitive, inclusive economy that connects people to jobs, brings businesses closer together, gets goods to local, national and global markets, provides opportunities for education, training and investment, and reduces social exclusion so that everyone benefits from economic growth.
- 5.2.42 The Transport Strategy sets an ambition for a transport system that serves the needs of businesses and residents as well as enhancing prosperity, health and wellbeing for people and places across West Yorkshire. It also takes into account the necessity to provide 21st Century infrastructure that will support the City Region to grow and compete globally, so it is able to meet the ambitions of the Leeds City Region Strategic Economic Plan (SEP) and the Government's emerging Industrial Strategy.
- 5.2.43 The analysis shows that investment in road and rail has not kept pace with economic and population growth resulting in congestion and delays on our roads, a lack of seats on public transport and a lack of resilience in these networks or alternative options.
- 5.2.44 Although rail use has seen a 96% increase from 2005/6 to 2014/15, the existing public transport network capacity cannot support future growth opportunities in the region. The end result of all of this is a West Yorkshire transport network that is under increasing pressure.



- 5.2.45 As part of the Strategies first five year implementation plan period, under the One System Public Transport theme, the Transpennine Route Upgrade is stated as a priority, with improved rail journey times and capacity improvements on the Transpennine rail corridor also a stated key priority for Kirklees. The Transport Strategy states that major national and pannorthern rail investment including improvements to the Transpennine line and East Coast Main Line, HS2 and Northern Powerhouse Rail will reduce journey times between West Yorkshire and the UK's other major urban centres. The Scheme is therefore consistent with, and supports, this Strategy.
- 5.2.46 The TRU scheme supports the West Yorkshire ambition for its strategic transport network and the associated economic growth, being a priority scheme for Kirklees and the wider City Region.

Leeds City Region Strategic Economic Plan (2016) (NR44)

- 5.2.47 The Leeds City Region's Strategic Economic Plan (the SEP) seeks 'good growth' where business competitiveness, productivity and profits complement access to good jobs, earnings and opportunities for all residents and where the environment and people's health are highly valued. A key priority of the SEP is providing infrastructure for growth, and it sets out its requirements for investment in transport infrastructure and services to support the growth and regeneration of prioritised locations within the city region.
- 5.2.48 The primary objective of the transport investment is to increase employment and productivity by the completion of transport schemes across West Yorkshire and York, irrespective of boundaries. The key transport proposals, including the Scheme as part of the wider TRU, will provide transformational strategic transport infrastructure and will significantly increase the number of jobs that would be accessible to residents in Kirklees; an increase of 29% is estimated once the schemes are all implemented.
- 5.2.49 The TRU scheme is transport infrastructure that will support economic growth and the creation of jobs across the City Region, supporting the delivery of the vision and objectives set out in the Economic Plan.

5.3 National and Local Planning Policy

5.3.1 The Scheme is in accordance with the broad thrust of relevant planning policy set out in the Kirklees Local Plan (NR39), the Allocations and Designations Document (NR40), the Huddersfield Town Centre Blueprint SPD (NR41), and the National Planning Policy Framework (NR29). The



specific policies are given below, with a short commentary on how the Scheme meets the policy's objective. Fuller explanations are given in section 7.6.5 of the Planning Statement (**NR14**).

Kirklees Local Plan (Adopted February 2019) (NR39)

5.3.2 Underpinning the whole justification for the Scheme from the local planning policy point of view is Policy LP19 of the Local Plan:

LP19 – Strategic Transport Infrastructure

- 5.3.3 Policy LP19 is the key local plan policy as it supports the development of strategic transport infrastructure and specifically encourages those proposals which will bring forward such infrastructure. In the reasoned justification specific mention is made of Network Rail's commitment to the electrification of the Transpennine route.
- 5.3.4 The other relevant policies of the Local Plan are mentioned below:

Policy LP1 – presumption in favour of sustainable development

5.3.5 Policy LP1 gives a presumption of sustainable development in line with the NPPF. However, the Plan also identifies a series of issues for the District which need to be addressed, including the need to improve the transport network so that there is less congestion and better connections between the towns and villages of Kirklees and neighbouring cities and towns. The Plan specifically identifies the Transpennine upgrade and recognises the improvements it will deliver in contributing to meeting this issue. It will also help to reduce and mitigate climate change by its very nature of being a more sustainable means of transport, thereby helping the transition towards a low carbon economy.

Policy LP2 – Place Shaping

5.3.6 Policy LP2 sets out four sub-areas (Huddersfield, Dewsbury & Mirfield, Batley & Spen and Rural Kirklees) and the key characteristics and issues faced by each. Strengths and shortcomings of the existing rail network are identified. The Scheme will address the known deficiencies on the network in the area.

Policy LP4 - Providing Infrastructure

5.3.7 Policy LP4 seeks co-operation with partner stakeholders and developers in bringing forward infrastructure required to meet the Plan objectives. The on-



going liaison between Network Rail and the Local Authority prior to submission of the Order Application embodied the policy in practice.

Policy LP9 – Supporting skilled and flexible communities & workforce

5.3.8 Policy LP9 – This policy seeks to support a skilled and flexible community and workforce, with proposals for new development expected to contribute to the creation of local job opportunities, education and training. The Alliance (as defined in 5.5.1) delivering the Scheme have made a commitment to support apprentice schemes and local employment as far as possible.

Policy LP21 – Highways & Access

5.3.9 Policy LP21 is relevant where significant bridge re-constructions are required, the designs needing to comply with the policy to ensure that highway and pedestrian safety is not compromised. This is particularly the case with bridge MVL3/105 Colne Bridge where (subject also to approval for demolition of the listed structure) the replacement bridge will be a significant improvement in terms of width and position for road users and thus fully compliant with the policy.

Policy LP24 - Design

5.3.10 Policy LP24 as applied to the Scheme will ensure that the highest quality in terms of design is applied to the significant interventions, particularly around Huddersfield station, reflecting its grade 1 Listed status. Additionally the design of other interventions such as re-constructed bridges and parapet extensions will follow the tried and trusted design techniques applicable to the railway in line with group standards but also reflective of the typical railway environment, though paying respect to local circumstances such as conservation area designations. The policy will also be followed by ensuring the most appropriate sustainable technologies in terms of construction techniques, materials and waste disposal are applied to the project. promotes good design and establishes principles by which applications will be judged, including sustainable measures in (for example) the use of recycled and recycled materials.

Policy LP27 – Flood Risk

5.3.11 Policy LP 27 addresses the issue of flood risk through a requirement for a flood risk assessment where necessary and the judicious application of the Sequential test. This policy has been addressed through the submission of a flood risk assessment as part of the Environmental Statement (ES)



attached to the TWAO application (**NR16**). It concludes there are no reasons why the development should not proceed on the basis of flood risk.

Policy 30 – Biodiversity and geodiversity

5.3.12 Policy LP 30 seeks to protect and enhance the biodiversity and geodiversity of the District. It is addressed through the Landscape and Ecological Management Plan (LEMP), to be secured by means of a planning condition attached to the deemed planning consent. The LEMP will include a series of proposed mitigation measures for various protected species consistent with the policy.

Policy LP31 – Strategic Green Infrastructure

5.3.13 Policy LP 31 identifies and seeks to protect and enhance Strategic Green Infrastructure. Impacts of the Scheme on existing strategic green infrastructure will be limited, though it should also be recognised that the new stretch of railway at Heaton Lodge will in itself create a further natural green corridor, in part contributing to the existing strategic green infrastructure as identified in the policy and on the Proposals Map.

Policies LP32 (landscape) & 33 (Trees)

5.3.14 Both policies seek to protect recognised landscapes and important trees and woods through a set of established criteria. These policies will be addressed through the LEMP. The mitigation will include significant landscaping of new railway and on-going discussions with relevant local environmental bodies to look at methods to mitigate the loss of vegetation through the installation of Overhead Line Equipment (OHLE) and in accord with Network Rail's net positive approach to biodiversity.

Policy LP35 - Historic Environment

5.3.15 Policy LP 35 sets out the requirements by which development affecting historic buildings and other heritage assets will be judged. To address this policy, detailed work has been carried out in relation to the historic structures along the route and full justification for the works are contained in the accompanying Listed Building Applications (see document NR10). Additionally, much preparatory work has been carried out in the form of a Transpennine route wide Statement of Significance (NR16B) and individual Statements Of Significance in respect of Huddersfield station and the other listed bridges along the Scheme route.



Policy LP37 – Restoration of mineral workings

5.3.16 Policy LP37 is relevant in so far as it is noted the eastern end of the Scheme route (Ravensthorpe Viaduct) crosses an area of sand and gravel extraction, now exhausted and undergoing restoration. The Scheme will not prejudice the continued restoration of the sand and gravel site.

Policy LP38 - minerals safeguarding

5.3.17 Policy LP38 applies in so far as part of the route crosses a known mineral safeguarding area (the Heaton Lodge curve) for sand and gravel. However it is considered that there is an overriding need for the development (criterion C of Policy LP38); furthermore, the excavated spoil will be primarily re-used on site and in the Ravensthorpe area.

Policy LP39 (protection of existing minerals infrastructure sites) & LP40 (alternative developments on mineral sites)

5.3.18 These policies are relevant as the route does affect one identified site (Newlay Concrete, Calder Road Ravensthorpe), but the area needed does not prejudice the continued operation of the Works and thus is compliant with Policies LP39 and LP40.

Policy LP 45 - safeguarding waste management facilities

5.3.19 Given the sand and gravel quarries at Ravensthorpe also have extant consent for waste disposal, this policy will also apply, but the construction of the viaduct will again not prejudice any on-going waste disposal.

Policy LP51 (Protection and improvement of local air quality) & LP52 (Protection and improvement of environmental quality)

5.3.20 The Scheme is consistent with both policies as there will be improvements to environmental quality through the running of quieter and less polluting electric trains, including reductions in air emissions and less operational noise through smoother accelerations of trains. Additionally, with the four tracking and grade separation delayed diesel freight trains from the Brighouse direction will no longer have to remain stationary awaiting a route onto the Lancashire & Yorkshire (Calder Valley) route beyond Ravensthorpe and vice versa. Similarly, issues relating to noise, dust and vibration and other forms of pollution raised in Policy LP52 are again the focus of specific mitigation in the proposed Code of Construction Plan (CoCP). The CoCP will be secured by means of a condition attached to the deemed planning consent.



Policy LP53 – Contaminated and unstable land

- 5.3.21 Policy LP53 concerns contaminated land and the requirement for sites to be carefully assessed and any remediation put in place as required. A limited number of areas of potential concern are identified in relation to a few localised areas such as coal mine entries/shallow workings or where ground contamination/gas might pose an unacceptable risk (e.g. new foundations/excavations mobilising contamination from landfill waste). To mitigate the effects, all site activities will be carried out in accordance with the CoCP during construction of the Scheme. Best practice measures will be implemented through the CoCP and the Pollution Prevention and Incident Control Plan (the latter being part of the CoCP) to avoid accidental spillages of polluting substances.
- 5.3.22 Chapter 19 of the Local Plan concerns the Green Belt; although there are several policies pertaining to various types of development in the Green Belt, transport infrastructure is not included in any specific policy. However, in the NPPF local transport infrastructure is considered to be acceptable development within the Green Belt where it can be justified that a Green Belt location is necessary.
- 5.3.23 It is not considered that the Scheme is of simply local importance, although there are undoubted benefits to local transport infrastructure attached to the Scheme. As such it would be necessary to consider the special circumstances which exists to justify the development.
- 5.3.24 The stretches of the Scheme route within the Green Belt are at Heaton Lodge and Steanard Lane, Mirfield. It is only at Heaton Lodge where a new stretch of railway is proposed, as the railway is already in-situ at Steanard Lane. In order to meet the overall objectives of the DfT as regards the proposed timetable and necessary linespeeds (see section 6.2.9), this can only be achieved through the provision of a new curve and by reason of geography this must pass through the Green Belt.
- 5.3.25 It is considered that the railway will not reduce the openness of the Green Belt, railways being a common feature in the Green Belt and the overhead line equipment will have no significant impact on the landscape save to emphasise the position of the railway itself. It is also noted that the new Heaton Lodge curve will be largely within a deep cutting, again reducing its impact on the openness of the Green Belt. Given the importance of the Transpennine line as a key component of national transport infrastructure which supports Government policy on sustainable transport and supporting reductions in greenhouse gas emissions these provide the very special circumstances to justify development in the Green Belt. Extracts of the



proposals map showing the extent of the Green Belt in these areas can be found in Appendix 3 to the Planning Statement (**NR14**).

Policy LP 61 - Urban Green Space

5.3.26 Policy LP61 relates to development affecting designated open space as well as other smaller green spaces not specifically identified on the Proposals Map. The proposal does impinge on at least one such space (Bradley, by bridge MVL2/102 Leeds Road). There will be a slight loss of this area of land through the re-aligned road and re-constructed bridge. However, as the area of land in question is very small (less than 250 square yards) its loss is outweighed by the overall benefits of the Upgrade.

Allocations & Designations Document Adopted 2019 (NR40)

- 5.3.27 This document outlines the sites which have been allocated for development and those areas to which special policies controlling development apply, such as the Green Belt.
- 5.3.28 There are several allocations in the Document that affect the Scheme. The largest is the land known as Dewsbury Riverside (allocation HS61), for 4,000 dwellings (just over half anticipated beyond the plan period) on land close to Ravensthorpe railway station. The development will interface with the Scheme in a number of places including the new Calder Road bridge (MDL1/2) and re-located railway station. As presented in the Order application, the plans do not preclude the Riverside development from being delivered.
- 5.3.29 The other main unimplemented allocation which may be directly affected by the Scheme is an employment allocation EM9 (re-development of the Cooper Bridge sewage treatment works). Again the Scheme will not prejudice the implementation of this allocation but there may be issues in relation to the co-ordination of traffic management during the construction phases. However, these will be managed through the Construction Traffic Management Plan, to be secured by means of a planning condition.
- 5.3.30 The Scheme will not prejudice the continued operation of the concrete rolling plant, part of the protected minerals allocations (MIS 4, Newlay Concrete); similarly, the waste disposal and restoration works at both Thornhill and Forge Lane Quarries will not be compromised by the new viaduct (allocations WS 19 Thornhill Quarry and MES 6/WS 20 Forge Lane Quarry).
- 5.3.31 The impact of the Scheme on the Green Belt has been discussed above (5.3.22 to 5.3.25).



Huddersfield Town Centre Blueprint SPD (2020, unadopted) (NR41)

5.3.32 In relation to the aspirations raised in the SPD concerning linkages between St Georges Square and the Warehouse/car park area It envisages an enhanced station with better connections to the western side of the station, including a new station entrance and square. In stating a principal objective of creating "a vibrant modern station facility" the SPD states that the planned Transpennine upgrade provides a real opportunity to achieve the aim Through the TRU plans, NR are not precluding any future uses of the site, or links from it. The extended subway is designed in such a way as to allow for future extension to the western site with limited expense, or disruption to the railway.

<u>The National Planning Policy Framework (NPPF) – HM Government (2019)</u> (NR29)

- 5.3.33 The NPPF was originally adopted in 2012 and has been successively reviewed with the latest version dated February 2019. It sets out the Government's overarching planning policies for plan making and decision taking in England and details how these policies are expected to be applied. At its heart is the presumption in favour of sustainable development. The three objectives of the NPPF are economic, social and environmental development, all interdependent but necessary to achieve a sustainable future. Sustainable transport has a role to play in supporting each of these themes.
- 5.3.34 Transport policy contained within the NPPF is largely focused on the impact and location of new development in relation to existing transport infrastructure and provides limited guidance on proposals for new transport infrastructure. However, the following elements of the NPPF are considered to be of relevance to the determination of the Order application. These elements are also included in Section 6 (page 12) of the Planning Statement (NR14) and Section 3.2 of the Design and Access Statement (NR15) as submitted with the Order application.

Chapter 2, Achieving Sustainable Development:

- 5.3.35 Paragraph 8 sets out the three key objectives of the planning system economic, social and environmental objectives all interdependent but necessary to achieve the sustainable agenda and underpin both planmaking and decision-taking. They are specifically:
 - Economic objective to help build a strong, responsive and competitive economy by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth,



innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

- Social Objective: to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- Environmental Objective: to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 5.3.36 Paragraph 11 of the NPPF states that, at the heart of the Framework, is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:
 - Approving development proposals that accord with the development plan without delay; and
 - Where there are no development plan policies, or relevant polices are out of date, granting permission unless:
 - The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the polices in the NPPF taken as a whole.
- 5.3.37 As discussed in Sections 5.1 and 5.2 of this document, railways play an essential role in supporting Britain's economic growth, with links across the Pennines playing a key role in the nation's economic well-being as well as being a major element of the development of the North and the "levelling up" agenda of Government (**NR38**).
- 5.3.38 As such, there is a clear link between the Scheme and the Government's stated aim at paragraph 8 of the NPPF for the planning system to proactively drive and support sustainable economic development by delivering the infrastructure needed by the country.

Chapter 6 (Building a strong, competitive economy:

5.3.39 The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. It states that



planning should operate to encourage and not act as an impediment to sustainable growth. "Taking into account local business needs and wider development opportunities" (paragraph 80) the Scheme will contribute significantly to improving connectivity and thus boosting economic growth and productivity.

- 5.3.40 Further, paragraph 81 (building a strong competitive economy) states in part "planning policies should [...] seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment"
- 5.3.41 The Scheme clearly delivers much improved and resilient infrastructure along the railway corridor.

Chapter 9 (Promoting sustainable transport, paragraph 103):

- 5.3.42 This is the key transport planning policy framework for the Scheme, as it states that transport policies have an important role to play in facilitating sustainable development and that the transport system needs to be balanced in favour of sustainable transport, giving people a real choice about how they travel It further states that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. At paragraph 103, the Government establishes the aim to ensure the transport system is balanced in favour of sustainable modes and recognises that different approaches to transport will be required in different communities, with solutions varying from urban to rural areas. In all respects the Scheme meets these objectives.
- 5.3.43 Paragraph 104 encourages local authorities to work with transport providers and neighbouring authorities to develop policies and strategies for the provision of viable infrastructure, which relates to the Scheme's objective to facilitate improvements to the Transpennine route.

Chapter 8 (Promoting healthy communities):

5.3.44 Paragraph 98 stresses the importance of access to high quality open spaces for the health and well-being of communities. Access to high quality open spaces and opportunities for recreation can make an important contribution to the health and well-being of communities. Of particular relevance is the protection of existing public rights of way and access, and the Scheme seeks to protect and maintain such routes as far as possible.



Chapter 12 (achieving well-designed places):

- 5.3.45 The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 127 lists a number of policy objectives associated with good design, including that developments, amongst other things, should:
 - function well and add to the overall quality of the area;
 - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not stifling innovation or change;
 - establish or maintain a strong sense of place;
 - create places that are safe, inclusive and accessible and which promote health and well-being and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 5.3.46 The Scheme addresses these objectives through (in particular) the use of consistent materials appropriate to a railway environment, and the design of the new and altered facilities at each station adheres to the policy framework.

Chapter 13 (Green Belt, paragraph 146):

5.3.47 Paragraph 146 outlines the role of the Green Belt and how it should continue to be protected from inappropriate development. It goes on to confirm that local transport infrastructure which can demonstrate a requirement for a Green Belt location is considered appropriate development in the Green Belt.

Chapter 14 (Climate change and flooding, paragraphs 148,149 & 157):

5.3.48 Chapter 14 outlines that planning has a key role to play in helping shape places to secure reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure (paragraph 148). Paragraph 149 states that proactive strategies should be adopted to mitigate and adapt to climate change taking full account of flood risk. Paragraph 157 states that flood risk should not be increased elsewhere and development should only be considered in areas



at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test and, if required, the Exception Test (as defined in Chapter 14) it can be demonstrated that:

- the development would provide wider sustainability benefits to the community that outweigh the flood risk; and
- the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
- 5.3.49 The Scheme by definition is a major contributor to reducing greenhouse gases through the proposed electrification and also has demonstrated through a thorough flood risk assessment and in terms of mitigation measures contained in the ES that it will not increase flood risk elsewhere in the area.

Chapter 15 (Conserving and enhancing the natural environment, paragraph 170,175 & 181):

- 5.3.50 Chapter 15 (Conserving and enhancing the natural environment) sets out key principles for ensuring that the planning system contributes to and enhances the natural and local environment by recognising the wider benefits of ecosystems, minimising impacts on biodiversity and providing net gains in biodiversity where possible (paragraph 175).
 - This chapter further sets out at paragraph 181 that planning policies should maintain and contribute towards limiting pollutants, particularly in Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. The improvement of air quality or mitigate impacts should be identified, including through traffic and travel management, and green infrastructure provision and enhancement.
 - Paragraph 170 confirms that planning should contribute to and enhance the natural and local environment by "recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland".
- 5.3.51 The Scheme is committed to conservation of the natural environment and a 10% net biodiversity gain through the mitigation and enhancements outlined in the ES and to be confirmed in the Landscape and Ecology Management Plan.



Chapter 16 (Conserving the historic environment, paragraphs 189, 190 & 195):

- 5.3.52 Chapter 16 stresses the need to assess the significance of any heritage asset which is affected by a development proposal (paragraph 189); this would be taken into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal (paragraph 190).
- 5.3.53 In considering potential impacts, greater weight will be given to the conservation of the asset, irrespective of the degree of harm. Paragraph 195 in particular confirms that substantial harm or total loss can only be accepted if it can be demonstrated that significant public benefit will occur through such loss or harm.
- 5.3.54 The Scheme has demonstrated considerable public benefit in relation to the transformation of the NTPR overall which outweighs the total loss of two listed bridges and substantial harm to parts of Huddersfield Station as proposed.

Chapter 17 (Facilitating the sustainable use of minerals paragraphs 203-4):

- 5.3.55 Chapter 17 (Facilitating the sustainable use of minerals) stresses the importance of making the best use of finite resources to secure their long-term conservation (paragraph 203). Paragraph 204 expands on this policy. In particular, local authorities should take account of the contribution that substitute, or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials, whilst seeking to source minerals supplies indigenously.
- 5.3.56 The Scheme will make full use of re-cycled materials as far as possible particularly in relation to the new Heaton Lodge curve (where extracted material will be used to create the approach embankment to the new Baker Viaduct at Ravensthorpe) and through the vigorous application of the materials, soils and waste management plans as outlined in the ES.
- 5.3.57 In summary the Scheme will meet the NPPF policy for sustainable economic growth by providing opportunities (in combination with other schemes) to allow for an increase in line speeds and providing additional capacity for more trains to run on the route, improving connectivity between cities and towns either side of the Pennines and beyond to Scotland and the North East, by a mode of sustainable transport. It will make a positive contribution to targets to reduce carbon emissions by providing a credible alternative to the car and ensuring that freight movements can continue on the rail network.



6. SCHEME DEVELOPMENT

6.1.1 This chapter provides a brief overview of the process of developing the Scheme. For further detail of the scheme development, please refer to Appendix B of this Statement of Case. Details on other alignments considered and alternatives assessed are also to be found in the Environmental Statement (NR16A) Volume 2i (Scheme-wide Assessment) Chapter 3.

6.2 Introduction (inc. Network Rail Governance for Railway Investment Projects Stages and Stage-gate Process)

Network Rail GRIP Process

- 6.2.1 The Governance for Railway Investment Projects (GRIP) is Network Rail's management and control process for delivering projects on the operational railway and is mandatory for all significant rail projects.
- 6.2.2 Network Rail has developed this approach to managing projects to minimise and mitigate the risks associated with delivering projects that enhance or renew the operational railway.
- 6.2.3 The approach is based on best practice within industries that undertake major infrastructure projects and best practice as recommended by the major professional bodies.
- 6.2.4 GRIP divides a project into eight distinct stages. The overall approach in GRIP is product rather than process driven, and within each stage an agreed set of products are delivered. The eight GRIP stages are:
 - GRIP 1 Output Definition
 - GRIP 2 Pre-Feasibility
 - **GRIP 3** Option Selection
 - **GRIP 4** Single Option Development
 - GRIP 5 Detailed Design
 - GRIP 6 Construction Test & Commission
 - GRIP 7 Scheme Hand Back
 - GRIP 8 Project Close Out

GRIP Stage-gate Process

6.2.5 Formal Stage-gate reviews are held at varying points with the GRIP lifecycle. The stage-gate review process examines a project at critical stages in its lifecycle to provide assurance that it can successfully progress to the next GRIP stage.

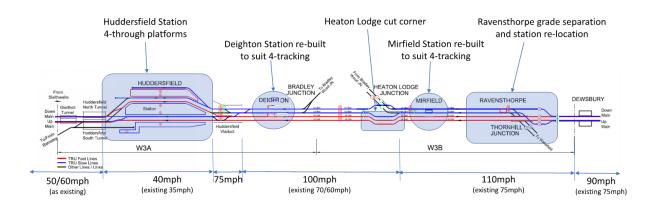


6.2.6 The Scheme has completed its GRIP 3 stage gate and is currently in GRIP 4 option development, which is being undertaken in parallel with the Order process. Details of the development of the Scheme through GRIP stages 1 to 4 are given in Appendix B to this Statement of Case.

The Proposed Scheme

- 6.2.7 This section provides a very high-level summary of the proposed Scheme. Further detail of the key decision making is contained in Appendix A "Option Selection Detail".
- 6.2.8 Following option selection during GRIP 3 and further refinement during GRIP 4, the proposed TWAO Scheme layout is as illustrated in Figure 6-1 below.

Figure 6-1: Proposed Scheme operational layout and principal interventions



- 6.2.9 This layout has been extensively developed and optimised to address the DfT output specification targets including the Indicative Train Service Specification (ITSS), capacity, journey time and reliability. The basic features of this layout and their contribution to the output targets are as follows:
 - 4-tracking between Huddersfield and Westtown (Dewsbury), with the fast lines constructed to the south. This contributes towards delivery of the ITSS, operational flexibility, journey time improvement and route resilience.
 - 100/110mph linespeed improvements (for the new fast lines) between Huddersfield and Westtown (Dewsbury) Junction, which contribute approximately 2 minutes to the overall TRU journey time improvement
 - Huddersfield Station Re-modelling, which includes 4-through platforms and train regulation junctions to the east and west of the



station. This intervention principally contributes to the delivery of the ITSS and improves capacity, operational flexibility, and route resilience

- Heaton Lodge 100mph "cut-corner" (for the new fast lines). This principally maintains the overall linespeed improvements throughout the Scheme footprint and therefore contributes significantly to the overall Journey Time Improvement.
- **Grade Separation at Ravensthorpe**. This primarily a capacity improvement by deconflicting train paths on the new fast lines
- Full electrification of the Scheme (extending electrification from Leeds) allows electric services to operate between Leeds and Huddersfield. Electrified services contribute towards the journey time improvement and wider rail industry carbon reduction targets.
- Intermediate Station Re-Modelling. This involves the re-construction and upgrading of three local stations at Deighton, Mirfield and Ravensthorpe to suit the new 4-track layout and intended train operations where stopping passenger services use the slow lines only.

Operational Layout (4-Tracking)

- 6.2.10 As a basic operational system upgrade, the need for a 4-track railway identified during GRIP 1 and 2 studies was fully validated during the subsequent GRIP 3 phase. This was tested by consideration of short sections of 3-tracking in some areas (particularly through the narrow Deighton to Bradley Junction corridor), but these options were found to be unsupportive of the capacity and reliability targets following operational modelling.
- 6.2.11 Through the development of the 4-track railway layout, the ordering of fast and slow lines was studied in detail including the effects on existing junction layouts and possible grade separation locations. This study concluded that the option of fast lines constructed to the south of the existing lines (which become the re-designated slow lines) with a grade separation at Ravensthorpe provided the best overall business case when evaluated against key assessment criteria including cost, operational performance, constructability, safety and environmental impact.

Huddersfield Station

6.2.12 At Huddersfield Station, the option selection of a 4-through platform layout has led to significant alterations to parts of the grade I listed station. Options were studied, which retained the existing 3-through platform arrangement, but were discounted due to severe impacts on train capacity, operational flexibility, and route resilience (during periods of perturbed working or maintenance).



6.2.13 Throughout the design development process continuous engagement has been arranged with the local Conservation Officer and Historic England. This engagement has enabled the Alliance team to put forward proposals that are broadly supported by Heritage stakeholders, and it has been agreed (should the Order be granted) that this level of engagement will continue through the future development of detailed designs.

Ravensthorpe Grade Separation

- 6.2.14 The development of the grade separation options through GRIP 3 considered two basic arrangements, which were both deemed to be technically and operationally feasible:
 - Sub-Option A (Flyover) where the fast lines pass over a re-modelled Thornhill Junction
 - Sub-Option B (Diveunder) where the fast lines pass under a remodelled Thornhill Junction
- 6.2.15 Both these options passed through GRIP 3 for further development, technical stakeholder, and public consultation during GRIP 4. Following feedback received from the second consultation stage and extensive design refinement, Sub-Option A (Flyover) was selected as the preferred Scheme option.
- 6.2.16 Alternative layout options including a grade separation at Heaton Lodge were also considered during GRIP 3 but were discounted as non-preferred. The decision for the Grade Separation location was based on many factors, which included: the lowest impact to third parties; the lowest capital and operational costs; the lowest assessed construction risk; whilst also providing opportunities for future third party developments.

Intermediate Stations

6.2.17 Deighton Station is retained at its existing location. During GRIP 3 many options were considered to study the viability of this, or potential re-location to a new site situated either to the east or west of the existing location. Several options were consulted during the second phase of public consultation and following feedback and further design development the existing site location was selected as the preferred choice. This choice was based on a thorough engineering assessment which determined that the existing site could be maintained at a similar capital cost to other sites studied and therefore minimise disturbance to the existing community it currently serves.



- 6.2.18 Mirfield Station remains in its current location with modifications to accommodate the new track geometry. Ravensthorpe Station is relocated to the west of Thornhill Junction because of the grade separation. This unlocks additional benefits as it is closer to the proposed Dewsbury Riverside housing development and the platforms can also serve the diverging Wakefield lines (should train operators wish to utilise).
- 6.2.19 All reconstructed stations are to be provided with longer 150m platforms (which can accommodate 6-car trains) serving the Slow lines only with passive provision to extend them up to 200m. Throughout the Scheme all public interfaces, including stations, were subject to Diversity Impact Assessments to comply with equality legislation and will provide step-free access to all platforms using lifts where required.

6.3 **Option Selection Summary**

- 6.3.1 The selection of the preferred Scheme layout including location of a grade separation has been a long and complex process due to the many competing engineering, programme, environmental and physical constraints. Some of the principal reasons for selecting the proposed Scheme outlined in this chapter and supporting Appendix A are summarised as follows:
 - Land Use & Construction. The grade separation involves major civil engineering works including the construction of large-scale earthworks and structures. Ravensthorpe was identified as the best site for such construction, being less rural and easier to access. Large areas of nondevelopable brownfield land are put to good use at Ravensthorpe to balance the cut/fill operations across the Scheme, disposal of landscaping materials and for location of a traction power feeder site.
 - Train Operations & Safety. The chosen operational layout eliminates all conflicting train movements on the fast lines (yielding capacity and performance benefits) by providing effectively a "double" grade separation at Thornhill Junction where the Up slow chord from Leeds utilises the same grade separation as the diverging Wakefield Lines.
 - Passenger Disruption and Sustainable use of Existing Infrastructure. The chosen operational layout with fast lines to the south of the 4-track corridor maximises the re-use of the existing permanent way infrastructure. Between Bradley Junction and Ravensthorpe, the existing slow lines are largely unaffected by the new works and do not require large-scale renewals since TRU will decrease the traffic tonnage on these lines. Fast lines constructed to the south of the existing corridor are in general less disruptive to the existing railway and easier to construct with large sections of offline construction



contributing as far as possible to the maintenance of the current train service patterns.

- Capital Cost. The chosen layout is less expensive than other options considered due to the factors outlined above. The principal items being the reduced amount of track renewals required, the consolidation of major civil engineering works into the one site at Ravensthorpe and the ability to better balance cut/fill and minimise offsite disposal of excavated materials.
- Planning Policy and Adjacent Development. The grade separation works at Ravensthorpe can be coordinated to complement a major proposed development at "Dewsbury Riverside" being promoted as part of the Kirklees District Plan. The reconstruction of Ravensthorpe Station to the west of Thornhill Junction also opens new opportunities for future train services to call at Ravensthorpe and then towards Wakefield, which is an aspiration for key external stakeholders including Kirklees Council and the West Yorkshire Combined Authority.

Scheme Benefits

- 6.3.2 The Scheme addresses the core TRU railway outcomes as follows:
 - Capacity. Capacity modelling has been carried out and the proposed layout meets the current version of proposed Indicative Train Service Specification (ITSS). The layout also has the potential to allow further capacity growth beyond TRU for additional services e.g. additional stopping trains at Ravensthorpe (should TOCs request to provide) and an additional north bay platform at Huddersfield Station
 - Performance. The operational performance metric of 92.5% of trains arriving within 5 minutes of scheduled arrival is met across the TRU route with one of the most significant contributions being made by the improvements in the Huddersfield to Westtown section.
 - Journey time improvements. The upgrade in this section is major contributor towards the overall journey time savings on the core TRU route providing running time savings of up to 2 minutes for express trains due to the line speed improvements. There are also significant timetable performance gains made by eliminating the margin allowance at conflicting junctions.
- 6.3.3 There are other notable benefits provided by the Scheme, as follows:
 - Electrification. The route will be fully electrified and provide continuous electrification between Leeds and Huddersfield. It also future proofs full electrification of the whole NTPR. This will enable the use of modern electric or bi-mode train stock to be used for all Transpennine and local services between Leeds and Huddersfield. This will contribute towards the 2050 net zero carbon targets set by



legislation including the expected mode shift of people accessing the improved electrified and increased capacity services.

- Resilience. The Scheme will provide a virtually complete reconstruction of a Victorian piece of infrastructure and provide a modern sustainable railway fit for this century. It enhances the overall system robustness and resilience during operation and maintenance and particularly during perturbed timetable working.
- Station Improvements. Rebuilding or alteration of existing stations at Huddersfield, Mirfield, Deighton and Ravensthorpe provide a once in a lifetime opportunity to provide a step change improvement to the main passenger interface for the railway. This is expected to contribute to the overall wellbeing of the travelling public in combination with modern, frequent and reliable train services. See Appendix B for specific benefits at the four stations sites
- Carbon Net Zero Targets. The Scheme as whole will contribute significantly to net zero targets to be met by 2050 (note Network Rail targeting net zero by 2035). The main contributors are expected to be the electrification of the railway and the modal shift from car to rail transport due to the modernised, fast, frequent, and reliable services provided by the scheme upgrade.
- Local Regeneration Opportunities. The Scheme is expected to act as a major catalyst for regeneration within the Kirklees District and the wider region. The Scheme represents a c.£1.5bn investment within the local economy which will provide potential for local employment during construction and future development schemes. In particular, the Scheme complements major Local Development Plan opportunities around the regeneration of Huddersfield town centre (including the station) and a significant housing scheme proposed at "Dewsbury Riverside". It also supports wider transport and travel initiatives being promoted by stakeholders such as the West Yorkshire Combined Authority and Kirklees Council.



7. SCHEME DESCRIPTION AND CONSTRUCTION

7.1 Introduction

- 7.1.1 This chapter provides a summary description of the principal works that make up the proposed Scheme and their construction. Further details of the construction works are provided in Appendix C. More detail has been provided on the elements of the Scheme which will be accessed by the public or affect adjacent property and landowners.
- 7.1.2 For full details of the works refer to the submitted TWAO documents, in particular:
 - Deposited Plans and Sections and Public Open Space Plans (NR09)
 - Planning Direction Drawings (NR13)
 - Design and Access Statements (NR15) and (NR15A)
- 7.1.3 For details of the construction impacts of the scheme refer to the submitted Environmental Statement in Volume 2 (**NR16A**). Reference should be made to the constructability assessment and mitigation of any relevant chapter. This is also described in Section 8 Environmental Effects in this Statement of Case document (**NR28**).

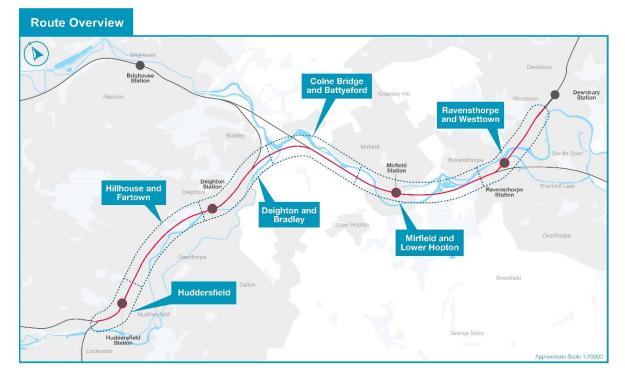
Scheme Overview

- 7.1.4 The Scheme is entirely located within the administrative boundary of Kirklees Council. It has been split into six Route Sections based on geography and these are described below and illustrated in Figure 7-1. A summary description of the works and are provided in the following sections of this chapter.
 - Route Section 1, Huddersfield
 - Route Section 2, Hillhouse and Fartown
 - Route Section 3, Deighton and Bradley
 - Route Section 4, Colne Bridge and Battyeford
 - Route Section 5, Mirfield and Lower Hopton
 - Route Section 6, Ravensthorpe and Westtown

NetworkRail

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Statement of Case (NR28)





7.1.5 The main features of the proposed Scheme are:

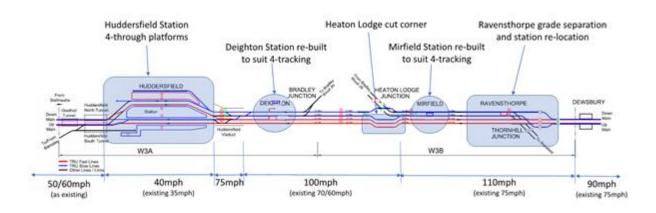
- 4-tracking from Huddersfield Station to a new junction to the East of Ravensthorpe in the environs of Westtown (Dewsbury) where the existing 2-track railway is retained onto Leeds. Along this new 4-track section all fast and slow lines are separated with no flat junctions onto the fast lines. This requires a vertical grade separation of lines, which is located at Ravensthorpe where the new fast lines pass over a remodelled Thornhill LNW junction.
- 4-through platforms at Huddersfield station with significant modifications to the track layout on both east and west approaches to allow flexible sorting of trains in and out of platforms. All through platforms have operational lengths of 200m to accommodate express services.
- Reconstruction of three intermediate stations at Deighton, Mirfield and Ravensthorpe to suit the new 4-track layout and separated fast and slow services. All these stations are re-built with 150m long operational platforms and future-proofed to allow extensions up to 200m. The station designs are fully aligned with the Network Rails "Access for All" programme and will provide a significantly improved passenger experience.
- Line Speed increases with 100 to 110mph proposed on the fast lines to maximise the journey time saving opportunities for express trains along this re-built section of railway. To maintain line speeds a "cut-corner"



alignment is required around the existing Heaton Lodge curve, which is currently limited to 70mph.

- 25KV Overhead Line Electrification (OLE) throughout allowing electric services (including local suburban services) to operate between Leeds and Huddersfield.
- A new signalling system which is future proofed to allow full digital operation in line with Network Rail policies and standards for introducing European Train Control Systems (ETCS) throughout its core network.

Figure 7-2: Overall Schematic Line diagram showing Principle Interventions



7.2 Scheme Delivery Timescales

- 7.2.1 The envisaged delivery timescales for the Scheme are as follows:
 - TWAO & related consents 31st March 2021 to March 2023
 GRIP 4 & GRIP 5 Detailed Design Currently underway
 Advanced (Enabling) Construction Works Summer 2022 (start)
 Main Construction Works Spring 2023 (start)
 - Entry into Service
 End of 2026 (planned)
- 7.2.2 The start of the main construction works requires TWAO consent for the Scheme and therefore the dates given above may vary depending on the overall timescale for that consent to be achieved and discharging of any pre-commencement conditions. Although most works commence post TWAO consent, there are discreet enabling works planned to support early site mobilisation. These will be authorised through requests for Prior Approval or by a specific planning application for advance works. This



allows the programme to be delivered in the most efficient way, which will ultimately deliver the Scheme benefits to passengers in the shortest possible timescale.

7.2.3 The construction programme is linked to a strategic track access plan which is planned against the whole TRU programme of works (Manchester to York) and other interfacing Network Rail projects. Therefore, early consent of the scheme is unlikely to change the main construction start. However, a later consent could significantly affect the track access strategy and delay the entry into service date.

Construction Strategy

7.2.4 The following section provides an overview of the construction strategy. Further summary detail is provided in the following sections describing the works in each route area and in Appendix C.

Site Compounds and Local Highway Access

- 7.2.5 Major administration and general construction support compounds are planned for Huddersfield Station and Ravensthorpe, these will support the works in Route Sections 1 to 3 and 4 to 6 respectively.
- 7.2.6 The major rail systems support compound is planned for construction at Hillhouse Sidings. This facilitates access for the scope of work intended to be delivered via the rail network and will provide train turn back facilities and replacement bus service hubs when the rail network is subject to periods of extended closure.
- 7.2.7 Medium sized compounds are planned for the larger interventions for example at A62 Leeds Road, Heaton Lodge and Thornhill, where the scale of works and workforce necessary for the performance of the work require a larger establishment for staff, storage, welfare and accommodation.
- 7.2.8 Smaller satellite compounds will be established local to the work fronts to provide more limited capacity to support storage, shelter, welfare, and accommodation for staff, for example at Red Doles Road, Ming Hill and Wheatley's Bridge.
- 7.2.9 Sites will be suitably fenced/hoarded and will have access control in place.
 For the larger compounds 24/7 manned security is envisaged to be in place.
 For the satellite compounds 24/7 staffing will be targeted around high risk activities and an assessment of the trespass and vandalism risks.
- 7.2.10 Where reasonably practicable works will be undertaken from the railway corridor. Much of the rail systems work, such as track, track drainage,



signalling and Overhead Electrification, can readily be completed in this manner thus mitigating impacts of the scheme on our neighbours.

- 7.2.11 Where rail-based delivery is not reasonably practicable the highway network will be used. Public transport for the workforce and staff will be promoted as far as possible with shuttle bus services provided from key location to minimise additional traffic placed onto the highway.
- 7.2.12 Left turns into and out of site compounds will be used as far as is possible to reduce congestion at site entrances and exits.
- 7.2.13 Deliveries of material and equipment will be carefully planned and coordinated with Kirklees council to best balance off peak delivery, construction logistics and deliveries outside of normal working hours which can equally be disruptive to stakeholders.

Disruptive Railway Access

- 7.2.14 A multi-discipline construction strategy has been carefully planned, which will progressively bring the new railway into use whilst maintaining, as far as reasonably practicable, passenger services and operational stations during the construction period.
- 7.2.15 This is a large and complex programme to deliver, and disruptive railway access is an inevitable consequence of the required works. Where passengers are affected by planned closures of the railway, a combination of alternate diversionary rail routes and replacement bus services is planned. Temporary platform and turnback facilities at Hillhouse are planned to minimise the travel distance of the required bus replacement services during the Huddersfield station closure periods. The Proposed types of railway access methods are described below, and the specifics of the access requirements will to be agreed with the various rail train and freight operating companies.
- 7.2.16 **Rules of the Route (RoR).** These are access windows planned into the normal operational timetable for the railway, usually for essential maintenance. They take the form of short midweek nights (typically 4 to 6 hours) and longer weekend nights. The amount of access depends on the operational requirements of the railway, and between Huddersfield and Dewsbury the local conditions are particularly restrictive, due to late night Transpennine airport services and freight services on the Calder Valley route.
- 7.2.17 For this Scheme extensive use of RoR (and possibly some extended RoR) possessions is planned, especially where we must re-align (slew) existing



tracks. These works will have no, or in the case of extended RoR, extremely limited effects on the travelling public.

- 7.2.18 Weekend Possessions. This is the most common form of disruptive access used in the rail industry and typically takes the form of 28-hour or 52-hour periods planned around an end of service on Friday or Saturday night through to early hours on a Monday morning.
- 7.2.19 **Extended Weekend Possessions**. Exceptionally some works require longer periods than a standard weekend possession and it is necessary to extend the required possession duration to 72-hour or 100-hour+ periods based around a single weekend of disruption.
- 7.2.20 **Bank Holiday Possessions**. There are some periods in the calendar where multiple bank holidays allow for extended possessions to be planned with reduced disruption to the travelling public. Traditionally these are over the Christmas and Easter periods.
- 7.2.21 For this Scheme possessions currently planned are shown in Table 7-1, although the number and anticipated durations may vary as the design and construction planning of the works is fully developed:

Possession Type	Number	Notes
Overnight	135 Nº	Typically 5 hrs duration
Weekends	351 Nº	Typically 9hrs duration
Extended Weekends	74 Nº	Typically 28hrs duration
	81 Nº	Typically 52hrs duration
	1 Nº/3 Nº	Duration 76hrs/116hrs
Holiday	74 Nº	4 N° major blockades

Table 7-1: Scheme possessions

This summary reflects the numbers of individual possessions required to deliver the scheme. Several possessions may occur in a particular time frame, and with each possession limit several work sites will be planned to mitigate the number of overall possessions required.

7.2.22 **Closures (sometimes referred to as "Blockades").** A closure is defined as period affecting multiple weekends over an extended duration. It is accepted that this may cause extensive disruption to the travelling public and consequentially a great deal of thought is given before employing this technique and in planning appropriate mitigation measures. It must however



be recognised that this is a very efficient way of delivering major works and thereby maximising the use of taxpayer's money.

7.2.23 For this Scheme closure periods currently planned are shown in Table 7-2, although the number and anticipated durations may vary as the design and construction planning of the works is fully developed:

Closure Location	Approx. Duration	Notes
Huddersfield Station (2 No.)	2 x 30- days	These 2 closures will occur in consecutive years provisionally planned around the Easter period
Bradley Junction	9-days	To re-model the new track alignment of Bradley junction and increased line speeds
Thornhill LNW Junction	23-days	The re-modelling works at Thornhill Junction for the grade separation requires a full line closure (Transpennine and Calder Valley)
Cooper Bridge	16-days	Re-construction works around the existing Coopers Bridge intersection requires a closure of the Calder Valley Route only.

Table 7-2: Scheme closure periods

Multi-Disciplinary Works Delivery

7.2.24 Construction activities on the railway require very careful co-ordination of a vast number of inter-related disciplines covering the wide range of traditional civil & building engineering works (such as bridges, earthworks, stations), track works and operating system works (such as signalling and telecommunications).

Civil & Building Engineering.

- 7.2.25 In general, major Civil and Building works have been planned so they can be built off-line (i.e. clear of the operational railway). This includes many of the bridgeworks, earthworks and station re-builds. Building off-line is obviously safe, efficient and minimises the use of disruptive possessions.
- 7.2.26 The off-line construction of the new Baker Viaduct and grade separation structure, with associated embankment works in the Ravensthorpe area, defines the overall programme duration for the Scheme at approximately 3½ years. Once these are in place the new fast lines earthworks, track and



electrification works can be completed allowing the final commissioning of the 4-track railway.

Discipline	Items	Quantities
Bridgeworks	90 existing structures affected	5,000 Tonnes of steelwork
	38 new structures	30,500 m ³ concrete
		4100 Tonnes steel reinforcement bar
		10,000m ² Highway Infrastructure
Earthworks	Major cuttings and embankments	494,000m ³ Imported fills
Drainage	Track and highway drainage	11, 200 linear metres of pipes
Stations	Huddersfield and Mirfield Remodelled.	3000m ² of new platforms
	Ravensthorpe and Deighton reconstructed.	

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Track (sometimes referred to as "Permanent Way")

- 7.2.27 Advanced enabling works and initial track stages have been carefully coordinated with the Civil & Building construction to create the favoured offline work environment. These include extensive early re-alignment of the existing tracks between Hillhouse and Deighton and in the Mirfield station area.
- 7.2.28 These early works also support later off-line construction of track such as the new fast lines which can be constructed alongside slewed existing lines (which become the slow lines).

Table 7-4: Key Track quantities

Discipline	Items	Quantities
Trackwork	Rail, sleepers and ballast	48,000m



Discipline	Items	Quantities
Switch & Crossing Units	Crossovers, diamond crossings and points	28 Nº
Drainage	Track drainage	9,000m
Cable Containment	Trough route	14,000m

Signalling

7.2.29 Key re-signalling stages generally occur during the major line closures or extended possessions. These include the closures at Huddersfield Station and Thornhill LNW Junction, Ravensthorpe. Because of the safety critical nature of signalling works these require extensive "wheels free" periods to allow the testing and commissioning of complex systems. The initial signalling stages also transfer digital control to the existing York signalling centre as early as possible.

Table 7-5: Key Signalling quantities

Items	Quantities
New Signals	127 Nº
Route length re-signalled	30 km

Overhead Line Electrification (OLE)

7.2.30 OLE foundations and structures installation takes advantage of track access provided by other disciplines. However, some is off-line construction, such as on the Fast Lines. Slow Lines SPS / wiring commences after other disciplines are complete with Fast Lines following. Traction Power build runs off-site and in parallel to the main discipline works to ensure availability for Section Proving and Test Trains

Table 7-6: Key Electrification quantities:

Items	Quantities
Pile or gravity foundations	804 N°
Support structures (portals & cantilevers)	567 Nº
Wiring length	63 km



Code of Construction Practice

- 7.2.31 Part A of the Code of Construction Practice (CoCP) has been submitted in the Order application in the Environmental Statement in Volume 3: Appendix 2-1 (NR16B) and outlines the general environmental controls that will be in place during the construction stage. For further detail refer to Section 8 Environmental Effects of this document.
- 7.2.32 Part B of the CoCP will be agreed with the local authority and takes the form of a series of environmental control documents that outline the environmental management controls in detail. It is proposed that this will form a requirement pursuant to a condition attached to the deemed planning permission.

7.3 Route Section 1 – Huddersfield

7.3.1 Route Section 1 extends between Cross Church Street to the west of the Gledholt & Huddersfield Tunnels to the eastern end of Huddersfield Viaduct.

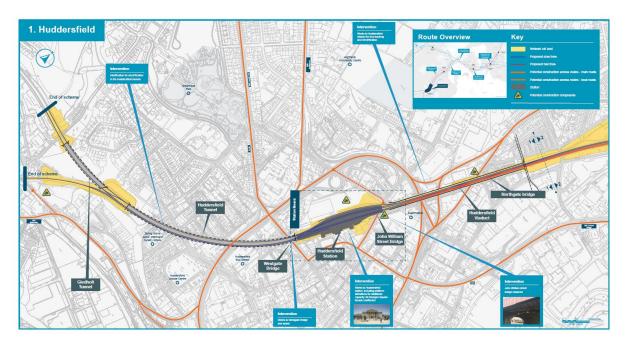


Figure 7-3: Location of Route Section 1

Works Summary Description

Gledholt (Cross Church Street) OLE Compound

7.3.2 The Scheme works commence west of Huddersfield Station at Cross Church Street. Other than OLE installation, this section of the Scheme extending through the Gledholt and Huddersfield tunnels to Huddersfield



Station will remain largely unaltered retaining the existing 2-track railway. The works at Cross-Church Street comprise:

- Improving the road access into an existing NR compound
- Installation of containerised electric transformer equipment and electrical supply from the Distribution Network Operator (DNO)

Gledholt & Huddersfield Tunnels

- 7.3.3 Installation of OLE through the tunnels requires extensive works within the tunnels themselves, but this is not expected to result in any significant environmental effects on neighbouring land and properties. The Grade II Listed tunnel portals will be unaffected by the Scheme. The works within the tunnels and Springwood Cutting (located between the two tunnels) comprise:
 - Full track and drainage system renewals including horizontal and vertical track realignment to allow for OLE clearances to the existing tunnel walls.
 - Localised grouting and brickwork patch repairs principally in the vicinity of OLE or other new equipment attachments.
 - Installation of underground rock anchors (if required) to provide temporary support to tunnel walls where track bed replacement and/or track lowering may destabilise the existing tunnel structure.

Westgate Overbridge

- 7.3.4 Westgate bridge forms the eastern portal of the Huddersfield Tunnels on the entry into Huddersfield Station. It was reconstructed in the 1970's and carries a main highway route around Huddersfield town centre. Works to this bridge include:
 - Reconstruction of a sewer pipe which runs beneath the bridge soffit restricting clearances to OLE equipment. The sewer will be re-built at a higher level which requires some local regrading of sewer pipework and access chambers (manholes) within the highway above.
 - Raising of the bridge parapet walls to protect the public from the OLE equipment below and re-positioning of some street furniture.

Huddersfield Station

7.3.5 At Huddersfield Station, which is Grade I Listed, works for the 4-tracking of the railway will commence. A new platform and track layout are proposed, which together with new signalling arrangements, will allow for the deconfliction of services passing through and stopping at the station. The



re-arrangement of the platforms requires extensive modification works to the station. These are fully described in the Huddersfield Station Design and Access Statement **(NR15A)** and summarised briefly below.

- 7.3.6 The three existing through platforms (platforms which can service passing trains) will be increased to 4. This involves filling in the existing bay (terminus) platforms to the Leeds side of the station and narrowing the existing island platform to fit in further tracks. A new island platform will be built to the north west side of the station, which provides the additional through platform and a long terminus platform facing the Leeds direction. The additional platforms displace the existing carriage sidings which are relocated to Hillhouse and are described in section 7.4
- 7.3.7 The platform modifications mean that parts of the existing roof structure will need to be demolished. However, the main roof will be retained, strengthened, and refurbished. During its refurbishment the rooflight cover will be reinstated having been missing for many years. New roof structures will be built to cover the additional platforms to the northwest and will tie-in to the retained roof to provide a continuous weatherproof space.
- 7.3.8 Access across the station will be enhanced with the existing subway extended across to serve the new platforms with re-configured, stairs, lifts, internal finishes, signage, and lighting improving the passenger experience. At the Leeds end of the station a new footbridge will serve all platform, again provided with lifts and stairs, providing a secondary means of access within the station to better distribute passengers along the lengthened platforms and improving choice of escape routes in an emergency.
- 7.3.9 The existing wooden tearooms are an important heritage feature located on the existing island platform. The narrowing of this platform requires them to be moved. This will be done be carefully dismantling the wooden structure and re-assembling in a position which gives the required clearances to platform edges.



Figure 7-4: Proposed Huddersfield Station Visualisation



Huddersfield Viaduct

- 7.3.10 Immediately to the east of the station is Huddersfield Viaduct, which is Grade II listed, and is a significant landmark structure in the town centre. Historically the viaduct carried 5 tracks, therefore the re-instatement of 4 tracks can be carried out largely within the confines of the existing structure. However, significant works are required to electrify the railway, upgrade, and repair sections of the viaduct structure, which include:
 - Masonry Arch Spans. Minor Strengthening works are required to several of the existing arch spans. Localised repairs may include pinning and grouting of arch barrels and installation of pattress plates to strengthen the side spandrel walls.
 - Span over John William Street. The adjacent station works extensively modify track and platform arrangements, which extend over the bridge. This requires the renewal of the existing deck, which will be replaced with a structure of similar architectural form, preserving as far as possible the existing heritage features. The bridge will be widened on the east elevation to accommodate a fire escape route from the extended platform 2.
 - Span over Fitzwilliam Street. Minor strengthening works are required to the existing metallic deck to carry the modified track arrangement above. Other refurbishment works include masonry repairs to abutment walls in particular the pier to the south-west corner of the structure which requires more substantial reconstruction.



Figure 7-5: Visualisation of proposed John William Street span, East Elevation



7.3.11 Span over Bradford Road. Historically the central masonry arch span was widened with metallic spans to the east and west side. The reinstatement of 4-tracking requires these spans to be brought back into use. Both metallic spans are life expired and are to be replaced with the existing arch span retained. The new spans will be of a modern form with concrete beam decks supported on new masonry clad abutment walls which will complement the existing historic features.

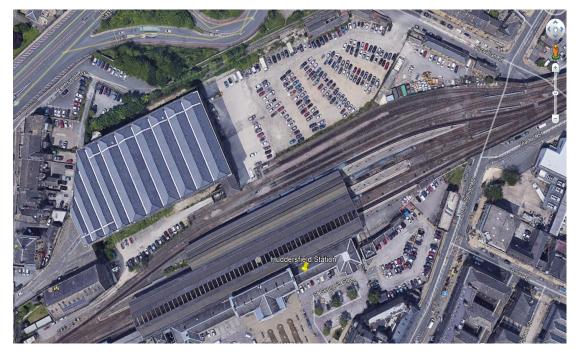
Summary Construction Methodology

Construction Compounds

7.3.12 Land has been identified to the north of Huddersfield Station and immediately adjacent to the worksite (see Figure 7-6: Compound and Laydown Areas) for compound and laydown areas. In addition, a commercial tenancy is being sought for the warehouse also to the north of the station where the main staff accommodation will be established.



Figure 7-6: Compound and Laydown Areas



7.3.13 It is It is proposed that access to the construction compound will be via the road network utilising the existing gated access off Fitzwilliam Street.

Disruptive Railway Access

- 7.3.14 The magnitude of the construction within this route section requires extensive disruptive access to the railway (i.e. possessions of the railway as defined in sections 7.2.15 to 7.2.21). This is mainly driven by the track renewal and realignment works within the tunnelled sections as well as the extensive remodelling of the track and platforms through Huddersfield Station including the eastern approach over Huddersfield Viaduct.
- 7.3.15 To minimise disruption to the travelling public the Scheme has been carefully planned so that the bulk of the disruptive works can be carried out during two approximately one-month long closures of the railway. The precise dates and durations of these closure periods is to be determined, but they are likely to be 1-year apart. Within the approximate 1-year period between closures, Huddersfield station will operate with two through platforms and the Penistone bay platform only, requiring a modified timetable operation.
- 7.3.16 During the closure periods long distance Transpennine services will be rerouted. However, some local train services will continue to run through large periods of the closure with a temporary platform to be provided at the Hillhouse site (see section 7.4) for trains terminating from the east and one



platform will be retained in operation at Huddersfield Station for trains terminating from the west. During the short periods of complete closure replacement bus services will be provided.

7.3.17 The planned construction sequence for the key structures is described in Appendix C.

Public Highway Impacts

- 7.3.18 Full road closures will be necessary for demolition of John Williams Street bridge decks and for their reconstruction. Agreement of suitable advance notices and diversions will be sought with Kirklees Council in accordance with the provisions of the Order. See Table 7-7.
- 7.3.19 A series of road restrictions and road closures is required for the safe demolition of Span 29 (Bradford Road) and for its re-construction.
 Agreement of suitable advance notices and diversions will be sought with Kirklees Council in accordance with the provisions of the Order. See Table 7-7.
- 7.3.20 Restrictions to road and footpaths are envisaged for the remedial works required to Huddersfield Viaduct and the construction of Overhead Line Equipment (OLE) fastened to the sides of the piers. Such work will be undertaken in manageable phases such that disruption to the public and tenants is minimised. See Table 7-7.

Location	Activities	Affected	Mitigation
Huddersfield Station	Earthwork, piling roadworks, drainage, track work, driven piling for OLE, bridge reconstruction, station building works	Adjacent properties and business inc adjacent car park, Brian Jackson House et al	CoCP Part B
Huddersfield Station	Station re-modelling	Rail and station users	Re-modelling has been planned to allow as much to be built of line minimising the effect on rail users.

Table 7-7: Schedule of Planned Road and Footpath Impacts – Route Section 1



Environmental Receptor Impacts

- 7.3.21 A summary of the anticipated impacts is shown in Table 7-8, with mitigation shown below for any assessed significant environmental effects as outlined in the ES and in Section 8 of this Statement of Case (**NR28**). All environmental effects during construction activities are controlled by the CoCP which includes the Noise and Vibration Management Plan.
- 7.3.22 Access into the arch for inspection for assessment and the identification of remedial works will be arranged in consultation with Arch Co. A programme for delivery of these works will be agreed with the affected tenants to minimise the impacts on their business for example by completing works on one span at a time to maintain an alternate access through the viaduct to storage space to the north of the viaduct.

Location	Activities	Affected	Mitigation
Huddersfield Station	Earthwork, piling roadworks, drainage, track work, driven piling for OLE, bridge reconstruction, station building works	Adjacent properties and business inc. adjacent car park, Brian Jackson House et al	CoCP Part B
Huddersfield Station	Station re-modelling	Rail and station users	Re-modelling has been planned to allow as much to be built of line minimising the effect on rail users.

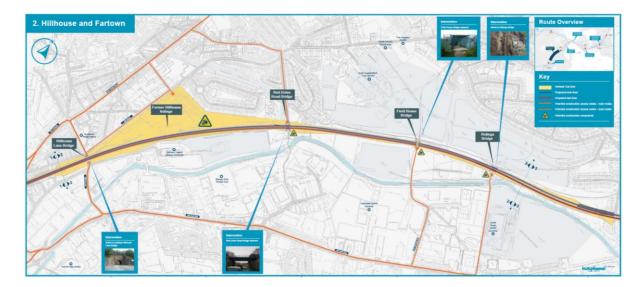
Table 7-8: Anticipated receptor impacts

7.4 Route Section 2 - Hillhouse and Fartown

7.4.1 Route Section 2 extends from the East end of Huddersfield Viaduct to the north-east of Huddersfield town centre, to just west of the existing site of Deighton Station.



Figure 7-7: Location of Route Section 2



7.4.2

Summary Works Description

Line of Route

- 7.4.3 The railway works along this section are generally contained within the existing railway boundaries with a 4-track formation being reinstated within a historic 4-track corridor. Modern railway standards require some engineering interventions to provide standard track intervals and cess provisions (the "cess" is a verge provided alongside railway used for maintenance access, cabling and equipment) including safe access for maintenance. This translates into some areas where small retaining walls are required at the toe of existing slopes, some stabilisation of existing steep slopes (e.g. by soil nailing) and some minor widening of earthworks.
- 7.4.4 The principal interventions are in conjunction with existing structures and Hillhouse Sidings as described below.

Hillhouse Sidings

- 7.4.5 The Hillhouse site is a former rail sidings and coal drops, owned by Network Rail. The site will be used as a principal construction hub for the duration of the Scheme. A temporary platform will be constructed on the site to facilitate turnback train services from Leeds, Bradford or Halifax directions during periods of closure at Huddersfield Station.
- 7.4.6 Permanent stabling sidings will be provided on the site to replace the current sidings lost at Huddersfield Station due to the platform remodelling works. The works at Hillhouse will be phased so that during the construction period parts of the sidings will be used to facilitate materials delivery on and



off the railway (for example track panels, or OLE steelwork) to reduce heavy vehicle movements on the local road network.

Red Doles Road Underbridge

- 7.4.7 Red Doles Road is an existing structure that provides vehicular and pedestrian access beneath the railway. The bridge deck on the north side of the railway corridor was recently replaced. The redundant bridge to the south of the historic 4-track corridor was removed, but its abutments and foundations were retained.
- 7.4.8 To re-provide two tracks forming the new fast lines, a new bridge deck is required to span Red Doles Road, which will make use of the disused historic abutments.

Field House Overbridge

- 7.4.9 Field House overbridge is a wrought iron bridge originally constructed in circa 1850 for the historic coal mines in this area. It now carries public right of way over the railway. It is in extremely poor condition and is currently too low to allow for OLE equipment to pass beneath it. The scheme proposes to replace the bridge with a new footbridge structure which will make use of the historic bridge abutments.
- 7.4.10 The raised level of the bridge deck requires stepped access onto the existing approach at the southern abutment. Consequently, an additional ramped access will be provided to aid persons with reduced mobility to continue to use the public right of way.



Figure 7-8: Proposed Fieldhouse Overbridge Visualisation



Ridings Underbridge

- 7.4.11 Ridings underbridge carries the railway over a public right of way footpath. The underbridge comprises two adjoining structures, an original stone arch on the south side, which was widened with a metallic 3-span structure to the north side.
- 7.4.12 Through this section the existing 2-tracks (which become the slow lines) are re-aligned to the north of the existing corridor due to the Deighton Station re-modelling in route section 3. The existing metallic bridge deck on the north side is not wide enough to carry the re-aligned tracks and therefore this section of the bridge will be demolished and replaced with a wider structure.
- 7.4.13 The new structure will be formed with a simple concrete portal which will maintain the geometry and headroom of the adjacent stone arch. This intervention will improve the amenity of the public right of way by removing the dark and hidden recessed areas under the existing metallic bridge. It will also reduce the ongoing maintenance requirements for the railway.

Summary Construction Methodology

Construction Compounds:

7.4.14 The principal welfare and staff facilities will be those established at Hillhouse, however, smaller satellite compounds will be established at each of the major work sites such as Red Doles Road and Fieldhouse Lane in order to provide welfare and security for the workforce and for materials.



- 7.4.15 It is anticipated that the bulk of materials will be delivered using the highway network, but where reasonably practical the railway will also be utilised such as the pre-cast substructure and bridge deck delivery for Fieldhouse Lane Overbridge.
- 7.4.16 The construction within this route section require less disruptive access to the railway, as the interventions are more discrete. In general, overnight rules of route possessions or extended RoR possessions are planned for delivery of the work, and where possible work will be completed with minimal disruption to the railway.
- 7.4.17 The works identified in this section facilitate the staged delivery of the rail system for the slow lines.
- 7.4.18 The planned construction sequence for the key structures is described in Appendix C.

Public Highway Impacts:

7.4.19 A summary of the anticipated highways impacts is shown in Table 7 9. Agreement of suitable advance notices and diversions will be sought with Kirklees Council in accordance with the provisions of the Order.

Table 7-9: Public highway impacts

Location	Activity	Road Impacts	Duration
Hillhouse Sidings Alder Street	Construction of new entrance to the sidings and connection to utilities	Lane closures, footpath diversions	Periodic
Hillhouse Sidings Alder Street	General construction deliveries	Increased general traffic	2023-2026
Red Doles Road	Abutment cill construction	Alternating footpath and lane restrictions	4 weeks
Red Doles Road	Deck installation	Road and footpath closure	2 x Weekend aligned to RoR possessions
Fieldhouse Lane	On-line deck re- construction	Full footpath closure for duration	28 days



Location	Activity	Road Impacts	Duration
		of the re- construction	
Ridings	On-line deck re- construction	Full footpath closure for duration of the re- construction	95 days

Environmental Receptor Impacts

7.4.20 A summary of the anticipated impacts is shown in Table 7-10, with mitigation shown below for any assessed significant environmental effects as outlined in the ES and in Section 8 of this Statement of Case. All environmental effects during construction activities are controlled by the CoCP which includes the Noise and Vibration Management Plan and effects on residential properties. Communications will be maintained with affected stakeholders.

Table 7-10: Receptor impacts

Location	Activities	Affected	Mitigation
Hillhouse Sidings	Earthwork, piling roadworks, drainage, track work, driven piling for OLE, noise barrier inc. piling	Adjacent properties but notably those bounding the North of the site e.g. Abbey Road and Hammond St.	CoCP Part B Noise barrier (installed as initial works)
Hillhouse Sidings	Operation of the sidings for the construction period inc. at night	Adjacent properties but notably those bounding the North of the site e.g. Abbey Road and Hammond St.	CoCP Part B Noise barrier installed Non-statutory noise insulation
Red Doles Road	Sheet piling, demolition works, deck construction	Neighbouring properties on Red Doles Rd and Aquamarine Drive.	CoCP Part B Cills and deck are fabricated off site
Ridings/Peels Pit	Relocation of the greenway to	General public using the greenway	

NetworkRail

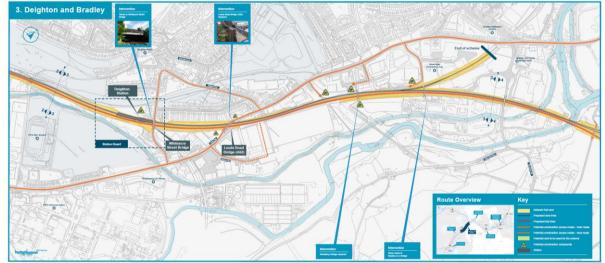
The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Statement of Case (NR28)

Location	Activities	Affected	Mitigation
	facilitate construction access		
Route Section	OLE installation including piling activities and track work much of which is delivered in rail access periods over-night.	Route wide lineside residents	CoCP Part B

7.5 Route Section 3 – Deighton to Bradley

7.5.1 Route Section 3 extends from just west of the existing Deighton Station through to Bradley Junction. This part of the railway corridor is particularly constrained with residential and commercial/industrial properties close to the railway boundary. It is also crossed by the A62 highway, which is a key arterial route connecting Huddersfield with the M62 motorway and large communities to the east including Mirfield and Dewsbury





Summary Works Description

Line of Route

7.5.2 As with route section 2, the railway works required are generally characterised by the proposed 4-track formation being reinstated within the



historic 4-track corridor. However, due to the boundary constraints some significant engineering interventions are required to limit unnecessary effects to adjacent property or land.

- 7.5.3 Railway geometric standards have also been challenged where applicable. For example, between the A62 overbridge and Bradley Junction the standard railway cross section is reduced to minimum allowable safe standards. This allows the rail infrastructure to pass through a particularly tight corridor between existing large industrial warehousing and a car dealership.
- 7.5.4 The principal interventions are in conjunction with existing bridge structures and Deighton Station as described below.

Deighton Station & Whitacre Street Overbridge

- 7.5.5 The existing Deighton station is located off Whitacre Street, which is situated just off the main A62 highway corridor and about 3.2km from Huddersfield town centre. Currently there are two 90m long platforms with ramped access only from Whitacre Street and minimal station facilities. The re-provision of a 4-track railway within this constrained corridor displaces the existing platforms and access ramps requiring a complete reconstruction of the station.
- 7.5.6 The proposed Scheme will deliver a new station in the same location with additional facilities including ticketing and improved security arrangements. Two 150m long side platforms will serve stopping services on the slow lines with no platforms on the through fast lines. Step-free access will be provided via a new station forecourt directly off Whitacre Street. The forecourt will include three blue badge parking bays and a passenger drop-off point with both platforms accessed from the forecourt level via a footbridge with stairs and lifts.



Figure 7-10: Visualisation of Deighton Station & Whitacre Street Overbridge



- 7.5.7 The existing Whitacre Street Overbridge has been assessed as understrength and carries a sub-standard highway arrangement. The span between the existing abutment walls is not wide enough for the proposed 4track railway and re-constructed station platforms below. The bridge deck is also too low for OLE equipment to pass beneath. Therefore, the Scheme proposes to reconstruct the bridge, with a new northern abutment approximately 10m behind the existing abutment to allow for the widened railway formation required at the station site.
- 7.5.8 Significant retaining walls are required through the Deighton station cut. Two new walls either side of the new north bridge abutment have been designed to minimise effects on adjacent residential properties. A further new wall on the south side of the cut is aligned with the retained existing southern bridge abutment to form the raised station forecourt area.
- 7.5.9 The widened railway formation also requires re-grading of a large grassed slope to the west of Deighton Station. This is achieved with a minor re-alignment of the public right of way at the top of the earthwork slope.

A62 Leeds Road Overbridge

7.5.10 The existing bridge carries the carriageway, associated footways, cycleway and multiple utilities over the railway. The current structure is too low to allow OLE equipment to pass underneath and the bridge span is not wide enough for the re-aligned 4-track railway at the proposed line speeds.



Therefore, the Scheme proposes to construct a new bridge slightly to the west of the existing bridge.

7.5.11 The bridge will be replaced in two phases with a temporary highway alignment in operation following the first phase. This is to minimise the impact to the A62 which is a very heavily congested highway route. It also allows the many utilities to be moved and reconnected in single diversions avoiding multiple reconnections.



Figure 7-11: Visualisation of A62 Leeds Road Overbridge

Wheatley's Overbridge

- 7.5.12 Wheatley's Overbridge is a Grade II Listed stone arch structure originally built in the 1840s and sympathetically widened in later 19th century. The bridge now carries National Cycle Route 66 over the railway just to the west of Bradley Junction. The existing arch spans are not wide or high enough to accommodate the realigned 4-track railway and OLE equipment. The Scheme proposes to demolish and construct a new single span bridge immediately adjacent to the existing structure.
- 7.5.13 The existing bridge carries several significant water mains, which will be diverted and supported below the new bridge deck. The off-line construction allows these utilities to be diverted with the minimum of disruption to supply.



Bradley Junction & Bradley No.2 Bridge

- 7.5.14 As part of the railway works Bradley Junction will be re-configured to allow for higher line speed through the junction and realigned slightly to the north to facilitate the new fast track geometry to the south.
- 7.5.15 Bradley No.2 is a 2-span overbridge which carries a private highway to an industrial estate to the south of the railway corridor. The scheme proposes to raise the parapets so that OLE equipment can safety pass underneath.

Summary Construction Methodology

Construction Compounds and Public Highway Impacts:

7.5.16 There are main compounds established at Huddersfield and at Hillhouse Sidings, these will be used to support the construction teams in Route Section 3. In addition, smaller satellite compounds will be established at the key interventions and a medium sized compound will be established for the A62.

Disruptive Railway Access:

7.5.17 The construction described in Route Section 2 and subsequent construction of the permanent slow lines facilitates a broadly offline re-construction of Deighton Station. A combination of Rules of Route and disruptive access are then used for the construction of the key structures. The planned construction sequence for the key structures is described in Appendix C.

Public Highway Impacts:

7.5.18 A summary of the anticipated highways impacts is shown in Table 7-11. Agreement of suitable advance notices and diversions will be sought with Kirklees Council in accordance with the provisions of the Order.

Table 7-11: Public Highway impacts

Location	Activity	Road Impacts	Duration
Whitacre Street	Construction of new on-line deck replacement	Footpath diversion onto temporary pedestrian bridge, lane restrictions to facilitate utilities diversions, and road closure.	124 day for main deck works



Location	Activity	Road Impacts	Duration
Whitacre St	Construction access	Lane restrictions for construction of new access. Increased general traffic.	2023-2026
A62 – Leeds Road	2-Phase on-line bridge and abutment re- construction.	Road closures for deck demolition, and new deck steelwork installation. Temporary Phase 1 road alignment.	2 x 2 days inc. nights 9 months
		Lane restrictions for utilities diversion and road tie-ins and surfacing.	30 days
Wheatleys Bridge	Cycleway diversion onto replacement structure	Cycleway/footpath closure for utilities connections and final surfacing	10 days
Bradleys No 2 Bridge	On-line parapet height increase	Over-night road closures aligned to RoR possessions	28 days

Environmental Receptor Impacts:

7.5.19 A summary of the anticipated impacts is shown in Table 7-12. Where any significant effects are identified in the ES, this is referred to as mitigation in the table below. All environmental effects during construction are controlled by the CoCP which includes the Noise and Vibration Management Plan and effects on residential properties. Communications will be maintained with affected stakeholders.

Table 7-12: Receptor Impacts

Location	Activities	Affected	Mitigation
Whitacre Street	Earthwork, bored piling, soil nailed	Adjacent properties but notably those	CoCP Part B Temporary



Location	Activities	Affected	Mitigation
	cutting, roadworks, deck construction.	bounding the North of the site e.g. Abbey Road and Hammond St.	footbridge installed to maintain pedestrian access.
Deighton Station	Demolition and re- construction of Deighton station	Adjacent properties. Users of the station.	CoCP Part B Off-site fabrication used where possible.
A62 – Leeds Road	Sheet piling, demolition works, deck construction	Neighbouring properties on Leeds Road.	CoCP Part B Cills and deck are fabricated off site. Phased construction minimises the periods when Leeds Rd is closed.
Wheatleys Bridge	Off-line construction of replacement bridge, and demolition of the redundant structure	General public using the cycleway/footpath.	CoCP Part B Off-line construction minimises the duration of cycleway closure.
Route Section	OLE installation inc. piling activities and track work much of which is delivered in rail access periods over-night.	Route wide neighbours	CoCP Part B

7.6 Route Section 4 - Colne Bridge and Battyeford

7.6.1 Route Section 4 lies on the urban fringe between Huddersfield and Mirfield. It extends from just east of Bradley Junction to Woodend Road Overbridge to the west of Mirfield. This route section includes the Colne Valley crossing where the railway passes over the historic Huddersfield Broad Canal and



River Colne. The railway then transitions into the wider Calder River Valley on the approach to Mirfield and joins with the Calder Valley main line at Heaton Lodge Junction.

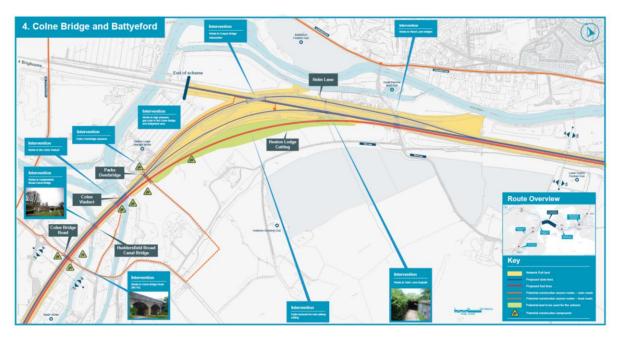


Figure 7-12: Location of Route Section 4

Summary Works Description

Line of Route

- 7.6.2 From Bradley Junction to the Colne River valley crossing, the railway works are constrained within the historic 4-track footprint. Immediately beyond the Colne Viaduct Underbridge, the proposed fast lines start to diverge from the existing railway corridor to form a new high-speed alignment bypassing the existing Heaton Lodge curve and junction layout.
- 7.6.3 From Bradley Junction to Heaton Lodge the existing redundant 2-track formation to the south is partly occupied by a Yorkshire Water sludge main, which is pumped towards the Coopers Bridge treatment works. The redundant track formation also forms the principal maintenance access along this section of railway. The Scheme proposes to re-position the sludge main and re-provide maintenance access as part of the works.
- 7.6.4 The existing Heaton Lodge curve and junction layout remains largely unaffected by the scheme, with all the principal works for the new fast line alignment being carried out off-line to the South. On the existing railway works are generally limited to those required for OLE and any renewals of life expired track assets.



7.6.5 Beyond Heaton Lodge Junction the railway works are quite straightforward with a single line being re-instated within the existing corridor, which currently has three tracks positioned with a historic 4-track formation.

B6118 Colne Bridge Road Overbridge

- 7.6.6 Colne Bridge Road Overbridge is a Grade II Listed 4-span gritstone arch structure carrying the B1168 highway, which is a critical route within the local highway network. The existing road alignment is very substandard with narrow lanes and steep approach gradients over the bridge limiting forward visibility.
- 7.6.7 The existing arches are not wide or high enough to accommodate the 4track railway and OLE equipment, therefore the Scheme proposes to demolish the structure. A new single span bridge will be constructed with an alignment directly adjacent and to the east of the existing structure. This offline solution limits the length of road closure required and therefore minimises the impact to surrounding businesses and communities during the construction period.
- 7.6.8 Parts of the existing approach structures will be retained as an historic feature with remaining side span arches infilled and masonry faced. It has been recognised that the proposals result in substantial harm to the Grade II Listed structure. The design of the works seeks to offset this harm to significance through a high-quality design response which retains legibility of the historic structure, while also greatly improving the highway operation and safety.



Figure 7-13: Visualisation of the proposed Colne Bridge Road



Huddersfield Broad Canal Underbridges

- 7.6.9 The existing twin tracks to the north become the proposed slow lines and remain largely unaltered; therefore, no works are required to the existing northern bridge span over the canal.
- 7.6.10 The proposed fast lines will be constructed to the south side and will use the existing redundant bridge span across the canal. The existing bridge deck is life expired and will therefore be replaced utilising the historic bridge abutments.
- 7.6.11 A separate pipe bridge will be provided to carry the Yorkshire Water sludge pipe, and this will also provide a safe walking route for maintenance personnel along the south side of the railway corridor.

Colne Viaduct Underbridge

- 7.6.12 Like the canal bridge, the existing lines remain largely unaltered and no works are proposed to the northern masonry spans. The new fast lines constructed to the south side use the existing redundant metallic span to cross the River Colne. The existing metallic girders are understrength for the proposed line speeds; however, it is proposed to re-use these girders by localised strengthening and addition of a reinforced concrete deck slab.
- 7.6.13 The Yorkshire Water sludge pipe will be supported off a cantilever structure connected to the strengthened bridge span and approach masonry arches. This will also be used as a walkway to provide a continuous safe route for



railway maintenance personnel from Bradley Junction through to Heaton Lodge.

Parks Overbridge

- 7.6.14 This existing structure form a private highway access to a Yorkshire Water site and carries the sludge pipe from Bradley across the railway into the treatment works. The proposed fast line track alignment for the Heaton Lodge curve clashes with the existing bridge supports there is also insufficient clearance for OLE equipment. The Scheme therefore proposes to demolish and replace this structure.
- 7.6.15 A new steel beam and concrete 2-span structure is proposed to be constructed immediately adjacent and to the east side of the existing bridge. This off-line construction allows for continuous access into the treatment works for YW personnel and simplifies the works. The existing access road will be modified at the north and south approaches to tie into the new bridge alignment.

Cooper Bridge Intersection

7.6.16 This is the existing grade separation structure at Heaton Lodge junction where the down mainline from Huddersfield passes beneath the Calder Valley lines. The existing structure has sub-standard clearances for provision of OLE and the railway formation is also prone to flooding, which negates the possibility of lowering the track below. The Scheme therefore proposes to re-build the structure to provide compliant electrical clearances for OLE.

Heaton Lodge Footbridge & Helm Lane Underpass

- 7.6.17 An existing public right of way crosses the railway to the west of Battyeford, connecting the tow path of the Calder & Hebble Canal Battye Cut to Helm Lane. This path currently crosses over the down main line via the Heaton Lodge Footbridge and under the Calder Valley lines via the Helm Lane Underpass.
- 7.6.18 The existing footbridge is life expired and assessed as understrength. It does not provide adequate vertical clearance to accommodate OLE or provide safe parapets to protect bridge users from the electrical equipment. The Scheme therefore proposes to replace the footbridge with an equivalent modern structure that provides clearances and adequately protects the public.



Figure 7-14: Proposed Footbridge Visualisation



- 7.6.19 The existing underpass is very substandard being both low and narrow. In addition, the new fast line alignments cut-off the existing path to the south side requiring a further crossing to retain the public right of way. It is therefore proposed to divert the footpath slightly to the east by approximately 90m to position the railway crossing in a convenient location that allows a new underpass structure to be easily constructed beneath all lines. The new Helm Lane underpass will be of box concrete construction providing full height and width to modern standards.
- 7.6.20 A new railway maintenance access point is proposed to extend from Wood Lane to the new Helm Lane Underpass. This will use part of the underpass structure to access the parcel of land and railway equipment constrained between the new fast and existing lines. Security gates and fencing will be provided to prevent un-authorised access onto the railway by footpath users.

Summary Construction Methodology

Construction Compounds

7.6.21 There will be a main compound established at Ravensthorpe to support construction works within Route Sections 4 to 6. In addition, the compound at Hillhouse Sidings will be used to provide the principal rail systems support. Satellite compounds with then be used to support the construction activities at the key interventions with a medium sized compound



established at Heaton Lodge to support the main earthworks operation and the adjacent structures. Access to the compound will be off the B6118 and using land acquired for construction as defined in the Draft Order (**NR02**).

Disruptive Railway Access:

7.6.22 A combination of Rules of Route and disruptive access will be used for the construction of the key structures. Where reasonably practicable works will be completed working off-line with possessions utilised for key activities e.g. lifting operations over the railway or canal. The planned construction sequence for the key structures is described in Appendix C.

Public Highway Impacts:

7.6.23 A summary of the anticipated highways impacts is shown in Table 7-13. Agreement of suitable advance notices and diversions will be sought with Kirklees Council in accordance with the provisions of the Order.

Table 7-13: Route Section 4 – Public highway impacts

Location	Activity	Road Impacts	Duration
B6118	Construction access to Calder & Hebble Canal Bridge and River Calder Br plus to the cutting at Heaton Lodge and Coopers Bridge. Shared access e.g. land plot 31825	Lane restrictions to improve the access off the B6118 and into the construction compounds. General increase in traffic flow because of the construction activities.	28 days 2023-2026
B6118 – Colne Bridge Road	Off-line deck reconstruction	Lane restrictions for construction of new access, utilities diversions and roadworks inc. shared access with Mamas and Papas. Road closure for construction of tie- ins.	121 days 63 days plus 2 days for demolition



Location	Activity	Road Impacts	Duration
		Increased general traffic.	
Parks Overbridge	Off-line bridge and abutment re- construction.	Shared use of private Yorkshire Water road for construction activities and service diversions associated with the sludge main. Lane restrictions for road tie-ins and surfacing.	
Heaton Lodge Footbridge	Replacement of existing footbridge	Footpath closure to facilitate demolition and reconstruction works.	

Environmental Receptor Impacts:

7.6.24 A summary of the anticipated impacts is shown in Table 7-14. Where any significant effects are identified in the ES, this is referred to as mitigation in the table below. All environmental effects during construction activities are controlled by the CoCP which includes the Noise and Vibration Management Plan and effects on residential properties. Communications will be maintained with affected stakeholders.

Table 7-14: Route Section 4 – Receptor impacts

Location	Activities	Affected	Mitigation
Calder & Hebble Canal Bridge and River Calder Bridge plus to the cutting at Heaton Lodge and Coopers Bridge	Earthwork, soil nailed cutting, deck construction, deck refurbishment.	Cyril Balmforth et al.	Design adjustment results in reduced temporary access requirements and reduced



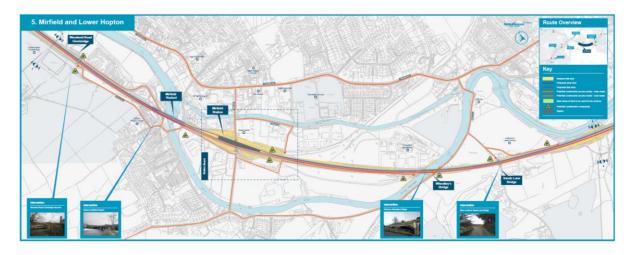
Location	Activities	Affected	Mitigation
			permanent land acquisition.
Calder & Hebble Canal Bridge and River Calder	Deck construction, deck refurbishment.	Canal and Rivers Trust and canal users	Off-site fabrication used where possible.
Bridge			Working strategy to minimise the duration of lifts over the canal and hence canal restriction.
B6118	Replacement bridge construction and demolition of redundant bridge.	Mamas and Papas (M&P)	Abutment and deck are fabricated off site.
	Remodelling of M&P car park. Shared access.		
Route Section	OLE installation inc.	Route wide	CoCP Part B
	piling activities and track work much of which is delivered in rail access periods over-night.	neighbours	Use the blockade strategy to co- deliver OLE in normal working hours as far as is reasonably practicable.

7.7 Route Section 5 – Mirfield and Lower Hopton

7.7.1 Route Section 5 extends from the west of Woodend Road Overbridge to just east of Sands Lane Overbridge at Ladywood Lakes. This route section is characterised by Mirfield Station and its approaches, with existing Grade II Listed viaduct structures to the east and west carrying the railway over the River Calder.



Figure 7-15: Location of Route Section 5



Summary Works Description

Line of Route

- 7.7.2 The railway works through this corridor are generally quite straightforward with a fourth line being added to the current 3-track layout. The existing track formation is generally wide enough to accept a modern 4-track railway with safe maintenance routes and OLE equipment.
- 7.7.3 The main intervention is to reconfigure the railway around Mirfield Station. The proposed Scheme aims to minimise disturbance to the station during construction by adopting a phased approach. This will involve slewing the current mainlines to the south of the existing island platform allowing for the station reconstruction to be undertaken efficiently within a safe site segregated from the railway.

Mirfield Viaduct

- 7.7.4 Mirfield Viaduct spans the River Calder approximately 300m to the west of Mirfield station. The original masonry arched viaduct was historically widened on the south side with the addition of an adjacent metallic structure. The original masonry structure is Grade II Listed but the newer metallic structure is not included in the listing. The fourth line is to be re-instated over the non-listed southern metallic spans.
- 7.7.5 The Scheme also proposes to add OLE equipment. OLE portals will be mounted on the viaduct which will impact both structures. Careful design has been undertaken to integrate the OLE portal foundations within the existing parapet walls of the listed masonry structure and to co-ordinate with



pier locations to minimise impacts on the significance of the historic structure.

7.7.6 To accommodate the higher lines speeds on the fast lines, some minor strengthening works are required to the metallic spans. This is likely to include repairs to girders and bearings carried out beneath the bridge with associated re-painting where necessary.

Figure 7-16: Visualisation of Mirfield Viaduct with proposed OLE



Mirfield Station and Station Road Underbridge

- 7.7.7 The existing Mirfield station is located a short distance south of Mirfield town centre and the A644, between the River Calder and the Calder & Hebble Canal. The station is currently formed of an historic island platform and a side platform of modern construction located on the up-loop line which is adjacent to the car park.
- 7.7.8 The Scheme proposes to reconfigure the station to serve the slow lines from an extended island platform with no platforms on the through fast lines. The current loop-line platform will be removed to make way for the new fast lines. Additional facilities will be provided at the station including two new sheltered seating areas for waiting, improved train information and improved security arrangements.
- 7.7.9 The existing car park will be reconfigured to provide a drop off area, in addition to the existing three blue badge parking bays and parking bays. The platform will be accessible from the drop off area and car park via a



footbridge with steps and a lift. The main station entrance will be moved to the eastern side of Station Road with steps and a lift providing access to the island platform.



Figure 7-17: Visualisation of the proposed Mirfield Station

Wheatley's River Calder Viaduct

- 7.7.10 Wheatley's Viaduct spans the River Calder approximately 1km to the east of Mirfield station. The original masonry arched viaduct was historically widened on the south side with the addition of further masonry spans. The entire structure is Grade II Listed. The fourth line is to be re-instated over the southern spans.
- 7.7.11 The Scheme also proposes to add OLE equipment. OLE portals will be mounted on the viaduct which will impact the Listed structure. Careful design has been undertaken to integrate the OLE portal foundations in line with the existing parapet walls of the Listed masonry structure the viaduct is too narrow to enable the portal foundations to be located entirely inbound of the parapets. Localised reconstruction of the parapets will be undertaken around the OLE portals, retaining their existing character and appearance. The position of the OLE has also been defined to co-ordinate with pier locations. This has reduced the harm to significance of the proposals on the Listed structure.
- 7.7.12 Some minor strengthening and refurbishment works are required to the masonry arches. This is likely to include localised stitching and grouting of



the arch barrels carried out beneath the bridge. A safety handrail will also be installed along the northern parapet of the structure.

Summary Construction Methodology

Construction Compounds:

7.7.13 There will be a main compound established at Ravensthorpe to support construction works within Route Sections 4 to 6. In addition, the compound at Hillhouse Sidings will be used to provide the principal rail systems support. Satellite compounds with then be used to support the construction activities at the key interventions with a medium sized compound established at Mirfield to support the station remodelling and refurbishment of Mirfield Viaduct.

Disruptive Railway Access:

7.7.14 A combination of Rules of Route and disruptive access will be used for the construction of the key structures. Where practicable works will be completed working off-line with possessions utilised for key activities e.g. lifting operations over the railway. The planned construction sequence for the key structures is described in Appendix C.

Public Highway Impacts:

7.7.15 A summary of the anticipated highways impacts is shown in Table 7-15. Agreement of suitable advance notices and diversions will be sought with Kirklees Council in accordance with the provisions of the Order.

Table 7-15: Route Section 5 - Public highway impacts

Location	Activity	Road Impacts	Duration
Mirfield Viaduct	Viaduct strengthening works and OLE support work.	Lane restrictions for construction access. Temporary closure of Newgate Rd	45 days
Lowlands Road/ Hurst Lane	Road works to facilitate improved construction access.	Lane restrictions on Lowlands Road/ Hurst Lane for highway re- modelling.	25 days plus 25 days



Location	Activity	Road Impacts	Duration
Mirfield Station	2-Phase remodelling of station.	Road closures (Station Road) for deck demolition, and new deck steelwork installation.	2, 3 and 1 days inc. nights 98 days in total
		Lane restrictions for abutment demolition, road works, deck constructions, remediation of existing entrance.	
Wheatley's River Calder Viaduct	Cycleway diversion onto replacement structure	Cycleway/footpath closure for utilities connections and final surfacing	10 days

Environmental Receptor Impacts:

7.7.16 A summary of the anticipated impacts is shown in Table 7-16. Where any significant effects are identified in the ES, this is referred to as mitigation in the table below. All environmental effects during construction activities are controlled by the CoCP which includes the Noise and Vibration Management Plan and effects on residential properties. Communications will be maintained with affected stakeholders.

Table 7-16: Route Section 5 - Receptor Impacts

Location	Activities	Affected	Mitigation
Mirfield Viaduct	Viaduct strengthening works and OLE support work.	Adjacent properties.	CoCP Part B Off-site fabrication used where possible.
Mirfield Station	2-Phase remodelling of station.	Neighbouring properties around the station and access roads. Station users	CoCP Part B Cills and deck are fabricated off site.

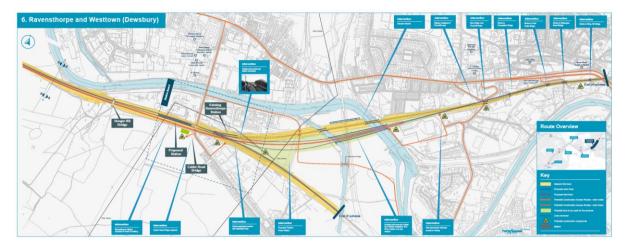


Location	Activities	Affected	Mitigation
			Phased construction minimises the periods when the station is fully closed.
Route Section	OLE installation inc. piling activities and track work much of which is delivered in rail access periods over-night.	Route wide neighbours	CoCP Part B

7.8 Route Section 6 - Ravensthorpe and Westtown

7.8.1 Route Section 6 runs approximately from Ladywood Lakes to the east of Mirfield to Webster Hill, Westtown. This Route section covers Ravensthorpe station, the proposed grade separated junction and the Calder & Hebble Canal and River Calder crossings.

Figure 7-18: Location of Route Section 6



Summary Works Description

Line of Route

7.8.2 The railway works in this area are significant with major sections of track constructed to new alignments to form the grade separation and remodelled Thornhill LNW Junction. The major driver behind the alignment designs was to be able to construct off-line whilst maintaining normal railway operations for as long as possible. This has been significantly



enabled by using the brownfield land between the Leeds and Wakefield lines known as the "Ravensthorpe Triangle".

- 7.8.3 The grade separation requires major earthworks to form new cuttings and embankments. The most significant of these are the widening of the existing cutting to the east of Thornhill junction where the new fast lines diverge away from the current track formation and start climbing towards the grade separation structure. Within the Ravensthorpe Triangle new embankments are formed around the grade separation to carry the elevated fast lines onto the new viaduct across the River Calder floodplain. Further embankments are required to tie-in the slow lines chords emerging from the re-modelled junction into the fast line alignments, eventually forming a new junction to the east of the new viaduct where the NTPR reverts to a 2-track railway.
- 7.8.4 Further off-line construction is required in the Thornhill Road area of Westtown where the existing railway alignment is being straightened by the formation of new embankments, walls, and bridge. Several existing sections of railway alignment will become redundant following the works including the section over the River Calder and Calder & Hebble Canal. Redundant sections of line will have all rail equipment removed and made safe.

Ravensthorpe Station

- 7.8.5 The existing Ravensthorpe Station is currently located to the south of Ravensthorpe to the east of Calder Road. There are two platforms, platform one is accessed via a non-compliant ramped access and platform two via a stepped footbridge.
- 7.8.6 The Scheme proposes to relocate the station approximately 200m to the west of the existing station. One island platform will be provided to serve the stopping services on the slow line with no platforms on the through fast lines. Additional facilities will be provided at the station including two new sheltered seating areas for waiting, improved train information and improved security arrangements.



Figure 7-19: Proposed Ravensthorpe Station Visualisation



- 7.8.7 The station will be accessed from the south via a new forecourt from a roundabout on the realigned Calder Road. The new forecourt will contain three blue badge accessible parking spaces, a maintenance parking bay and a turning head. The island platform will be accessed via a footbridge with stairs and a lift down to platform level.
- 7.8.8 An existing bridleway will need to be diverted and this will be re-provided along the crest of the widened cutting slope.

Ravensthorpe Grade Separated Junction

- 7.8.9 The works to form the grade separation at Thornhill LNW Junction (where the fast lines pass over the diverging Wakefield lines) are in general carried out off-line with the existing railway remaining operational for most of the construction period. Only one blockade (closure) period is required to reconfigure the junction track layout once the principle structures and earthwork embankments are completed.
- 7.8.10 The grade separation flyover structure is formed from a reinforced concrete box with access openings in its side elevations to allow for maintenance access to the railway infrastructure within. The box is constructed within the narrow strip of land between the existing Ravensthorpe station and the Wakefield lines. It is intended to keep Ravensthorpe station open for as long as possible during the construction period, made possible by careful use of



existing non-operational railway land and the adjacent Ravensthorpe Triangle brownfield site.



Figure 7-20: Proposed Grade Separated Junction at Ravensthorpe Visualisation

Calder Road and Calder Road River Overbridges

- 7.8.11 The existing Calder Road highway crosses the River Calder and the railway to the west of Ravensthorpe Station on two overbridge structures. The two bridges and highway provide a well-used vehicular and pedestrian route between Ravensthorpe to the north and Thornhill to the southeast. The proposed elevated fast lines clash with the existing railway overbridge and its southern abutment and the bridge is also two low to allow electrification equipment to pass beneath.
- 7.8.12 To minimise disruptive highway closures and to facilitate utility diversions it is proposed to construct a new railway overbridge adjacent to the west side of the existing bridge. This will require modifications to the highway alignment including a slight steeping of the northern approach gradient to achieve clearances to the electrified railway. It is proposed to construct a footpath and cycleway to a shallower alignment gradient to suit non-motorised users and people with reduced mobility. As part of the highway vertical re-alignment the road levels on the River Calder bridge will be raised up slightly together with modifications to the existing vehicle parapets.



7.8.13 The proposed highway realignment includes a roundabout to the south of the railway. The station will be accessed via the roundabout with a spur leading to the new forecourt and footbridge/lifts to platform level.

Baker Viaduct

- 7.8.14 The new Baker Viaduct carries the new fast and slow line alignments towards Leeds where they merge at Baker Junction just to the east of the viaduct. The viaduct is required to allow the railway to cross the Calder & Hebble Canal, the River Calder, and its surrounding flood plain. Like the rest of the grade separation, this section of railway has been carefully planned so it can be built entirely off-line, thereby minimising disruption to the operational railway during construction.
- 7.8.15 The existing railway alignment to the north will be taken out of use including the existing Grade II listed cast iron Calder & Hebble Underbridge and River Calder Viaduct. These two important heritage structures will be retained, and future uses will be subject to further stakeholder discussion.

Lees Hall Farm Underbridge

7.8.16 To facilitate the remodelled Thornhill Junction and grade separation flyover the existing Wakefield lines will be realigned to the north of their current location. The existing embankment is to be widened to accommodate this new track alignment which also bypasses the existing Lees Hall Farm underbridge. As the bridge it is no longer used as a through-route, the proposal is to infill this structure to reduce future maintenance liabilities.

Thornhill Lees Re-alignment

- 7.8.17 The scheme proposes to straighten the curve in the railway at Thornhill Lees, requiring work to both Thornhill Road Underbridge and Occupation Underbridge. A new bridge span will be built adjacent to and north of the existing Thornhill Road/Fall Lane underbridge. To enable highway clearances beneath the new bridge the Scheme proposes to realign the junction of Thornhill Road and Fall Lane.
- 7.8.18 The new railway alignment has again been carefully planned to maximise off-line construction to minimise disruption to the operational railway. There will however be some disruption to highway users during the re-alignment of the highway and associated utility diversions. This work will be carefully planned and phased with the nearby Calder Road highway works to maintain reasonable diversion routes while the work is being undertaken.



7.8.19 Occupation Underbridge is bypassed by the new alignment and will be infilled. This bridge provides highway access to a private property to the south of the railway and an alternative access will be provided by the Scheme.



Figure 7-21: Proposed re-alignment at Thornhill Lees Visualisation

Toad Holes Underbridge and Ming Hill Underbridge

7.8.20 Toad Holes Underbridge and Ming Hill Underbridge are Grade II Listed structures which sit adjacent to Watergate Road and the A644 respectively. Both are currently partially infilled. The Scheme proposes to fully infill the remaining structures to reduce future maintenance liabilities. Heritage features of both these bridges will be retained to preserve the historic fabric of the original railway engineering.

Summary Construction Methodology

Construction Compounds:

7.8.21 There will be a main compound established at Ravensthorpe with rail systems support coming from the main compound at Hillhouse Sidings. In addition, smaller satellite compounds will be established at the key interventions such as the north side of the River Calder for the Weaving Lane retaining wall and Baker Viaduct north abutment, and at Thornhill.



Disruptive Railway Access:

7.8.22 Much of the heavy civil engineering is constructed off-line, key rail interfaces being the grade separated junction and at the tie-in east of Thornhill. The planned construction sequence for the key structures is described in Appendix C.

Public Highway Impacts:

7.8.23 A summary of the anticipated highways impacts is shown in Table 7-17. Agreement of suitable advance notices and diversions will be sought with Kirklees Council in accordance with the provisions of the Order.

Table 7-17: Route Section 6 - Public highway impactsLocationActivityRoad Impacts

Location	Activity	Road Impacts	Duration
Ravensthorpe Station	Off-line construction of new station.	Lane restrictions associated with construction of new access roundabout. Increased general traffic.	2023-2024
Calder Road	Off-line bridge and abutment re- construction.	Road and lane closures for deck demolition, and new deck steelwork installation. Lane restrictions for utilities diversion and road tie-ins and surfacing.	2023-Oct 2024
Baker Junction – Intersection Structure	Off-line construction of grade separation structure	General additional traffic generated by construction activity using Forge Lane.	2023-2026
Ravensthorpe Embankment	Off-line embankment construction and	General additional traffic generated by construction	2023-2026



Location	Activity	Road Impacts	Duration
	Static Frequency Converter	activity using Forge Lane.	
Ravensthorpe Viaduct	Off-line viaduct	General additional traffic generated by construction activity using Forge Lane.	2023-2026
Retained embankment north of Ravensthorpe Viaduct	Off-line retained embankment construction.	General additional traffic generated by construction activity using Thornhill Rd/Weaving Lane.	2023-2026
Thornhill Road	On-line construction of new abutments and deck. Extensive service diversion works.	Lane restrictions for utilities diversions piling and abutment construction. Road closures for deck install and tie-ins.	Jul 2023-Dec 2024
Toad Holes and Ming Hill	Infilling of existing structure.	General additional traffic generated by construction activity using the A644 and Watergate Road.	Jun 2023-Oct 2023

Environmental Receptor Impacts

7.8.24 A summary of the anticipated impacts is shown in Table 7-18. Where any significant effects are identified in the ES, this is referred to as mitigation in the table below. All environmental effects during construction activities are controlled by the CoCP which includes the Noise and Vibration Management Plan and effects on residential properties. Communications will be maintained with affected stakeholders.

Table 7-18: Route Section 6 - Receptor impacts

Location	Activities	Affected	Mitigations
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Ravensthorpe Station	Off-line construction of new station.	Veolia, Residents on Ravensthorpe Road. Station users.	CoCP Part B Off-line construction maintains use of existing station until the new station is functional.
Calder Road	Off-line bridge and abutment re- construction.	Veolia, Residents on Ravensthorpe Road, Newlay, Residents on Calder Road	CoCP Part B Off-line construction provided the minimum overall distuption.
Baker Junction – Intersection Structure	Off-line construction of grade separation structure	Veolia, Residents on Ravensthorpe Road – construction impacts noise etc.	CoCP Part B
Ravensthorpe Embankment	Off-line embankment construction and Static Frequency Converter	Veolia, Residents on Ravensthorpe Road – construction impacts noise etc.	CoCP Part B
Ravensthorpe Viaduct	Off-line viaduct	CRT	Work in and over the canal and river will require suitable notifications.
Retained embankment north of Ravensthorpe Viaduct	Off-line retained embankment construction.	Suez – shared access.	Wall solution produced the narrowest construction for the temporary construction case.
Thornhill Road	On-line construction of new abutments and deck.	Residents on Fearnley Street	CoCP Part B



	Extensive service diversion works.		Deck constructed off site.
Toad Holes and Ming Hill	Infilling of existing structure.	Adjacent properties because of shared access, and construction activities.	CoCP Part B
Route Section	OLE installation inc. piling activities and track work much of which is delivered in rail access periods over-night.	Route wide neighbours	CoCP Part B



8. HISTORIC ENVIRONMENT

8.1 Introduction

- 8.1.1 This section of the Statement of Case (SoC) presents the key aspects of the Scheme in relation to the effects on the historic environment. It outlines recommended mitigation measures to address identified significant effects and then highlights any significant residual effects.
- 8.1.2 The Scheme has been subject to an Environmental Impact Assessment (EIA), which is reported in the ES (**NR16**). This has considered both designated and non-designated heritage assets, derived from the Historic England National Heritage List for England (NHLE), West Yorkshire Historic Environment Record (HER) and other historic environment data sources. A heritage asset is defined as a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage (historic, architectural, archaeological or artistic) interest.
- 8.1.3 The historic environment, in relation to the Scheme, contains heritage assets ranging from the Grade I Listed Huddersfield Station to Grade II Listed bridges and viaducts. It is acknowledged that the Scheme will result in impacts on the historic environment and specific designated structures. Where physical impacts on Listed Buildings will occur, Listed Building Consent applications have been made.
- 8.1.4 The Scheme will result in the loss of, or substantial harm to, the significance of two Grade II Listed bridges and less than substantial harm to the significance of a number of other designated heritage assets, including the Grade I Listed Huddersfield Station. The Scheme design has embedded mitigation into the Scheme proposals including seeking to enhance understanding and better reveal the significance of heritage assets where practicable. The proposals carry considerable public benefits, and these would outweigh the harm caused to the significance of designated heritage assets as a result of the Scheme.

8.2 Historic Environment Assessment

8.2.1 A provisional study area of 500m around the existing extent of the Scheme boundary was identified in the Environmental Scoping Report. A revised study area of 250m has been established as being appropriate for identifying relevant designated and non-designated historic environment assets that potentially could be affected by the Scheme.



- 8.2.2 As well as the 250m study area, the Zone of Theoretical Visibility (ZTV) has been used to identify designated historic environment assets which have theoretical visibility of the Scheme, located within 2km of the Scheme boundary. The ZTV map illustrates the Scheme's visibility viewed from a height of 1.8m above ground level to be representative of approximate adult eye height. Where potential for harm to the significance of such assets as a result of changes to their setting during either construction or operation of the Scheme has been identified, these designated assets have been included in the baseline.
- 8.2.3 Designated heritage assets found within the vicinity of the Scheme include Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas. Non-designated heritage assets are those not afforded statutory protection, but which are recorded on the West Yorkshire Historic Environment Record (HER), or which have been identified during the baseline assessment (e.g. from historic maps).
- 8.2.4 Those heritage assets identified within the baseline for the assessment are characterised as either 'online' or 'offline'. Online assets comprise those that are located on the alignment of the NTPR, within the Scheme boundary. Offline assets comprise those that are located outside of the operational railway.
- 8.2.5 There are 20 online designated heritage assets located between Huddersfield and Westtown (Dewsbury). These include the Grade I Listed Huddersfield Station and Grade II listed bridges and tunnel portals.
- 8.2.6 There are 63 online non-designated heritage assets identified including underbridges, overbridges, pipe bridges, tunnel portals and culverts.
- 8.2.7 There are 296 offline designated heritage assets identified within the historic environment baseline between Huddersfield and Westtown (Dewsbury). Of these, 7 assets, which lie outside the 250m study area, have been identified for inclusion in the historic environment baseline using the methodology discussed above in paragraph 8.2.2.
- 8.2.8 There are 361 offline non-designated heritage assets located within the 250m study area identified within the historic environment baseline. Of these, 96 are assets recorded on the West Yorkshire HER, with the additional 265 assets identified from historic mapping.
- 8.2.9 There are 11 broad historic landscape character types which have been identified. These are described and their value defined in Chapter 6 in Volume 2i of the ES.



8.2.10 Section 16 of the National Planning Policy Framework (NPPF) 'Conserving and Enhancing the Historic Environment' requires that any harm or loss to the significance of designated heritage assets should require clear and convincing justification (paragraph 194). Where a proposed development will lead to substantial harm or total loss of significance of designated heritage assets it should be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss (paragraph 195).

8.3 Heritage Context

- 8.3.1 The NTPR between Huddersfield and Westtown was constructed and opened between 1836 and 1849. The route today comprises sections of rail line developed by different railway companies, characteristic of the wider NTPR between York, Selby and Manchester. The complex chain of companies and projects is a typical product of the "Railway Mania" of the mid-1840s, the height of a period of commercial confidence and expansion in the railways³.
- 8.3.2 Between Huddersfield and Westtown, the NTPR is made up of sections of:
 - The Manchester & Leeds Railway, constructed 1836-39, between Ravensthorpe and Heaton Lodge;
 - The Leeds, Dewsbury & Manchester Railway, constructed 1845-47, between Westtown (Dewsbury) and Ravensthorpe; and
 - The Manchester & Huddersfield Railway, constructed 1846-49, between Heaton Lodge and Huddersfield.
- 8.3.3 The line formed a new, more direct route to the West Riding from Manchester, in competition to the earlier Manchester & Leeds Railway which had been constructed through the Calder Valley in the late 1830s. The more direct route was enabled partly through the advances in tunnel construction and large-scale engineering technology, notably realised through the construction of Standedge Tunnel. Between Huddersfield and Westtown, the line is partly characterised by such examples of large scale and/or pioneering engineering structures, including tunnels, viaducts and both masonry and cast-iron bridges.
- 8.3.4 With the continued growth of the network and expansion in volume of passenger and freight traffic during the second half of the 19th century, the London and North Western Railway (LNWR) embarked on widening the NTPR between Ravensthorpe and Stalybridge during the 1880s and 1890s.

³ Alan Baxter Associates, 2019. TransPennine Route Upgrade Route-wide Statement of Significance. 14.



A number of the stations and structures along the Route were altered during this period to accommodate the widening of the line.

- 8.3.5 Historic England guidance on historic railway infrastructure characterises four phases of development during the 19th century⁴. The first two phases – the Pioneering phase (1825-41) and the Heroic phase (1841-50) – are identified as being of particular significance, with structures surviving from these periods being of considerable importance. The third phase (1850s-70s) resulted in the consolidation of the network with the fourth phase (up to 1914) expressing the completion of the network. The constituent elements of the NTPR date from the two phases of development, with some subsequent development and expansion evident from the latter phases. This guidance has been taken into consideration in the historic environment assessment of the Scheme.
- 8.3.6 The history and significance of the NTPR is discussed at more length in the Route-Wide Statement of Significance (Alan Baxter, 2019), included in Appendix 6-1 of the ES (**NR16B**). This Statement of Significance identifies that the NTPR is of significance in itself due to:
 - The engineering achievement of the five railway companies that constructed it, reflecting the route's complex origins;
 - The engineering response to the difficult Pennine terrain, making use of local natural resources and building material, which are evident in the construction of the bridges, large-scale viaducts and tunnels;
 - The survival of historic railway structures from the Pioneering (1825-41) and Heroic (1841-50) Ages of railway building, albeit many altered during the fourth Completion phase (1870s - 1914) of the network during latter part of the 19th century;
 - The historical association with those architects, engineers and companies who constructed the lines, including the development of new technologies using cast and wrought iron;
 - The impact of the railway and its continuing influence in the development and lives of communities along its route, including how it has shaped towns including Dewsbury and Huddersfield;
 - The diversity of the railway structures' designs which contributes to the significance of this route providing a multifaceted dimension to the route's aesthetic; and
 - The continuity of the NTPR, connecting communities between east and west England; enabling people's experience of train travel through this landscape.

⁴ Historic England, 2011 (Revised 2017). Infrastructure: Transport Listing Selection Guide.



- 8.3.7 The Statement of Significance identifies the Scheme as passing through the Calder Valley character area which is deemed to contribute significance through:
 - The five significant river / canal crossings which are prominent in local views, and from where the landscape can be understood from the train;
 - The quadrupling of the line, in most cases has resulted in the sympathetic widening of bridges and viaducts to closely match materials and details, and so retain much of their significance;
 - In towns such as Dewsbury and Mirfield the impact of the line is measured in the surviving mills, warehouse and other woollen industry buildings that cluster around stations and sites of former siding and goods facilities; and
 - The infrastructure of the railways can itself be a significant part of the townscape. In Huddersfield, the railway line and station were the cause of a major piece of urban and civic planning, centred on the magnificent station frontage.

8.4 Mitigation

Embedded Mitigation

- 8.4.1 Mitigation has been used in three separate ways in the historic environment assessment: embedded mitigation; additional mitigation measures and compensation. These are briefly described below and have their basis in the hierarchy of mitigation as detailed in LA 104 Environmental Assessment and Monitoring⁵.
- 8.4.2 It was recognised that there was potential for historic assets to be substantially affected by design drivers and operational requirements. In order to achieve the best outcomes for the Scheme and to limit impacts to the significance of historic assets, design engagement occurred between designers and historic environment professionals. This early engagement has allowed the embedded mitigation to shape the Scheme design to avoid or substantially reduce negative change to the significance of historic assets wherever possible. It has also sought to compensate for the loss of historic significance through producing high quality new design responses and use of materials, that has aimed to compliment historic character, architectural style and aesthetics. The embedded mitigation has also sought within the Scheme to pursue enhancements and improvements to historic assets where this has been feasible and would bring heritage and public benefits.

⁵ Design Manual for Roads and Bridges, LA 104, Sustainability & Environment Appraisal, Environmental assessment and monitoring. Revision 1 (August 2020).



- 8.4.3 Embedded mitigation has been pursued in relation to the following Listed structures:
 - Huddersfield Station
 - Huddersfield Viaduct (MVL3/92)
 - Wheatley's Colliery Lane Overbridge (MVL 3/103)
 - B6118 Colne Bridge Road Overbridge (MVL3/107)
 - Mirfield Viaduct (MVN 2/192)
 - River Calder (Wheatley's) Underbridge (MVN 2/196)
 - Calder & Hebble Canal Underbridge (MDL1/6)
 - River Calder Underbridge (MDL1/8)
 - Occupation Underbridge (MDL 1/10)
 - Toad Holes Underbridge (MDL 1/12); and
 - Ming Hill Underbridge (MDL 1/14).
- 8.4.4 The Scheme has been developed through an iterative design process, which has included consultation with statutory historic environment stakeholders. Engagement has been undertaken from early on in design development and has resulted in the avoidance or reduction of potential impacts on historic environment assets. This has been achieved through a process of design optioneering and mitigation embedded within design, including the shaping of proposals to respond to the significance of those heritage assets they will affect.
- 8.4.5 Table 8-1 details where mitigation measures have been embedded in design in relation to designated heritage assets. Further descriptions of such embedded mitigation are provided in Chapter 6: Historic Environment in Volume 2i of the ES and Section 6.4 of each Route Section Historic Environment chapters of the ES (Vol 2ii) (NR16A). These include:
 - Retention of and visibility of as much original fabric as possible;
 - Definition between old and new material;
 - Protection panels/equipment to shield historic fabric;
 - Infilling of any openings in historic structures to be recessed and with appropriate material;
 - New finishes and materials that relate to the character of the area and the historic structure; and
 - Avoidance of attaching fixings/new elements to historic structures.



Table 8-1: Heritage Assets with mitigation measures embedded in design

Heritage	Embedded mitigation
asset /	
structure	
Huddersfield Station	The design of the Scheme at Huddersfield Station has been developed in a process which has been informed by the Huddersfield Station Statement of Significance, incorporated historic environment stakeholder engagement and the undertaking of Heritage Impact Assessment. This has led to embedded mitigation both in the overall design approach and with respect to individual elements of the historic station.
	The design of the overall platform arrangement and track alignment through Huddersfield Station which realised an optimum design balancing operational requirement, with minimising impacts on the significance of the Grade I Listed Station. In particular, the design approach retained the majority of the main span of the trainshed roof, as well as realising the retention (albeit with required relocation) of the tea rooms on the island platform.
	The design development process included assessment of the condition of the existing historic trainshed roof which will be retained; this informed the design of strengthening work which will enhance the structure's longevity.
	The design of the lantern on the roof considered the history of the original lantern and how reinstating a lantern can both enhance the significance of the historic roof and also improve passenger comfort within the station environment.
	The design of the new canopies responded to the significance of the station, by being sympathetic to the existing roof and using its scale and form as design drivers. Consequently, the new canopies are of smaller scale than the retained historic roof and include similar geometry, while their design preserves visibility towards and legibility of the historic roof.
	The design of the new canopies also responded to the setting of the station by opening up views towards the Listed warehouses and tower in the former goods yard area to the west of the station, thereby enhancing the legibility of the historic connections between these assets and the station
	The design of the new footbridge was developed to minimise the structure's impact on views out from and back towards the historic station platform areas. The structure was designed to be glazed and therefore as visually permeable as is practicable in the context



	of operational constraints, as well as providing new views towards the roof and out over the surrounding townscape, enhancing understanding of these elements of the station and its setting.
	The design of the works to the tea rooms were developed to retain the historic tea rooms' character and significance, through maintaining the structure's position on the island platform (albeit with a slight movement) and provide a construction methodology which would minimise the risk to the structure during construction. The reorientation of the tea rooms was also shaped to respond to its significant elements of its historic function, while maintaining its external appearance.
Huddersfield Viaduct	The design of the replacement deck of Huddersfield Viaduct (Span 1) Underbridge (MVL3/92(1)) has been shaped to reflect the historic character of the existing structure, particularly through the design of the parapets to match the detail of the existing.
	The design of the replacement spans at Huddersfield Viaduct (Span 29) Underbridge (MVL3/92(9)) has been shaped to respond to the significance of the structure while also being honest about the loss of historic fabric. The widened abutments will be clad to match the existing appearance of the viaduct, while the parapets of the concrete deck have been designed to reflect the lost metallic spans with patterned relief.
	The proposed reuse of masonry removed during the strengthening works to the north-western abutment at Huddersfield Viaduct (Span 4) Underbridge (MVL3/92(3)) to face the strengthened abutment has been defined to maintain the appearance of the structure.
	The design of the signal gantry and OLE across Huddersfield Viaduct have been developed to minimise the visual impact and alteration to historic fabric as far as is practicable in the context of operational constraints. The positioning of OLE has been designed to maintain rhythm along the structure and to position the portals on the deck where possible, while the signal gantry has been designed to avoid the need to attach it to the exterior of the viaduct.
	The required strengthening of the spandrel walls of the viaduct has been designed to be undertaken in a form matching existing historic strengthening, using pattress plates and ties.
Wheatley's Overbridge (MVL 3/103)	The use of materials and finishes for the new bridge span and deck to reflect the area's historic industrial character such as light-weight Weathering Steel.



	The use of new concrete abutments to be clad with stonework that is similar to the historic fabric to reflect original design
B6118 Bridge Road Overbridge (MVL3/107)	The desirability to retain part of the existing structure with the exception of the two spans over the railway to maintain the legibility of the former bridge's alignment and use.
	The remaining arches would be infilled in a sensitive manner, with a recessed masonry façade sympathetic to the existing structure's aesthetics, thereby retaining the historic character of the surviving elements of the Listed structure.
Mirfield Viaduct Underbridge (MVN 2/192)	The placing of OLE on the deck of the masonry spans, thereby avoiding the need for parapet reconstruction or fixings to the outside of the historic masonry viaduct.
	The placing of OLE portals over the piers of the viaduct to retain the rhythm of the structure.
Wheatley's Underbridge (MVN2/196)	The development of the design to avoid attaching OLE to the outside of the viaduct.
	The reconstruction of the parapet to maintain the structure's historic appearance.
	The placing of OLE portals as close to the piers as possible to retain the rhythm of the structure.
Baker Viaduct (RBA/2)	The alignment and height of the viaduct were developed to be almost level with Calder & Hebble Canal Underbridge (MDL1/6) and River Calder Underbridge (MDL1/8) to provide meaningful views from the new viaduct to the historic structures across and to avoid dominating their setting.
	A span of 55m across the River Calder was selected to enable the reduction of the thickness of the viaduct deck as far as possible to enable retained views to the bridges from the south-east.
	The spacing of the viaduct piers to either side of the River Calder was designed to match the abutments of River Calder Underbridge (MDL1/8), respecting the scale and massing of the historic structure and preserving views towards it.
	A back span was incorporated into the viaduct design to the west of the Calder & Hebble Canal, enabling views of Calder & Hebble Canal Underbridge (MDL1/6) from the south to be framed by the new viaduct.
	Design of the viaduct piers to comprise large central column flanked by a smaller column to either side, reducing their visual



	impact and conveying an understanding of their structural function in the transfer of loading from the viaduct deck to the ground.
	Visibility of the arrangement of weathered steel girders supporting the viaduct, reminiscent of the cast iron girder construction of Calder & Hebble Canal Underbridge (MDL1/6) and River Calder Underbridge (MDL1/8).
	Use of a slightly arched spans to the viaduct, echoes the arched form of Calder & Hebble Canal Underbridge (MDL1/6) and River Calder Underbridge (MDL1/8).
	Use of concrete and weathered steel for construction of the new structure, will present a complementary visual and textural contrast to the historic structures, and enable construction of the viaduct to be understood, similarly to the understanding of Calder & Hebble Canal Underbridge (MDL1/6) and River Calder Underbridge (MDL1/8) which is possible from the PRoW under the structures.
Occupation Underbridge (MDL1/10); Toad Holes, Dewsbury Underbridge (MDL1/12); and Ming Hill Underbridge (MDL1/14)	The design of the infilling of the structures was developed to retain the legibility of the historic form and character of the bridges on their southern sides, through creating a recessed infill of new masonry.

Additional Mitigation / Compensation

- 8.4.6 Where the embedded mitigation measures do not fully avoid or reduce impacts and effects, additional mitigation and compensation measures will be applied.
- 8.4.7 Additional mitigation measures avoid or reduce negative impacts; compensation measures compensate for negative impacts and recognise the adverse change. Where sufficient embedded or additional mitigation cannot be achieved by physical or operational controls, there is a role for compensation to address the residual effects of the Scheme. Compensation measures are applied post design stage and recognise that the impacts cannot be removed or reduced. These measures are intended as a means of recording the negative change to the significance of an historic asset; enabling future dissemination of information about this change.



- 8.4.8 Mitigation measures to be incorporated into the construction process in order to address potentially significant effects are set out in the Code of Construction Practice (CoCP), which will be secured under a condition to be attached to the deemed planning permission. Part A of the CoCP is provided in Appendix 2-1 of the ES and includes measures such as:
 - Screening planting;
 - Protective panels;
 - Noise barriers;
 - Compound arrangement and fencing; and
 - Toolbox talks
- 8.4.9 Compensation measures will be secured through conditions attached to either the deemed planning permission or the Listed Building Consents and can include:
 - Historic building recording;
 - Archaeological investigation and recording;
 - Interpretation; and
 - Re-use of historic fabric.

8.5 Summary of Significant Residual Effects

8.5.1 The significant residual effects anticipated from the Scheme in relation to the historic environment are outlined below, including identification of whether these effects amount to substantial or less than substantial harm to significance of each heritage asset. Historic England have stated in their representation on the Order that they agree with the below assessment with regard to levels of harm.

Construction

- 8.5.2 Permanent significant adverse effects will arise in respect of Huddersfield Station, a Grade I Listed building, due to physical changes to the historic fabric of the station. Temporary significant effects are also anticipated at the station in relation to construction activity affecting its setting. Both permanent and temporary effects will constitute less than substantial harm to the significance of the Grade I Listed station.
- 8.5.3 The whole length of Huddersfield Viaduct (MVL3/92) is Grade II Listed. Permanent significant adverse effects are anticipated for Huddersfield Viaduct (Spans 1, 4 and 29), due to physical changes to the fabric of these spans of the structure. This will constitute less than substantial harm to the significance of the structure.



- 8.5.4 Permanent significant adverse effect will occur on Wheatley's Overbridge (MVL3/103), and B6118 Bridge Road Overbridge (MVL3/107) both of which are Grade II Listed. Both structures will be removed by the scheme. These effects will constitute substantial harm to the significance of both Listed bridges.
- 8.5.5 Permanent significant adverse effects are anticipated on Occupation Underbridge (MDL1/10) (Grade II Listed), as works to the bridge will end the asset's historic function as an accommodation bridge and alter the way in which the bridge is experienced. This will constitute less than substantial harm to the significance of the Listed bridge.
- 8.5.6 Permanent significant adverse effects are anticipated in relation to Heaton Lodge Footbridge (MVL4/4) and Ravensthorpe Station Footbridge (MDL1/4), both non-designated heritage assets, due to the removal of these footbridges.
- 8.5.7 Temporary significant adverse effects are anticipated in relation to eight Grade II Listed Buildings, due to construction works associated with the Scheme affecting their settings. These temporary effects will constitute less than substantial harm to the significance of all these assets. Such temporary significant effects are expected to occur on:
 - The Empire Cinema and the Sportsman and Marhaba takeaway, due to construction works associated with Huddersfield Viaduct (MVL3/92);
 - Calder & Hebble Canal Number 2 Lock (Grade II Listed), due to construction works around B6118 Colne Bridge Road Overbridge (MVL3/107);
 - Mirfield Viaduct Underbridge (MVN2/192) and Ledgard Bridge (Over River Calder), due to the construction activity around Mirfield Viaduct Underbridge (MVN2/192);
 - Wheatley's Underbridge (MVN2/196) due to construction activity necessary to deliver the changes required at this structure to accommodate the Scheme; and
 - Calder & Hebble Canal Underbridge (MDL1/6) and River Calder Underbridge (MDL1/8), due to the presence of a construction compound at Ravensthorpe and construction activity associated with the Baker Viaduct.

Operational effects

8.5.8 Huddersfield Station will experience significant adverse effects due to the permanent notable change to its setting, relating to the infiltration of new elements, such as overhead line equipment and a new footbridge, into the



setting of the station. This will constitute less than substantial harm to the significance of the Grade I Listed station.

- 8.5.9 Huddersfield Viaduct (MVL3/92) will experience permanent significant adverse effects due to the change in its setting from the presence of overhead line equipment and the signal gantry. This will constitute less than substantial harm to the significance of the Listed viaduct.
- 8.5.10 Permanent significant adverse effects on Calder & Hebble Canal Underbridge (MDL1/6) and River Calder Underbridge (MDL1/8) are anticipated as a result of the visual impact on their setting of the new Ravensthorpe Viaduct. These effects will constitute less than substantial harm to the significance of both Listed bridges.

8.6 Listed Building Consent Applications

- 8.6.1 The Scheme will necessitate physical alterations to nine Listed Buildings. Applications have been made for Listed Building Consent in relation to these nine Listed Buildings and Heritage Assessments have been produced to support the Listed Building Consent applications [NR17 to 25]. Those structures subject to Listed Building Consent applications are:
 - Huddersfield Station (Grade I Listed)
 - Huddersfield Viaduct (MVL3/92) (Grade II Listed)
 - Wheatley's Overbridge (MVL 3/103) (Grade II Listed)
 - B6118 Colne Bridge Road Overbridge (MVL3/107) (Grade II Listed)
 - Mirfield Viaduct Underbridge (MVN 2/192) (Grade II Listed)
 - Wheatley's Underbridge (MVN 2/196) (Grade II Listed)
 - Occupation Underbridge (MDL 1/10) (Grade II Listed)
 - Toad Holes Underbridge (MDL 1/12) (Grade II Listed); and
 - Ming Hill Underbridge (MDL 1/14) (Grade II Listed).
- 8.6.2 The Heritage Assessments seek to:
 - Identify and discuss the heritage significance of the listed structure;
 - Present the design requirements of the Scheme at the structure;
 - Present the process of design development and optioneering which has led to the design proposal for the Scheme in relation to the structure;
 - Identify the impacts of the design proposal on the significance of the structure, in particular the degree of harm to significance in each case and whether that harm is substantial or less than substantial, in line with current national planning policy and guidance;



- Discuss any mitigation and/or compensation recommended in relation to the structure; and
- Consider the public benefits to be gained from the design proposal in relation to the structure, weighed against the degree of harm to significance, in line with current national planning policy and guidance.
- 8.6.3 Historic England, in their representation on the Order, identify that they do not have any objections to the Listed Building Consent applications submitted for the Scheme and the Order. However, this is subject to the resolution of a concern regarding mechanisms to mitigate harm and secure public benefit, for example through Listed Building Consent conditions. Network Rail have written to Historic England in response to their representation on the Order, proposing to continue their engagement with them in order to address this and have invited them to a follow-up meeting. This letter includes:
 - Clarification on Network Rail's proposal for a condition to the Listed Building Consents to secure the production of Conservation Implementation Management Plans (CIMP).
 - Acknowledgement of Historic England's comment that the CIMP should include the following key matters: historic building recording; methodology for reuse of historic fabric; themed interpretation in the design of the two new bridges (replacing Wheatley's Overbridge (MVL3/103) and B6118 Colne Bridge Road Overbridge (MVL3/107)); a design guide for Huddersfield Station.
 - Clarification on the maintenance requirements for non-operational assets within Network Rail's estate.
 - Example documents from other similar Network Rail schemes, comprising a Conservation Management Plan, Design Guide and Maintenance Schedule for Grade I and II Listed Buildings from the Ordsall Chord project in Manchester.
- 8.6.4 Network Rail recognise that further information is sought by Historic England which will principally be met through the contents of the Conservation Implementation Management Plans (CIMPs). These are to be agreed with Historic England and submitted as a condition pursuant to the Listed Building Consents, as proposed by Network Rail in its Listed Building Consent applications. Network Rail have also expressed their interest in seeking to agree a Statement of Common Ground with Historic England regarding the Scheme proposals.
- 8.6.5 In their representation on the Order, Kirklees Council has stated that it does not have any objections to the nine Listed Building Consent applications. It also acknowledges that any works to heritage assets are to be managed through the Listed Building Consent process. Kirklees Council have



indicated that while they make no objection, they do wish to ensure that the potential impacts are managed through the submission of Conservation Implementation Management Plans. Network Rail continue to engage with Kirklees Council to agree the contents and approach to delivering CIMPs as a condition to the Listed Building Consents, as proposed by Network Rail in its Listed Building Consent applications.



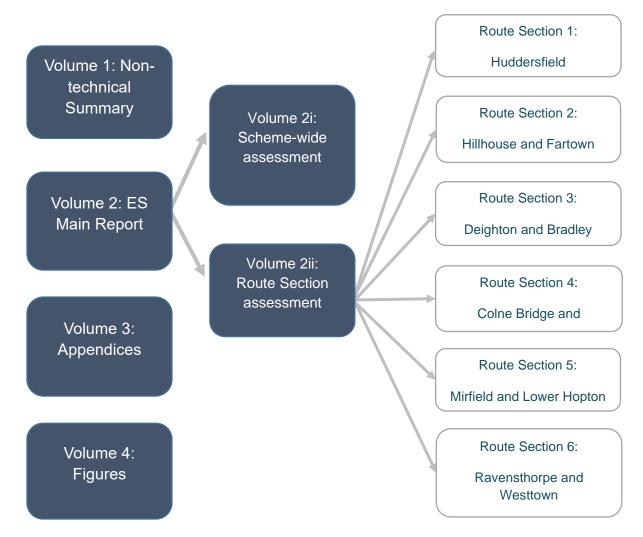
9. ENVIRONMENTAL EFFECTS

9.1 Introduction

- 9.1.1 This section of the Statement of Case (SoC) presents the key aspects of environmental design and construction management incorporated into the Scheme and outlines recommended mitigation measures to address identified significant effects and then highlights any significant residual environmental effects, by topic and also by Route Section (if appropriate). The Scheme has been subject to an Environmental Impact Assessment (EIA), which is reported in the ES (NR16). The ES comprises four volumes (see Figure 9-1):
 - Volume 1 (NR16): Non-technical summary provides a summary of the EIA in non-technical language;
 - Volume 2 (NR16A): 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 Schemewide assessment for each of the environmental topics, along with Scheme-wide mitigation proposals; and
 - Volume 2ii Route Section Assessments (NR. 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 (NR16B): provides the appendices as needed relevant to each chapter to accompany Volume 2; and
 - Volume 4 (**NR16C**): presents the Scheme drawings and figures relevant to each chapter to accompany Volume 2.



Figure 9-1: Structure of the ES



- 9.1.2 For the purposes of engineering and construction, the Scheme has been split into six sub-sections as set out below. This sectional split is carried through to the reporting in the ES.
 - Route Section 1 Huddersfield;
 - Route Section 2 Hillhouse to Fartown;
 - Route Section 3 Deighton and Bradley;
 - Route Section 4 Colne Bridge and Battyeford;
 - Route Section 5 Mirfield and Lower Hopton; and
 - Route Section 6 Ravensthorpe and Westtown.



9.2 Environmental Design

Mitigation Measures

- 9.2.1 In accordance with the risk mitigation hierarchy, mitigation measures proposed through the ES prioritise avoiding risks, reducing risks, offsetting the impact and then compensation.
- 9.2.2 Where possible, environmental effects have been avoided through embedded mitigation developed as part of the design of the Scheme. Examples of embedded mitigation include:
 - The preferred design of Baker Viaduct Underbridge (RBA/2) removing the requirement for in-channel piers;
 - The consideration of the shadowing effect of Baker Viaduct Underbridge (RBA/2) to minimise impacts on floating water-plantain;
 - Retention of, and visibility of, as much original fabric of listed structures as possible;
 - Inclusion of new finishes and materials that relate to the character of the area and the historic structure; and
 - Siting and layout of construction compounds to avoid sensitive ecological receptors.
- 9.2.3 Construction activities will be managed in line with the Code of Construction Practice (CoCP), Part A of which is presented in Appendix 2.1, Volume 3 of the ES (NR16B). Part B of the CoCP will be prepared pursuant to a condition of the deemed planning permission.
- 9.2.4 A Landscape and Ecological Management Plan (LEMP) will be prepared pursuant to a condition of the deemed planning permission which will detail the landscaping plan for the Scheme including:
 - Protection measures for trees to be retained;
 - A plan of environmental mitigation details including areas of new plantings and details of any new habitats created;
 - Implementation timetable and a five year post-completion monitoring schedule;
 - Full details of mitigation measures for relevant protected species;
 - Draft maintenance schedules for all landscape areas
- 9.2.5 A Construction Traffic Management Plan (CTMP) will be prepared pursuant to a condition of the deemed planning permission. The CTMP will include measures to be undertaken during the construction stage and will address the requirements for traffic management measures and set out programme information. It will also detail the diversion routes, currently being discussed



with Kirklees Council and the Combined Authority, in regard to general traffic and bus routes (respectively).

Construction environmental management

- 9.2.6 The CoCP (**NR16B**) acts as an environmental management framework for construction. It sets out the relevant measures and standards to be followed throughout the construction period. The CoCP is split into two parts; Part A sets out the principles for the Project Team; Part B of the CoCP will provide the detail of the delivery of management controls on site and will include the following:
 - An External Communications Programme (including complaints procedure);
 - A Pollution Prevention and Incident Control Plan (PPICP);
 - A Waste Management Plan (WMP);
 - A Materials Management Plan (MMP). The MMP is a document developed to demonstrate that material generated by a project is not waste or has ceased to be waste and therefore is no longer subject to legislative control as such. The MMP will contain a separate Soils Mitigation Plan;
 - A Nuisance Management Plan (NMP) dealing with issues such as dust, wheel wash measures, air pollution and temporary lighting;
 - A Noise and Vibration Management Plan (NVMP) including a construction methodology assessment (includes a requirement to secure a consent under section 61 of the Control of Pollution Act 1974 (NR52));
 - A demolition methodology statement for relevant buildings; and
 - An Environmental Design Plan (EDP) (Land Contamination and Hydrogeology).

Landscaping and Ecology

- 9.2.7 There will be landscape and ecological works implemented where the work requires clearance of existing vegetation and habitats. This includes areas used for construction compounds and access. Loss of habitat has been avoided where reasonably practicable to do so. Compensatory works include:
 - Hedgerow planting;
 - Shrub mix (particularly along the rail corridor where tree planting would conflict with the OLE infrastructure);
 - Creation of semi-improved grassland;



- Creation of semi-natural broadleaved woodland;
- Riparian Planting specifically along the River Calder (mitigation for Baker Viaduct works);
- Protected species habitat creation including replacement badger setts and bat roost mitigation;
- Replacement ponds;
- Vegetation reinstatement where possible vegetation removed to facilitate construction will be replaced; and
- Regeneration where beneficial, areas where vegetation is removed will be allowed to regenerate naturally.
- 9.2.8 Details of the landscaping plan will be set out in the LEMP.
- 9.2.9 Where direct or significant indirect impacts cannot be avoided on protected species, appropriate mitigation measures will be undertaken under the authority of a European Protected Species Mitigation Licence from Natural England. As a parallel exercise to the Order it is intended that draft licences will be produced and agreed with Natural England. It is anticipated that draft licence agreement will be reached by October 2021. Discussions will continue with Natural England during this intervening period.

Biodiversity Net Gain

- 9.2.10 Network Rail is committed to the principle of Biodiversity Net Gain (BNG) across the programme of works from Manchester to York and this includes the section of work that comprises the Order. BNG is defined as a TRU Programme Key Performance Indicator (KPI) such that the programme of works must offset the habitat effects of the scheme and provide 10% enhancement as calculated by the DEFRA metric.
- 9.2.11 As this policy is secured through the stated KPI, the strategy on the Scheme has been to state this applies and will be completed but that it does not form a consideration in the EIA and that the ES reports on significant environmental effects only. This position was agreed with Natural England and noted by Kirklees Council who did point out that BNG must be linked to the delivery of the LEMP that is already a recommended condition as part of the deemed planning permission.
- 9.2.12 However, NR notes the commentary on BNG by both Natural England and Kirklees Council in their representation on the Order and is in agreement that it would be prudent to include a condition based around the delivery of BNG on the Order Scheme alone, rather than it remaining as an internal deliverable for the whole Programme of work from Manchester to York.



9.2.13 NR will seek to agree the wording of such a condition with Kirklees Council in line with the condition imposed on the Network Rail (East West Rail Bicester to Bedford Improvements) Order, as part of the wider discussion on the conditions in general. The wording of the condition will finalise the development of a BNG Strategy with the objective of delivering the offset plus 10% enhancement during the delivery of the Scheme, in accordance with the approved DEFRA metric.

Floating water-plantain

- 9.2.14 Potential water quality impacts on floating water-plantain (pollution and sedimentation) will be mitigated through the implementation of the Pollution Prevention and Incident Control Plan under Part B of the CoCP. Micro-siting of construction activities will be considered in the first instance to avoid any impacts, where possible. Where this is not possible, movement of plants outside of the works area under a European Protected Species Mitigation licence in advance of construction works will be undertaken.
- 9.2.15 Consultation is ongoing with Natural England to confirm the scope of preconstruction surveys and any licensable activities.

Great crested newt (GCN)

9.2.16 Additional surveys have been undertaken within Route Section 5 where potential impacts on GCNs were predicted. These surveys (presence/absence and eDNA) have not identified the presence of GCNs. Following discussion of the results of these surveys with Natural England, it was agreed that no further consideration of GCNs was needed and no licence would be necessary.

<u>Bats</u>

- 9.2.17 Within Route Section 4, re-construction of Colne Viaduct Underbridge (MVL3/109) and the demolition of Heaton Lodge cottages (32030_B1) will need to be undertaken in accordance with an approved Natural England European Protected Species Mitigation licence due to the presence of roosting bats.
- 9.2.18 As a parallel exercise to the Order determination period, draft European Protected Species Mitigation licences are to be prepared, following the latest round of surveys. These will be submitted for consideration by Natural England officers with a view to a letter of no impediment to a full licence being issued.



- 9.2.19 This approach has been discussed and agreed with Natural England and it is anticipated that draft licence agreement will be reached by October 2021. Discussions will continue with Natural England during this intervening period.
- 9.2.20 The following mitigation measures will likely be required as a condition of the EPSM licence(s).

Colne Viaduct Underbridge (MVL3/109):

- Provision of temporary alternative roosting sites (for Daubenton's bats). The recommended site is the A62 Leeds Road bridge over the River Calder;
- Soft demolition of identified roosting features under supervision of a licenced ecologist;
- Monitoring of replacement roost sites during construction to determine their effectiveness and the need for any alterations;
- Re-instatement of roosting features as far as possible in the reconstructed Colne Viaduct Underbridge (MVL3/109)

Heaton Lodge cottages

- Provision of an alternative roosting site (for common pipistrelle bats) recommended sites include trees within woodland to the south of Helm Lane;
- Soft demolition of identified roosting features under supervision of a licenced ecologist
- Monitoring of replacement roost sites during construction to determine their effectiveness and the need for any alterations;
- 9.2.21 Within Route Section 2, a worst-case assessment has been undertaken which assumes that Peel's Pit Underbridge (MVL3/100) supports a hibernation roost. Destruction and/or disturbance of these roosts as a result of Scheme would need to be undertaken in accordance with an approved Natural England European Protected Species Mitigation licence.
- 9.2.22 A buffer zone will be maintained around the bat roost (for Daubenton's bats) in Off Forge Lane Underbridge (MVN2/206), in Route Section 6 to avoid disturbance during establishment and use of the Ravensthorpe Area construction compound. Construction lighting within the Ravensthorpe compound will be positioned and designed so as to minimise light spill onto the Calder & Hebble Canal and associated riparian habitats, as far as possible. This will minimise disturbance of riparian habitats along the canal, which are likely to be important for bats moving to and from the roost in Off Forge Lane Underbridge.



<u>Badger</u>

- 9.2.23 Measures will be implemented prior to and during construction to minimise impacts on badger and ensure legislative compliance.
- 9.2.24 A badger development licence will need to be obtained from Natural England to permit the destruction of the active main badger sett and partially active non-main sett within Route Section 4.
- 9.2.25 As a parallel exercise to the Order determination period, draft European Protected Species Mitigation licences are to be prepared, following the latest round of surveys. These will be submitted for consideration by Natural England officers with a view to a letter of no impediment to a full licence being issued. This approach has been discussed and agreed with Natural England and it is anticipated that draft licence agreement will be reached by October 2021. Discussions will continue with Natural England during this intervening period.
- 9.2.26 The following measures would likely be required as a condition of the licence:
 - Provision of an artificial sett to compensate for the loss of the main sett. This will be constructed in advance of sett removal (up to 6 months in advance) in an area close to the existing setts;
- 9.2.27 Measures will be implemented to minimise direct impacts on partially used non-main setts at various locations within the wider Scheme area. Where direct or significant indirect impacts cannot be avoided on these partially used badger setts, appropriate mitigation measures will be undertaken under the authority of a badger development licence. The measures would depend on the type of sett and nature of the impact but could include sett closure. The provision of replacement setts for these non-main setts would not be required.

<u>Barn owl</u>

9.2.28 Soft landscaping along the new section of railway line around Heaton Lodge Junction will be designed so as not to provide rank grassland habitat suitable for foraging barn owl, in order to reduce the risk of barn owl collisions/mortality from moving trains during operation of the Scheme. Further detail will be provided in the LEMP.

Breeding birds

9.2.29 Direct impacts on nesting bird species during vegetation clearance would be adequately mitigated for via the removal of potential nesting habitat outside



the bird breeding season, and pre-construction nest checks where this is not possible. Appropriate buffer zones would be established around any active nests until the young have fully fledged and left the nest.

<u>Reptiles</u>

9.2.30 Mitigation measures to avoid killing/injury of reptiles, such as phased vegetation clearance, will be implemented during construction where necessary as part of standard environmental control measures which will be set out in the LEMP.

<u>Otter</u>

- 9.2.31 Measures will be implemented prior to and during construction to minimise the risk of impacts on otter and ensure legislative compliance, including preconstruction surveys and sensitive habitat clearance under an ecological watching brief, where necessary.
- 9.2.32 Potential water quality impacts (pollution and sedimentation effects) during works will also be adequately mitigated with the implementation of the CoCP (Parts A and B).

Noise Attenuation

- 9.2.33 In line with the Noise Policy Statement for England (NR91) noise attenuation will be provided where significant adverse noise effects are predicted at groups of properties. This attenuation will take the form of acoustic barriers and are is proposed at the following locations.
 - Hillhouse Construction Compound / Hillhouse Sidings compound (to rear of properties on Hammond Street);
 - Red Doles Road/Abbey Place;
 - Topaz Close and Jade Place;
 - Station Road, (Bradley Junction);
 - Helm Lane/Wood Lane Underbridge;
 - Woodend Road;
 - Chadwick Lane (Mirfield Viaduct);
 - Huddleston Court, Mirfield; and
 - Mavis Street.
- 9.2.34 The detailed design of these barriers will be submitted to the Local Planning Authority for approval pursuant to a condition to be attached to the deemed planning permission.



9.2.35 At locations which forecast residual significant effects and where noise barriers are not considered feasible, a noise insulation scheme is proposed to avoid significant impacts.

Compensatory Flood Storage Areas

- 9.2.36 Modelling has indicated that Compensatory Flood Storage (CFSA) is only required in Route Section 6. The proposed Compensatory Flood Storage Area (CFSA) is proposed within the Thornhill Quarry site to compensate for the encroachment of the Scheme onto existing floodplains. The proposed CFSA will take the form of a shallow scrape (around 0.5m deep) and with a capacity of 700m³. The land in this area will be open to access by the public, as a result of the Scheme, and the presence of the CFSA will not impact on that end use.
- 9.2.37 In their representation in response to the Order submission the Environment Agency has raised issues regarding the consideration of CFSA provision across other areas of the Scheme. Discussions are ongoing with the Environment Agency regarding this matter and further clarification is to be provided for the purpose of demonstrating that modelling shows that no CFSA is required in any area within the Scheme other than that identified in paragraph 9.2.36.

9.3 Environmental Effects and Mitigation

Air Quality

Mitigation

Construction

- 9.3.1 Part A of the CoCP includes appropriate dust management and monitoring techniques commensurate with the level of risk identified. These measures are routinely applied to construction sites and are effective at reducing the potential for dust nuisance.
- 9.3.2 The Nuisance Management Plan will set out further measures in relation to air pollution and dust management.
- 9.3.3 The CTMP will include measures to manage construction traffic from the construction sites including details of temporary traffic diversions and traffic route management.



Operation

9.3.4 Significant effects are not predicted for air quality. Accordingly, mitigation measures are not required.

Significant Residual Effects

9.3.5 No significant residual effects are predicted for air quality.

Biodiversity

Mitigation

- 9.3.6 Following construction any loss of habitat (including grassland, riparian habitat, scrub, semi-natural broad-leaved woodland) will be mitigated via re-instatement, new planting and/or natural regeneration.
- 9.3.7 A LEMP will be prepared which will detail the landscaping plan and any additional compensatory planting requirements and management requirements of landscaped areas.
- 9.3.8 Potential indirect impacts from pollution to air (dust generation) will be mitigated through the implementation of the CoCP (Parts A and B). Potential water quality impacts (pollution and sedimentation) will be mitigated through the implementation of the Pollution Prevention and Incident Control Plan under Part B of the CoCP.
- 9.3.9 Standard environmental control measures such as tree root protection areas as detailed within the Arboricultural Impact Assessment (**NR16B**) will be implemented to minimise potential impacts to mature semi-natural broadleaved woodland
- 9.3.10 The following paragraphs set out specific mitigation measures within the route Sections.
- 9.3.11 Within Route Section 6, the design of the Baker Viaduct will seek opportunities to soften the hard-engineered solution through, for example, rough rather than smooth structure facing. Compensation will be required for the localised permanent loss of riparian habitat to piers (bank top), training walls (bank face), and reduced quality of habitat likely to be supported beneath the viaduct. As compensation, the existing riparian habitat adjacent to and downstream of Baker Viaduct Underbridge (RBA/2) shall be enhanced.
- 9.3.12 New pond habitat will be created to fully compensate for the loss of the two ecologically important ponds within Thornhill Quarry (again in the Route Section 6 area). Compensatory pond habitat is proposed at Heaton Lodge,



further details, including final location(s) and pond design, will be included within the LEMP.

Residual effects

- 9.3.13 During construction, no significant residual effects are predicted.
- 9.3.14 During operation, with the implementation of mitigation measures the following effects are expected;
 - Residual effects to semi-natural broad-leaved woodland are assessed to be temporary, adverse and significant at the local level in the medium to long term (30-100 years) until replacement planting is established. After this point, no significant residual effects are predicted; and
 - Residual effects to semi-natural mixed woodland, plantation broadleaved woodland and plantation mixed woodland are assessed to be temporary, adverse and significant at the local level in the medium term.
- 9.3.15 No significant residual effects on protected species are predicted either during construction or operation.

Noise and Vibration

Mitigation

Construction

- 9.3.16 The CoCP (Part A) includes the general processes by which construction will be managed to control noise and vibration which will ensure works are carried out in accordance with Best Practicable Means.
- 9.3.17 The Noise and Vibration management Plan (Part B of the CoCP) will include details of how works are to be conducted in accordance with Section 61 consents. Section 61 of the Control of Pollution Act allows consent to be given to undertake works in a particular way such that noise impacts are limited to an agreed level. As part of the Section 61 process, residential noise sensitive receptors eligible for noise insulation or temporary rehousing during construction will be identified. These would be receptors predicted to experience significant adverse effects despite the implementation of best practicable means ("BPM"). Further consideration /assessment will be undertaken to determine any properties eligible for noise insulation or temporary rehousing through the Sections 61 process.



- 9.3.18 An External Communications Programme will detail how the local authority (Kirklees Council) and affected properties will be kept informed of construction works and how they can contact Network Rail.
- 9.3.19 The CTMP will include measures to manage construction traffic from the construction sites including details of temporary traffic diversions and traffic route management.
- 9.3.20 There are potential significant adverse effects due to construction activities which can be adequately mitigated with best practicable means, principally selecting processes and equipment with lower noise levels and then operating these in such a way to minimise noise,
- 9.3.21 Noise mitigation for operational effects from Hillhouse stabling sidings would be put in place in the early stages of the works to also provide mitigation for potentially significant night-time effects from the use of Hillhouse Compound during the construction phase.

Operation

- 9.3.22 Noise barriers are proposed at nine locations and these areas are detailed in paragraph 9.2.33. The noise barriers reduce the number of properties predicted to receive significant adverse effects from the Scheme.
- 9.3.23 For locations with residual significant effects, where noise barriers are not feasible for non-acoustic reasons the Scheme will undertake further assessment and make offers of noise insulation.
- 9.3.24 In respect of airborne noise from the railway there are 10 receptors potentially eligible for statutory noise insulation and 12 receptors potentially eligible for non-statutory noise insulation. The noise insulation package has two elements, one element to improve the noise insulation of the windows and/or external doors and one element to improve the ventilation within the property. Acoustically, the windows and/or external doors are frequently the weakest part of a building façade, and the improvements to windows and/or external doors increases the overall acoustic performance. The improvement to ventilation allows the room to be used without the need to open the windows or doors, delivering the acoustic benefits from the improved glazing/doors.
- 9.3.25 In accordance with Network Rail standards, mitigation associated with the stations will include the specification of the public address system in terms of loudspeaker location, directivity and orientation.
- 9.3.26 The operation of the Hillhouse stabling sidings, requires a combined set of mitigation measures. A noise barrier is proposed to the rear of properties to



the north of the Hillhouse Compound on Alder Street, Abbey Road and Hammond Street. After further assessment, non-statutory noise insulation will also be offered to any affected residential noise sensitive receptors. BPM will also be employed in the management of the site to minimise noise.

Residual Effects

- 9.3.27 With the implementation of outlined mitigation measures, there will be no significant residual adverse effects from construction activities associated with the Scheme. However, there will be temporary significant residual effects from road traffic noise due to temporary diversions and construction traffic.
- 9.3.28 Significant residual adverse effects are predicted from the operation of the Scheme in the external amenity areas of those properties receiving noise insulation because the noise insulation package does not change external noise levels.

Landscape and Visual Impact

Mitigation

Construction

9.3.29 Mitigation measures are detailed in Part A of the CoCP and include; careful siting of construction machinery, materials and welfare facilities to avoid unnecessary disruption or visual intrusion and erection of temporary site hoarding around construction areas to clearly delineate working areas and reduce disruption of nearby areas.

Operational

- 9.3.30 A LEMP will be prepared which will detail the landscaping plan and any additional compensatory planting requirements and management requirements of landscaped areas.
- 9.3.31 Specific measures include provision of replacement planting will be undertaken where possible and provision of additional planting in the form of hedgerows, shrub groups and trees to reduce visual intrusion of new railway infrastructure upon local landscape/townscape character and visual amenity.
- 9.3.32 The design elements for OLE seek to ensure that the visual impacts are minimised, through consideration of the design of gantries and overhead wire connectors and minimisation of the size and scale of equipment where possible. Initial siting design has also considered sensitive receptors include



residents and where practicably possible the gantries will be located on property boundaries rather than directly opposite gardens or windows.

Residual Effects

- 9.3.33 Construction work would remain visually intrusive at a number of locations despite the implementation of mitigation measures, these effects would be temporary in nature.
- 9.3.34 During the operational phase, once vegetation has matured (Year 15+), reinstated vegetation would partially screen the railway from view. However, some residential properties as well as public viewpoints (e.g. users of highways and PRoWs) are anticipated to still have views of new railway infrastructure such as OLE.

Agriculture

Mitigation

9.3.35 Measures to minimise the impacts in relation to the value of agricultural land
 – will be set out in Part B of the CoCP including production of a Soils
 Management Plan and an aftercare plan.

Residual Effects

- 9.3.36 There is no environmental mitigation for land take (either temporary or permanent). Acquisition by negotiation is the preferred option, however if necessary, land will be compulsorily purchased through the Order.
- 9.3.37 Residual significant effects are anticipated during construction due to the temporary removal of BMV agricultural soils.
- 9.3.38 With mitigation no discernible loss/reduction in soil function is anticipated that will restrict future agricultural uses of the land that has been restored and therefore no significant effects are predicted.
- 9.3.39 With mitigation no residual significant effects are expected on agricultural holdings ability to operate due to the loss of land.

Effects on Climate

Mitigation

9.3.40 Many elements of 'build less' and 'build clever' have been embedded into the options selection and design. Further mitigation for the construction phase to 'build efficiently' are included within the CoCP.



Residual Effects

9.3.41 No significant effects are predicted in relation to climate effects either during construction or operation.

Waste and Materials

Mitigation

- 9.3.42 Construction mitigation measures are detailed in Part A of the CoCP. Part B of the CoCP will include a Material Management Plan and a Site Waste Management Plan. These measures will ensure that waste is managed in accordance with the waste hierarchy with avoidance and reduction of waste prioritised as well as minimisation in the materials used. Where reasonably practicable materials excavated by the Scheme will be reused.
- 9.3.43 As this is an upgrade to an operational railway, it is not anticipated that there will be any significant variation in waste generation from the baseline for the operational phase. Therefore, waste and materials was scoped out of further assessment at this stage.

Residual Effects

9.3.44 No significant residual effects are predicted in relation to waste and materials either during construction or operation.

Climate Vulnerability

Mitigation

Construction

9.3.45 Climate vulnerability impacts during construction have been scoped out of the assessment. However, the CoCP sets out measures for how extreme weather risks will be managed during construction.

Operation

9.3.46 Options for additional mitigation will be investigated during detailed design. These will include using more resilient design specifications.

Residual Effects

9.3.47 With the implementation of mitigation, no significant adverse vulnerabilities to climate change have been identified.



Traffic and Transportation

Construction compounds

9.3.48 Twenty-two temporary construction compounds are required to facilitate the construction of the Scheme. Strategic construction compounds will be the main larger construction compounds from which the Scheme is managed and will have a larger welfare setup for the project management staff offices. These compounds will be in use for four years (48 months) and are situated in areas with good access to the highway network and where possible near to urban areas so that access via non-car modes can be maximised for staff. Satellite construction compounds will have a smaller footprint than the strategic construction compounds and will be used to manage the works along the route.

Mitigation

Construction

- 9.3.49 Measures to reduce impacts of construction traffic are set out in the CoCP. Part B of which will include an External Communications Programme which will set out how works to the road and PRoW network will be communicated to residents and businesses.
- 9.3.50 The CTMP will detail how construction traffic will be managed and will contain the following information;
 - Diversion routes to be proposed for the road network during temporary road closures; discussions are ongoing with Kirklees Council's Highways Network team to ensure the most appropriate routes are proposed;
 - Diversion routes to be proposed for bus services during temporary road closures; discussions are ongoing with the Combined Authority to ensure the most appropriate routes are proposed;
 - Planning of works in phases to ensure suitable alternative routes are available;
 - Access to properties and businesses will be maintained as far as reasonably practicable during construction; and
 - Detailed arrangements for construction compounds including:
 - Traffic route signage;
 - Signing and security of compound access and egress;
 - Co-ordination of temporary road and PRoW closures including proposed diversions as well as any route timing or volume restrictions;



- A Rail Replacement Strategy to help reduce impact of replacement bus services during rail closures; and
- A Travel Plan for Construction Staff.

Operation

9.3.51 No mitigation measures are deemed to be necessary for the operational phase given the very limited impact of the permanent changes and the identification that the permanent changes are generally either Neutral or beneficial to the transport network.

Significant Residual Effects

Construction

- 9.3.52 A total of 107 links on 68 roads are predicted to be impacted by the Scheme during the construction phase. Links represent sections of road that have the same properties (speed, capacity etc.). A road may be represented by one or many links, depending on whether the properties of the road change for example, a change in speed limit. Temporary significant adverse effects are predicted for the following categories during the construction stage:
 - Driver delay, pedestrian and cyclist delay, and accidents and safety;
 - Pedestrian and cyclist amenity including the effects from the volume of heavy traffic and its proximity to people; and
 - Severance which is the perceived division of people from places and other people.
- 9.3.53 Network Rail is a safety critical company where the safety of passengers, staff and members of the public is given the highest priority. To mitigate these potential temporary significant adverse effects, measures will be implemented, including Traffic Management Plans & road safety measures, segregation of construction traffic and members of the public, safety management systems as well as behaviour measures with hauliers.

Operation

9.3.54 The operation of the Scheme will not result in significant changes to traffic flows and will in most cases have a beneficial effect on non-motorised users in and around the stations.

Population and Human Health

9.3.55 Where significant effects have been identified for the wider determinants of health in the environmental topic assessments (e.g. air quality, geology,



soils and land contamination, water environment, noise and vibration, traffic and transport, electromagnetic interference, public open space and socioeconomic), mitigation measures and residual effects are detailed in those sections and are not repeated here.

Mitigation

- 9.3.56 Mitigation measures will be in the form of standard Health and Safety procedures and are included in Part A of the CoCP.
- 9.3.57 As no additional significant operational effects on the wider health determinants are reported, no additional mitigation measures are proposed.
- 9.3.58 Best practice environmental management measures will be implemented through application Part A of the CoCP to minimise disruption and amenity effects.
- 9.3.59 Part B of the CoCP will incorporate a series of environmental delivery plans, all of which include measures to minimise effects on the population in the area surrounding the Scheme.
- 9.3.60 An External Communications Programme will detail how the local authority and affected properties (residents and businesses) will be kept informed of construction works and how they can contact Network Rail.
- 9.3.61 The CTMP Plan will include measures to reduce impacts of including coordination of temporary road and PRoW closures as well as details of proposed diversions and programme details.

Residual effects

Construction

- 9.3.62 During construction, temporary significant adverse effects are predicted from:
 - the loss of three residential properties and permanent land take at five other residential properties;
 - temporary land take and disruption effects at a number of residential properties;
 - temporary land take and disruption effects at Childs Play Day Care Nursery, on Thornhill Road;
 - the temporary closure of the railway and railway stations; and
 - the temporary closure, diversion and disruption to a number of PRoW, footpaths/cycle provision and the Birkby Bradley Greenway and Calder Valley Greenway.



9.3.63 Permanent and temporary significant adverse residual effects are still predicted from the loss of a small number of local businesses, land take and disruption effects

Operation

9.3.64 No significant adverse residual effects are predicted.

Water Environment

Mitigation

- 9.3.65 Measures to reduce impacts of the water environment are set out in Part A of the CoCP and include implementation of best practice environmental management measures. Part B of the CoCP will incorporate a Pollution Prevention and Incident Control Plan for impacts on the water environment (including the canal network) and an Environmental Design Plan (EDP) (Land Contamination and Hydrogeology). The contents of these documents will be submitted to and approved by the Local Authority as part of a condition attached to the deemed planning permission. Construction will be carried out in accordance with the approved plans.
- 9.3.66 Adherence to the Scheme-wide drainage strategy, as summarised in Appendix 11-4 of the ES (**NR16B**), will also be used to mitigate any potential water quality impacts to receiving watercourses
- 9.3.67 The Scheme design has sought to ensure that any adverse impacts will be avoided or minimised, as far as practicably possible, ensuring that there is no increase in flood risk to existing vulnerable receptors. Compensatory flood storage will be provided on a level for level and volume for volume basis. Provision for such storage has been made within the Thornhill Quarry site (Route Section 6).

Residual Effects

9.3.68 No significant effects remain for all technical areas (water quality, hydromorphology, flood risk and groundwater) during construction or operation.



Land Contamination

Mitigation

Construction

- 9.3.69 Mitigation measures to be incorporated into the construction process are set out in Part A of the CoCP and includes mitigation measures in line with industry good practice. Part B of the CoCP will include a series of environmental delivery plans. The content of these documents will be submitted to and agreed by the local authority (Kirklees Council) pursuant to a planning condition to be attached to the deemed planning permission.
- 9.3.70 The following mitigation measures will be detailed in in the EDP (Land Contamination and Hydrogeology) under Part B of the CoCP;
 - Where land is required for temporary access or use as a construction compound, a walkover survey to confirm baseline conditions will be undertaken by a land contamination consultant prior to the Scheme Contractor taking possession of the land Details of the survey findings will be included in Part B of the CoCP. For construction compounds and access routes where land is to be excavated, soil samples will be collected from the upper 1m for laboratory testing to provide an indication of contamination baseline levels. Deeper sampling and/or installation of monitoring wells to collect groundwater may be required if evidence of substantial contamination is encountered, but this will be considered on a site-by-site basis.
 - Where piling works are required, a piling risk assessment will be undertaken in general accordance with EA guidance, and where necessary implementation of piling techniques deemed appropriate to manage potential risks related to the creation of pathways to groundwater and/or ground gas or mine gas migration.
 - Where Ground Investigation and associated risk assessments have indicated the potential for unacceptable risk, remediation of soil/groundwater contamination will be undertaken, pursuant to a condition to be attached to the deemed planning permission, to reduce risks to human health, property and controlled waters.
 - The risk of encountering significant unexpected contamination will be managed pursuant to a condition to be attached to the deemed planning permission.
 - A coal mining risk assessment will be undertaken to inform the detailed design of those areas of the Scheme that are located in a Development High Risk Area which is standard practice in former coal mining areas.



Operation

 No significant effects are anticipated during operation and therefore no mitigation measures are required.

Residual Effects

Construction

- 9.3.71 Following the application of the mitigation measures, residual construction phase effects are assessed as neutral, slight adverse or slight beneficial, and therefore not significant.
- 9.3.72 The only potential significant effects remaining after mitigation relate to particular geohazards and are beneficial. For example, if necessary, the treatment of mineshafts within the Hillhouse construction compound would result in an improvement of ground stability from baseline, thereby reducing the risk of damage to nearby or new structures.

Operation

9.3.73 Following the implementation of mitigation measures no significant effects are anticipated.

Electromagnetic Interference

Mitigation

9.3.74 Many of the effects caused by electromagnetic interference (EMI) and electromagnetic field (EMF) will be eliminated or reduced to acceptable levels during the detailed design and construction phase of the Scheme by the application of relevant British Standards and industry best practice, for example, the use of standard separation distances for cables of different voltage and screening techniques.

Residual effects

9.3.75 Where further assessment of specific sites has been identified, this shall be undertaken as part of the ongoing management of electromagnetic compatibility (EMC) throughout the project lifecycle in accordance with Network Rail's EMC Strategy and Assurance Process. Residual EMI and EMF effects may also be mitigated by implementing operational control measures (e.g. access restrictions to HV equipment when live). The hazard identification, risk assessment and mitigation process will continue throughout the project lifecycle to identify and control the relevant EMC risks as part of the ongoing EMC assurance process.



Public Open Space

9.3.76 The Scheme results in the permanent acquisition of 26,710m2 of public open space. This land will be fully mitigated through the Scheme with replacement open space provided in the Ravensthorpe area.

Mitigation

- 9.3.77 Mitigation measures will be implemented to minimise effects on users of public open space during the construction phase and include;
 - Retention of access to public open space where reasonably practicable to do so, taking account of safety issues in terms of conflict between users and construction works; and
 - Screening of construction structures through planting etc. to minimise disruption to public open space.
 - Where vegetation removal is proposed, replacement planting or measures to enable regeneration will be undertaken with further details (including planting plans) included within the LEMP.

Residual Effects

Construction

9.3.78 Even with the implementation of mitigation measures, temporary significant adverse effects are anticipated on 4no. open space site (refs OS7, OS8, OS9 and OS10). These effects are temporary, and it is anticipated that there will be no long-term significant effects as a result of the construction of the Scheme. The assessment of effects during construction also considers the period whereby the replacement open space is not available.

Operation

- 9.3.79 Land is proposed within the Ravensthorpe area (Route Section 6) to offset the loss of PoS through permanent acquisition of land throughout the Scheme. The exchange land will provide a high quality PoS area that has a great degree of accessibility to the public. The exchange land will be incorporated into the Scheme's landscape proposals, with the aim to maximise public amenity and enjoyment through the creation of informal footpaths, seating areas and landscaping.
- 9.3.80 Significant effects and the permanent loss of public open space is therefore mitigated there will be no significant residual effects on open space.



Socio-economic

Construction

9.3.81 The socio-economic effects of the Scheme identified during construction are beneficial or not assessed to be significant and therefore no specific mitigation measures are proposed. However, measures to limit disruption to business activity are detailed in Part A of the CoCP.

Operation

9.3.82 The socio-economic effects of the Scheme identified during operation are beneficial and therefore no mitigation measures are proposed.

Residual effects

Construction

9.3.83 Significant residual effects arising from the construction of the Scheme have been identified as those of employment and expenditure in the Local Authority area through the significant Scheme construction and supply chain activity, access to employment and upskilling opportunities.

Operation

- 9.3.84 Significant beneficial residual effects arising from the operation of the Scheme are identified as resulting from the improved journey times, reliability, and capacity at the Local Authority area and in turn the Subregional and Regional level. These improvements are judged to be likely to bring direct significant benefits to local businesses and the labour market through improved access and in providing opportunities around Huddersfield Station through spend and business activity uplifts.
- 9.3.85 Indirectly, the Scheme will also support wider economic benefits such as productivity and agglomeration in the sub-regional and regional levels.



10. LAND AND PROPERTY

10.1 Introduction

- 10.1.1 A significant proportion of the works proposed by the Scheme are within land/property which is already within the freehold ownership of Network Rail or land/property over which Network Rail has pre-existing rights. Where this is not the case it will be necessary for Network Rail to permanently and/or temporarily acquire or use land which is currently in third party ownership.
- 10.1.2 The Order, if approved, will therefore grant Network Rail the powers to compulsorily acquire land, or rights over land needed to construct, operate and maintain the new upgraded railway. In summary the main form of acquisition proposed by the Order will consist of:
 - Permanent acquisition the permanent acquisition of land/property is required to construct, operate and maintain new works to the existing and proposed rail corridors proposed as part of the Scheme. For example, the permanent acquisition of land required for the construction and operation of new lines of railway.
 - Temporary possession the temporary possession of property/land is required to facilitate the construction of the Scheme works. For example, the temporary possession of land required for use as a working site in connection with the construction of a new line of railway. Land which is required for temporary possession will, after completion of the construction works, be restored and returned to the existing owners.
- 10.1.3 Additionally, the Order seeks to confer powers on Network Rail to:-
 - compulsorily acquire easements and other rights in land;
 - compulsorily acquire ground anchor rights;
 - compulsorily acquire subsoil or airspace;
 - impose restrictive covenants;
 - temporarily use land for access; and
 - temporarily use land for the construction of works.
- 10.1.4 The Order also seeks to confer powers on Network Rail to enter land to carry out protective works to buildings, roads and apparatus of statutory undertakers and to enter land to carry out surveys.
- 10.1.5 In preparing and making the Order application and preparing this Statement of Case, Network Rail has had due regard to the guidance on compulsory purchase, entitled "*Guidance on Compulsory Purchase process and the Crichel Down Rules*", introduced in October 2015 and last updated in July



2019 by the Ministry Housing, Communities & Local Government ("the Guidance") (**NR75**).

- 10.1.6 Paragraph 1 of the Guidance notes that compulsory purchase powers are an important tool to assemble land needed to help deliver social, environmental and economic change and used properly can contribute towards effective and efficient urban and rural regeneration, essential infrastructure, the revitalisation of communities and the promotion of business – leading to improvements in quality of life.
- 10.1.7 Further, paragraph 2 of the Guidance advises that acquiring authorities should use compulsory purchase powers where it is expedient to do so. However, a compulsory purchase order should only be made where there is a compelling case in the public interest. This paragraph also states that the confirming authority will expect the acquiring authority to demonstrate that they have taken reasonable steps to acquire all of the land and rights included in the compulsory purchase order by agreement. Paragraph 2 also advises that compulsory purchase is intended as a last resort to secure the assembly of all the land needed for the implementation of projects. However, if Network Rail as an acquiring authority waits for negotiations to break down before starting the compulsory purchase process, valuable time will be lost. Therefore, depending on when the land is required, it may often be sensible, given the amount of time required to complete the compulsory purchase process, for the acquiring authority to plan a compulsory purchase timetable as a contingency measure and initiate formal procedures.
- 10.1.8 Paragraph 2 also advises that when making and confirming an order, acquiring authorities and authorising authorities should be sure that the purposes for which the compulsory purchase order is made justify interfering with the human rights of those with an interest in the land affected.
- 10.1.9 The Guidance also states, at paragraph 17, that:- "Undertaking negotiations in parallel with preparing and making a compulsory purchase order can help to build a good working relationship with those whose interests are affected by showing that the authority is willing to be open and treat their concerns with respect". Paragraph 17 also states: "Acquiring Authorities are expected to provide evidence that meaningful attempts at negotiation have been pursued or at least genuinely attempted, save for lands where land ownership is unknown or in question". In accordance with the guidance, Network Rail has been carrying out extensive consultations and negotiations with affected landowners. Where it is appropriate and reasonably practicable to do so, Network Rail will seek to acquire the



land/property interests by agreement in parallel with the proposed making of the Order.

- 10.1.10 The scale and nature of the Scheme requires the making of the Order to enable the Order land in its entirety to be assembled in Network Rail's ownership and the Scheme to be delivered with certainty and within a reasonable timescale.
- 10.1.11 On confirmation of the Order, Network Rail will, where required, serve the necessary compulsory acquisition notices (Notice to Treat/Notice of Entry) and/or execute General Vesting Declarations to permanently acquire the necessary land and/or property rights required to deliver and operate the Scheme. Where applicable Network Rail will also on confirmation of the Order serve the notices required under the Order to secure the temporary possession and/or use of land as required to construct the Scheme.

10.2 Proposed Land & Property Acquisitions

- 10.2.1 Both land and property, and interests in land and property, under the ownership and control of third parties is required to construct, operate and maintain the works to be authorised, that includes:
 - Temporary access over land and property;
 - Temporary possession of land and property;
 - Permanent acquisition of land and property
 - Permanent acquisition of rights over land and property;
 - Permanent acquisition of the subsoil, or rights in the subsoil only, of land and property;
 - Imposition of restrictive covenants over land and property;
 - Permanent acquisition of replacement open space land to be provided in exchange for the acquisition of existing open space land.
- 10.2.2 The draft Order (**NR02**) and the Deposited Plans and Sections and Open Space Plans (**NR09**) identify the extent to which Network Rail may exercise these compulsorily acquisition powers in relation to land situated within the Order limits. All the areas of land (and property rights) which are sought in the draft Order are necessary for the Scheme and no land will be compulsorily acquired either permanently or temporarily unless essential for the construction, operation, or maintenance of the Scheme. In accordance with the Guidance Network Rail will be seeking to acquire the necessary proprietary interests required by negotiation and compulsory powers will only be used where it is not possible or reasonably practicable to reach agreement.



- 10.2.3 The Book of Reference (**NR08**) details the owners and occupiers of land and property within the Scheme limits and is to be read in conjunction with the Deposited Plans and Sections and Open Space Plans (**NR09**) which accompanies the Draft Order (**NR02**).
- 10.2.4 The proposed permanent and temporary land/property requirements impact on almost all property asset classes (commercial, agricultural, residential, industrial, retail). In some locations within the Scheme limits the proposed land acquisition is minimal and has been contained within the existing railway corridor (where this is reasonably practicable and possible) but in certain areas due to existing topographical constraints there is a more condensed and intensive third party land acquisition requirement (e.g. Heaton Lodge).

10.3 Permanent Land & Property Acquisition

10.3.1 In order to construct, operate and maintain the Scheme works to be authorised by the Order permanent land take will be required from thirdparty land/property owners. Those plots of land identified as required on a permanent basis are identified in the schedule at Appendix D. (See also Section 10.9 - Acquisition Strategy)

10.4 Temporary Possession and Access

10.4.1 In order to construct the Scheme works to be authorised by the Order temporary possession of land and the temporary use of land for access will be required over third-party land/property. For example, temporary possession of land/property maybe required for a temporary worksite to construct the Scheme works. Those plots of land identified as required on a temporary basis are identified in the schedule at Appendix D.

10.5 Imposition of Restrictive Covenants

- 10.5.1 Due to the nature of the works proposed by the Scheme and the proximity of the works to specific adjacent buildings and property it is essential that Network Rail is able to control any future use of those buildings and/or property located over or adjacent to the operational railway so as to maintain and protect the integrity of the operational railway. This will be achieved through the imposition of restrictive covenants on the legal title to the impacted property/land. For example:
 - Where Overhead Line Electrification (OLE) is to be constructed it is
 possible that due to the proximity of the OLE to adjacent premises that
 restrictions on the window openings of such premises will be required
 or restrictions put in place on how the property can be utilised in the



future (e.g. obtaining Network Rail permissions for activities within specified distances of any installed apparatus or works);

- To protect the integrity of any works installed at the sub-surface e.g. rock anchors. Once the rock anchors have been installed to support works within the tunnels Network Rail will need to control any future development or excavation that may take place in proximity to those rock anchors by the owner of the adjacent/retained land.
- 10.5.2 Those plots of land that necessitate the imposition of restrictive covenants are listed within the schedule at Appendix D.

10.6 Acquisition of Permanent Rights

10.6.1 To construct operate and maintain the Scheme works to be authorised by the Order the acquisition of permanent rights in land/property is required. For example, in some instances air rights for the attachment of OLE on the outer edges of viaducts will be required on a permanent basis along with a permanent right to maintain and operate such equipment. It is also possible that both the acquisition of permanent rights and the imposition of restrictive covenants will be required. For example, where ground anchors to support the existing tunnels are to be installed at a sub-surface level proprietary rights will be required from the property owners for such rights but also a restrictive covenant put in place that restricts any future use or development of retained land to protect the integrity of the ground anchors. The nature of the restriction required by Network Rail will be dependent on the outcome of the detailed design process and the proximity of the works from the surface and/or any retained property. Those plots of land that require the acquisition of permanent rights are listed in the Schedule at Appendix D.

10.7 Acquisition of Subsoil

10.7.1 Due to the nature of some railway works proposed by the Scheme the acquisition of subsoil is required (including both the acquisition of subsoil with the imposition of an associated restrictive covenant). For example, where works are required to lower the track alignment through the existing railway tunnels at Huddersfield the land beneath the existing railway lines within those tunnels will need to be acquired for the construction and operation of those permanent track lowering works. Those plots of land that are identified for the acquisition of sub-soil only and/or the acquisition of sub soil and imposition of restrictive covenants are contained in the schedule at Appendix D.



10.8 Protective Works

10.8.1 Due to the nature of the works to be constructed for the Scheme it is possible that Network Rail may need to undertake certain protective works to buildings, roads and apparatus of statutory undertakers impacted by the Scheme where construction works are proposed to be undertaken in close proximity to adjacent property/buildings. The scope of protective works that maybe required (and the process for entering land to carry out such works) is detailed in Article 23 of the draft Order (NR02). The primary purpose of this power is to ensure that Network Rail are afforded the ability to undertake protective works such as underpinning, strengthening or other works required to prevent damage to a building, road or apparatus which may be caused by the construction, maintenance or operation of the Scheme works. This power maybe exercised in relation to any building, road or apparatus of a statutory undertaker lying within the Order limits or the Protective Works limits. Land lying within the Protective Works limits is only subject to the powers to be conferred by Article 23 and is not subject to any other power of compulsory acquisition to be conferred by the Order. The land within the Protective Works limits identified as required for protective works only is detailed within the schedule at Appendix D.

10.9 Acquisition Strategy

- 10.9.1 During the design development stage in the 12 (twelve) months prior to the submission of the Order application an ongoing review of potentially impacted landowners and occupiers was commenced. During the review cycle land and property owners whose interests were identified for compulsory acquisition on a permanent basis were written to and offered individual meetings, where this was possible, to discuss the potential Scheme requirements, the developing design for the Scheme, and how any concerns that were then raised at those meetings could be mitigated against in advance of the Order application. The pre-submission landowner engagement was both qualitative and meaningful to the extent that good working relationships were developed with a substantial number of landowners and any matters raised could be addressed in an appropriate and timely manner. It is important for Network Rail to take into account any concerns raised from property owners and to consider any reasonable adjustments that could be made.
- 10.9.2 Due to the size and scale of the Scheme and the volume of landowners and occupiers it was not possible to offer a personal meeting to every named party within the Book of Reference. However, over 100 (one hundred) meetings took place prior to the submission of the Order with impacted



landowners and occupiers, including during COVID-19 lockdowns, and those engagements are continuing.

- 10.9.3 As the design detail and construction methodology advances more detailed discussions and negotiations can be progressed as regards the acquisition, by negotiation, of the necessary proprietary interests required to construct and operate the Scheme. It is important to bear in mind that the impact for each landowner will be different and negotiations will advance at different times as the design for the Scheme crystallises.
- 10.9.4 Network Rail will seek to negotiate with impacted landowners and reach a negotiated settlement so as not to have to resort to powers of compulsion, where it is possible and reasonably practicable to do so.

10.10 Justification for Compulsory Purchase & the Compensation Code

- 10.10.1 Whilst the Order will also seek to secure other necessary consents to deliver the Scheme the compulsory purchase of the land/property and associated interests is essential to enable the Scheme to be implemented and for Network Rail to deliver the Scheme within a reasonable timescale.
- 10.10.2 The Order application has been made to ensure that all the land required for the Scheme can be secured within a reasonable timescale, thereby maintaining the affordability and deliverability of the Scheme.
- 10.10.3 The Guidance advises that an acquiring authority should only make a compulsory purchase order where there is a compelling case in the public interest to do so. Network Rail is satisfied that there is a compelling case for the use of compulsory purchase powers for the reasons set out in this Statement of Case. (see Chapter 4 The Case for the Scheme)
- 10.10.4 Although Network Rail own much of the property and the benefit of proprietary rights that are required to construct and operate the Scheme other third-party land/property and interests are also required.
- 10.10.5 Given the size and scale of the Scheme it is likely that the timely acquisition of these interests on reasonable terms and within a realistic timescale will very likely only be achievable through securing powers of compulsory purchase.
- 10.10.6 The Order makes provision for those parties whose land/property or interests in land/property are compulsorily acquired or used (either temporarily or permanently) to be entitled to claim compensation and for Network Rail to make payments of compensation. Other landowners whose property (including rights) is not compulsorily acquired or used but which



may be affected by the construction and/or operation of the Scheme works may also be entitled to claim compensation in certain circumstances.

10.11 Acquisition of Dwellings

- 10.11.1 It became evident at an early design stage for the Scheme that the permanent acquisition of some residential properties would be required, specifically in the Heaton Lodge area (3 (three) residential properties). Given the sensitivities around the impact of the Scheme on the specific residential properties Network Rail offered to undertake a voluntary advance purchase of the properties impacted and to provide the owners/occupiers with an option to dispose of their interests to a timeframe that was suitable for their own purposes, subject to the eventual requirement for Network Rail to acquire the dwellings to deliver the Scheme. Of the three properties required, to date, Network Rail has voluntarily acquired two properties and is in the process of agreeing heads of terms for the third property.
- 10.11.2 Other dwellings are impacted by the Scheme but not to the extent that Network Rail considers that an acquisition of the whole is required. In those cases Network Rail's proprietary requirements will be dictated by the nature of the works required in the specific location; this will include requirements for permanent rights (e.g. rock anchors), acquisition of subsoil, imposition of restrictive covenants (e.g. to protect the rock anchors), protective works (to protect the integrity of the dwelling), permanent acquisition of part (external to the building), and temporary possession of external space for construction purposes.

10.12 Schedule of Land and Rights Required

10.12.1 For a detailed overview as to the specific land and property requirements please see the Schedule attached at Appendix D.



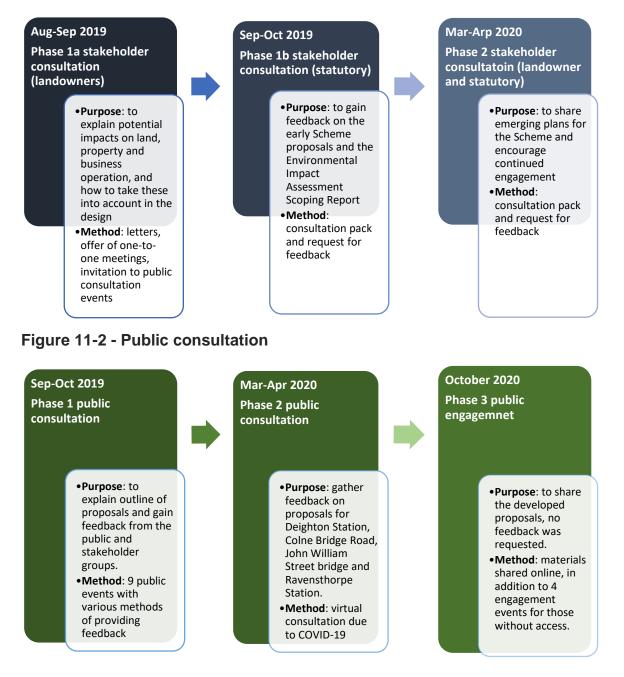
11. CONSULTATION AND ENGAGEMENT

11.1 Introduction

- 11.1.1 Network Rail has consulted widely on the Order Scheme with stakeholders (statutory and landowner) and the local community from August 2019 to October 2020. The purpose of the consultation was to ensure statutory bodies, landowners, members of the public and other stakeholders had an opportunity to understand and comment on the Order Scheme and potential environmental effects.
- 11.1.2 A monthly working group was set up with the Council, the West Yorkshire Combined Authority and Transport for North in January 2019 to update all parties on the design and programme of the Scheme, and these meetings continue post submission of the Order.
- 11.1.3 Prior to starting public consultation in September 2019, Network Rail shared the Approach to Community Consultation ("AtCC") with Kirklees Council for comment. The AtCC identified how Network Rail proposed to consult with communities affected by the Scheme and lineside neighbours.
- 11.1.4 Network Rail recognises that a Scheme of this nature will inevitably have an impact on the area surrounding the proposed development sites and engagement with both stakeholders and the community will continue as the Scheme develops. The purpose of the consultation was to ensure statutory bodies, landowners, members of the public and other stakeholders had an opportunity to understand and comment on the Order Scheme and potential environmental effects.
- 11.1.5 Stakeholder (statutory and landowner) and public consultation on the proposals for the Scheme took a two phased approach and a summary of consultation phases are set out in Figure 11-1 and Figure 11-2 respectively. The Consultation Report (NR07) sets out who was consulted, on what issues, during each of the phases of consultation.
- 11.1.6 Consultation has been important in helping identify potential issues at an early stage of the Scheme's development. It has enabled Network Rail to collate as much feedback as possible as the design of the Scheme has progressed. Comments from both stakeholders (statutory and landowner) and the public have been considered and have informed the iterative design process.



Figure 11-1 - Stakeholder consultation



- 11.1.7 Consultation was ongoing with all consultees throughout the consultation period with meetings, phone calls, emails, presentations and site visits.
- 11.1.8 Due to COVID-19 and the national lockdown during the consultation phases, Network Rail adapted its consultation approach and was able to continue the consultation while following government advice provided.
- 11.1.9 A total of 15 in-person consultation or engagement events were held between Huddersfield and Ravensthorpe, including briefing events for local



MPs, councillors, stakeholder groups and media prior to the public consultation events.

- 11.1.10 To publicise the public events, provide information and request feedback, the following actions were taken: flyers were posted to 28,254 lineside neighbours; posters displayed and leaflets shared in rail stations; advertisements displayed in the Examiner – Huddersfield, Dewsbury Reporter and on Pulse 1 / Pulse 2 radio stations; Tweets posted on @TheGNRP Twitter page; and information shared on the Network Rail Website. When the Phase 2 face to face event was cancelled and consultation period extended due to COVID-19, the public was informed through the aforementioned channels.
- 11.1.11 In order to capture feedback from the public, the following opportunities were provided: a freepost feedback form, an online feedback form, an email address and the Network Rail 24-Hour Helpline.
- 11.1.12 During the public engagement events, the link to the Network Rail website <u>www.networkrail.co.uk/TranspennineEngagement</u> was sent to technical stakeholders with an offer to discuss the proposals further, either by telephone or meeting.
- 11.1.13 The project team reviewed all consultation feedback at each consultation phase and where feasible, this feedback influenced the design proposals.
- 11.1.14 Since first consulting with stakeholders in September 2019, many of the discussions with organisations and individuals has been iterative, with regular updates via meetings or site meetings. This approach will continue for the duration of the Scheme.



12. OBJECTIONS, REPRESENTATIONS AND STATEMENTS OF SUPPORT

12.1 Objection period

- 12.1.1 After the Order application was made to the Secretary of State for Transport (SoS) on 31 March 2021, the SoS invited objections, representations and letters of support, in accordance with the 2006 Rules, to be sent to the Secretary of State by 17 May 2021. During that objection period 41 objections, 4 representations and 3 letters of support were received.
- 12.1.2 At the request of those organisations which sent the correspondence, one letter of objection was reclassified as a representation and then withdrawn completely, and one letter of objection was reclassified as a representation.
- 12.1.3 Network Rail received a letter of objection from Veolia (OBJ 42) dated 14 May 2021, which was forwarded on to Network Rail from the Transport Infrastructure Planning Unit on 23 June 2021.
- 12.1.4 Therefore, the current status as of the date of this Statement of Case is 40 objections, 4 representations and 3 letters of support.

12.2 Objectors' Issues

12.2.1 Table 12-1 below groups together the issues raised by objectors under broad headings and shows the number of times each issue was raised. Each objector often referred to more than one issue.



Table 12-1: Objectors' issues

Issue	Number of times raised
Concerns about access and deliveries to and from a business	17
The scheme proposals are unclear	2
The publicity for the Transport and Works Act Order ("the Order") is not compliant and that the proposed works in the Order have started on site	1
The proposed access road to a residential property affects the health and safety of employees at a neighbouring business	1
Impact on utility company apparatus	3
Impact on fire escapes during construction	5
Impact on building premises and operations during construction	9
Impact on residential garden during construction	1
No attempt to acquire land/rights by agreement	19
No information provided regarding hours of work during construction and timescales in relation to temporary possession of land	6
No provisions in place to ensure businesses can continue operating	3
No commitments given regarding security measures during construction	4
Impacts on car parking during construction	6
No provisions in place that would regulate the new permanent rights to be acquired over land	1
The draft Order makes no reference in the schedules of certain land plots making the draft Order defective	1
Inadequate consultation	4



Issue	Number of times raised
No compelling reason to permit compulsory acquisition of land or rights over land	16
Section 51 notice defective as relevant land plots not included in the notice	1
Impact on repair and maintenance of the building once the scheme is operational	1
Effects on employees of business, including health and safety factors during construction and operation of the scheme	12
Impact on listed structures	2
Impact on ventilation of building once the scheme is operational	2
The scheme lacks optimal design and doesn't demonstrate the appropriate use of public funds	1
Lack of facilities for cyclists at Huddersfield Station, Deighton Station and Ravensthorpe Station.	1
Lack of good underbridge lighting being provided at John William Street underbridge	1
Request for physical separation of cycle lanes on the Leeds Road bridge replacement	1
Concerns relating to vibration impacts on business during construction and once the scheme is operational	1
Temporary closures of the Huddersfield Broad Canal and the Calder & Hebble Navigation during the construction works	1
Impacts of the scheme on the ability to safely navigate the Calder & Hebble Navigation	1
Objection to the Protective Provisions in relation to the power to survey and investigate land and to safeguard assets	1
Objection to the power to acquire airspace over waterways	1



Issue	Number of times raised
Concerns regarding temporary waterway and towpath closures during construction	1
Concerns regarding impacts of construction vehicles on canal bridges and construction compounds on land adjacent to canals	1
Concerns regarding the design proposals and the impacts on an objector's assets	2
Concerns regarding discharge of water on the waterways	1
The scheme renders a developer's plans unmanageable and potentially impossible	1
The scheme will impact on a developer's proposals and a wider framework in the Local Plan.	2
The scheme is not a prudent use of public money	1
Lack of information regarding vegetation that is required to be removed and concerns about the visual impacts this may cause	1
Concerned about the noise from construction activity	1
The scheme is contrary to the rights in accordance with Protocol 1 Article 1 of the Human Rights Act	2
Concerns that the scheme will impact on the existing protection against flooding	1
Construction impacts affecting the operation Huddersfield Bus Station	1
For the construction period, a communications plan for the travelling public should be made jointly with the objector and Network Rail	1
Disruption and mitigation measures affecting residents and businesses to be agreed between the objector and Network Rail	1
Work closely with Network Rail (and the rail industry) to shape the train services that meet the needs for the region	1



Issue	Number of times raised
The Transpennine Route Upgrade (TRU) and Northern Powerhouse Rail programmes of work are both required for the economy and provide opportunities.	1
The Government is required to give its full funding commitment to TRU.	1
Capacity issues at Leeds Station need to be resolved to realise the full benefits of TRU	1
The scheme should provide skills and employment opportunities in the local area	1
The Environmental Statement excludes reference to relevant Planning Policy	1
The Design and Access Statement excludes reference to certain design aspects such as cycle storage and lighting.	1
Visual impacts of lift shafts at Deighton Station	1
Impacts on bus customers and the bus network are not adequately address in the Environmental Statement (Traffic and Transport)	1
Impacts on walkers and cyclists during the construction period	1
Concerns regarding the reporting of climate effect and vulnerability in the Environmental Statement	1
Request for additional Planning Conditions and amendments to the draft Planning Conditions in relation to the Order.	1
Concerns regarding highway design and ongoing maintenance of the A62 bridge	1
Concerns regarding the construction impacts on the local highways and the public rights of way, including the use of bus replacement services	1



Issue	Number of times raised
Concerns regarding other construction schemes taking place during the construction of the scheme and the impacts on the local communities, existing parking facilities and highways	1
Clarification required on the reporting of Minerals and Water in the Environmental Statement and Planning Statement.	1

12.3 Issues Raised by Representation

12.3.1 Table 12-2 groups together the issues raised by representation under broad headings and shows the number of times each issue was raised. Each representation often referred to more than one issue.

Table 12-2: Issues raised by representation

Issue	Number of times raised
Concerns regarding the relocation of pylons and overhead transmission lines and the impacts the apparatus will have on use of land and the health and safety effects on employees	1
Impact of the Scheme on heritage assets	1
Concerns regarding the Scheme's approach to dis-apply requirements under the Environmental Permitting Regulations	1
The Flood Risk Assessment doesn't adequately assess the flood risks associated with the Scheme	1
Request for additional wording to a draft Planning Condition or introduction of a new Planning Condition in relation to the Order.	1
Assurances that updates and advanced notices of proposed road closures, diversions and traffic management measures are given in a timely manner, as well as changes to key personnel within the project team	1



12.4 Managing Objections and Representations

12.5 Managing Objections

Objections

- 12.5.1 Network Rail has contacted all objectors and where relevant, has offered to meet with them either on site or by Microsoft Teams. Network Rail has also, where a meeting has not been possible, responded to the letters of objection to address the concerns raised.
- 12.5.2 Where the Order seeks compulsory powers to take temporary possession of land, or to permanently acquire interests in land, Network Rail's objective is to continue engagement with the affected landowner and to reach terms acceptable to that individual which address the concerns raised in the letter of objection. This approach would enable Network Rail to enter into agreements with affected landowners, or to issue relevant commitments and assurances, which enable affected landowners to withdraw their objection to the Order.
- 12.5.3 In relation to statutory bodies, such as Kirklees Council, Environment Agency and Historic England, the Canal and River Trust and West Yorkshire Combined Authority, Network Rail is continuing to engage with these organisations and build on the strong working relationships that have already been established through robust consultation and engagement leading up to the submission of the Order application.
- 12.5.4 Network Rail will be holding regular meetings with these statutory bodies to address their grounds of objections with the aim of agreeing a Statement of Common Ground and securing a withdrawal of the objections.
- 12.5.5 Network Rail is continuing to engage with Kirklees Council ("the Council") with the aim of addressing the Council's grounds of objection and concerns, as far as reasonably practicable.
- 12.5.6 Table 12-3 below, sets out the matters raised by statutory consultees who have made objections, and Network Rail's position in relation to these objections.
- 12.5.7 Table 12-4 below sets out the matters raised by commercial property landowners who have made objections, and Network Rail's position relating to these objections.

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The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Statement of Case (NR28)



 Table 12-3: Objections from Statutory Consultees

Objection number	Objector	Themes of objection	Network Rail's position
OBJ 33	Kirklees	Highways	The Council is supportive of the principle outcomes of the
	Council ("the	Environment	Transpennine Route Upgrade and both parties are continuing to engage regularly and have agreed the practicalities of how to
	Council")	Heritage	address the issues raised in the objection by holding a series of workshops with officers. Network Rail is grateful for the support and
		Additional planning conditions	commitment officers have given in engaging with the project team to date and we are committed to continue this engagement. As stated in 12.4.5 above, we will seek to address and resolve matters with the Council and look to agree a Statement of Common Ground before Public Inquiry. A meeting took place on 1 July 2021 to agree the process of addressing the highway matters and ongoing engagement raised in the letter of objection. A meeting is being planned to address other matters raised in the objection letter and these meetings will be ongoing. We have had constructive meetings regarding the scheme proposals which affect the waste facilities at Emerald St and Weaving Lane and engagement will continue.
OBJ 40	West	Acqusition and use of land &	The Combined Authority is supportive in principle to the
	Yorkshire	effects on Huddersfield Bus	Transpennine Route Upgrade and both parties are meeting to
	Combined	Station and bus services	address the issues raised in their letter of objection. Engagement
	Authority		with the Combined Authority will continue, and Network Rail is
	("the		grateful for the commitment and support given by officers to date in

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Objection number	Objector	Themes of objection	Network Rail's position
	Combined Authority")	Issues relating to the Transpennine Route Upgrade programme Issues relating to the Environmental Statement	relation to the Scheme. Network Rail has committed to setting up a regular Steering Group meeting with the Combined Authority which will focus on the Scheme and the Transforming Cities Fund, a programme of work being delivered by the Combined Authority in partnership with local authorities. One of the objectives of the Steering Group will be to ensure that the programmes for both schemes work alongside each other with timely exchange of information. We have a meeting planned on 1 July 2021
OBJ 05	Northern Powergrid (NPG)	Impact on utility company apparatus	Pre submission of the Order application, Network Rail submitted to NPG the relevant Notice under the existing agreement between both parties for the diversion of the apparatus affected by the scheme proposals. Pre submission of the Order, Network Rail also engaged with NPG regarding the scheme proposals. Network Rail is continuing to engage with NPG to address and resolve the matters in the objection with the aim of it being withdrawn, Network Rail has written to NPG detailing the current position.
OBJ 12	Northern Gas Networks (NGN)	Impact on utility company apparatus	Pre submission of the Order, Network Rail engaged with and provided notices (see above).Network Rail is continuing to engage regularly with NGN and intends to enter into an agreement with NGN to protect their assets with a view for the removal of the objection. Parties are in discussions regarding the detailed design of the diversion of the high-pressure gas mains and discussions continue



Objection number	Objector	Themes of objection	Network Rail's position
			regarding the scheme impacts on other NGN apparatus. Network Rail has written to NGN on 24 June 2021 setting out our position.
OBJ 31	National Grid (NG)	Impact on utility company apparatus	Pre submission of the Order, Network Rail and NG together identified a solution to enable NG to continue to operate affected apparatus following the implementation of the scheme. Network Rail served NG with the relevant notice under the existing agreement between the parties concerning the apparatus in order to give effect to that solution. Since that notice Network Rail has written to NG on 29 June 2021 confirming the position and inviting NG to withdraw the objection on that basis.
OBJ 35	Canal & River Trust ("the Trust")	Objection to compulsory purchase of Trust land Powers sought under the draft Order Protective Provisions Waterway and towpath closures The effects of the works in the draft Order on the Trust's undertaking	Pre submission of the Order application, Network Rail and the Trust met regularly with a view to providing design and construction updates for the Scheme and we are grateful for the time and commitment that Trust has put into these meetings. Network Rail has responded in writing to the Trust's objection on 17 June 2021 and has offered a series of commitments, in addition to the protections provided in the Protective Provisions within the draft Order as Network Rail is endeavouring to resolve the Trust's objection so that it can be withdrawn. A site meeting took place with representatives from the Trust on 29 June 2021 to discuss land acquisition and proposed construction methodology.



Table 12-4: Commercial Property Objectors

Objection number	Objector	Themes of objection	Network Rail's position
OBJ 01	Lawton Yarns Ltd & P41	Further information required regarding the nature of access onto the property and the proposed land acquisition.	Network Rail has met with Lawton Yarns Ltd on site to listen to and discuss their concerns regarding the Scheme and explain the proposals in more detail. NPG will require temporary access onto the site. We will be making commitments in writing to confirm that the access and operations of the business can continue during the construction works and appropriate prior notice will be given regarding the physical works and access on site. Network Rail has written to Lawton Yarns on 1 July 2021 seeking to make commitments as stated above.
OBJ 04	Westex Carpets	Location of access road with no shared gate or access with residential neighbour. Minimising land acquisition. Impact on deliveries and activities of business.	As a result of engagement and consultation and site meetings with Westex Carpets, the design of the access road has been developed with their comments in mind and Network Rail is confident that through continued discussion and commitments made to Westex Carpets that agreement can be reached such that the objection can be withdrawn. To facilitate the agreement, Network Rail has written to Westex on 5 July 2021 to request information regarding vehicular access required and a plan of the current site. This information will support a revised plan which we shall seek to agree with Westex. This plan will be provided to Westex after the Statement of Case is served.



Objection number	Objector	Themes of objection	Network Rail's position
OBJ 07	Shackletons	The proposed land take will have a detrimental impact on the operations of the business. The use of compulsory purchase order (CPO) powers is inappropriate as no attempt has been made to acquire the land via private treaty.	Network Rail has met with Shackletons to discuss the matters of objection. We are confident that we shall be able to offer commitments to allow the business to continue and to address and resolve Shackletons' concerns. Regarding the use of compulsory purchase powers, in accordance with government guidance, Network Rail has engaged with Shackletons on the requirements concerning the land impacted by the Scheme proposals. Network Rail has written to Shackletons on 2 July 2021 to offer a set of commitments that can be formalised into an agreement, in order to facilitate the withdrawal of the objection.
OBJ 09	Bramall Properties Ltd	The provisions of the Order do not contain sufficient protection to ensure the continued operation of the business.	Network Rail has met with Bramall Properties and has given assurances that the business can continue to operate during the construction works. Bramall Properties has accepted Network Rail's explanation of the impact of the proposed scheme as well as the solution put forward. Network Rail has drafted Heads of Terms for a side agreement to be entered into with the objector and is confident that this will enable Bramall Properties to withdraw their objection.
OBJ 10	WPC REIT Stretch 41 BV (WPC)	The Scheme makes the rear fire escape unusable.	Network Rail met with WPC on 2 July 2021 to discuss the Scheme proposals. We are confident that commitments can be given in order to meet the concerns raised in the letter of objection and



Objection number	Objector	Themes of objection	Network Rail's position
		Impacts regarding access to the business. Lack of consultation. No compelling reason for the CPO of land.	provide a solution regarding the impact on the fire escape and access to the business. Network Rail intend to present the solution in a set of Heads of Terms to the objector and is confident that this will form the basis for WPC to withdraw the objection. Pre submission of the Order Network Rail engaged with WPC and its tenant, Buy It Direct, as landowners affected by the Scheme. In communication with WPC representatives, Network Rail has explained the requirement for seeking the compulsory powers over the WPC land.
OBJ 11	Frank Marshall Estates Ltd (FMEL)	Insufficient protections of FMEL interests. No steps take to acquire the land or rights.	Network Rail met with FMEL representative on 25 June 2021 to address the matters in the objection. The explanations given by Network Rail as regards the impact of, and requirement for, the Order powers was accepted by FMEL representative. Network Rail intends to formalise the proposals discussed at that meeting as a series of commitments in order to protect FMEL's interests and allow the business to continue operating during the construction period. This will form Heads of Terms with FMEL with a view to the objection being withdrawn. In accordance with government guidance on seeking compulsory purchase powers, Network Rail has engaged with FMEL on the requirements concerning the land impacted by the Scheme.



Objection number	Objector	Themes of objection	Network Rail's position
OBJ 13	JJIG Ltd and Buy It Direct	Impact on business regarding temporary possession of land and impact on fire escape routes.	Network Rail is seeking to meet with JJIG and Buy It Direct to discuss the Scheme and intend to present a solution to their concerns in a set of Heads of Terms. We are confident that this will form the basis to secure a withdrawal of the objection.
OBJ 14	Yorkshire Children's Centre (YCC)	Staff car parking once the Scheme is operational. Deliveries to the building. Impact on building windows.	Network Rail met with YCC on 15 June 2021 to discuss the matters raised in the letter of objection and to propose solutions to the concerns raised in the letter of objection. Network Rail will continue to work with YCC to seek solutions regarding car parking for YCC staff in the temporary and permanent state and a solution to windows not being able to be opened. During the meeting YCC agreed with Network Rail that those proposed solutions were a positive basis upon which the parties can continue to work together towards agreeing a Heads of Terms and secure the withdrawal of the objection. Network Rail is writing to YCC summarising the above.
OBJ 15	Kinder Properties	Clarification required regarding land required as the Rule 15 Notice was not served on land plots included in the Book of Reference.	Copies of the Rule 15 Notice that relate to all the relevant plots in the Book of Reference that were served on Kinder Properties on 31 March 2021 have been sent to their representative, for their records. Network Rail met with Kinder Properties on 16 June 2021 and will continue to engage with the view to agreeing a Heads of Terms and the objection being withdrawn. Network Rail has engaged with Kirklees Council as highways authority regarding the temporary



Objection number	Objector	Themes of objection	Network Rail's position
		Clarification required as to the nature and duration of temporary possession and permanent acquisition of land. Clarification required as to the nature of the proposed vehicle protection measures. Assurances need to be provided regarding temporary traffic management measures during the construction period.	reconfiguration of the existing access to allow for two-way movements on to St John's Road, to maintain access to the retail units during construction. Network Rail has submitted a plan to Kirklees Council to seek an agreement in principle to the proposed highways layout. Network Rail has written to Kinder Properties on 5 July 2021 summarising the above position.
OBJ 16	Dominos	Impacts on car parking for customers.	Network Rail met with Dominos on 24 June 2021 on site to discuss their concerns regarding car parking. Network Rail has written to Dominos summarising the impacts of the scheme including the compound drawing, with confirmation that the areas of the car park will be out of use for approximately 30 to 40 days and a schedule of construction works. Network Rail has also committed to giving Dominos six months' notice ahead of the construction works.



Objection number	Objector	Themes of objection	Network Rail's position
OBJ 18	Hargreaves (GB) Ltd	Network Rail has failed to engage in any substantive way for the acquisition of land. The use of compulsory purchase powers is unnecessary and there is no compelling case to acquire the land. The impacts the Scheme will have on the business and its employees.	Network Rail has engaged with Hargreaves. In communication with Hargreaves representatives, Network Rail has explained the requirement for seeking the compulsory powers over the land required. Network Rail met with Hargreaves (GB) Ltd on 1 July 2021, as well as OBJ 19, OBJ 20, OBJ 21, OBJ 22 and OBJ 29 and will seek to address and resolve any outstanding matters, with the view to agreeing a Heads of Terms for the objection to be withdrawn.
OBJ 19	Newlay Asphalt Ltd	See OBJ 18	See OBJ 18
OBJ 20	Newlay Readymix Ltd	See OBJ 18	See OBJ 18
OBJ 21	Newlay Concrete Ltd	See OBJ 18	See OBJ 18



Objection number	Objector	Themes of objection	Network Rail's position
OBJ 22	Dewsbury Sand and Gravel Ltd	See OBJ 18	See OBJ 18
OBJ 23	HD1 Developments	Use of CPO powers and the impact of the scheme on redevelopment in Huddersfield.	Pre submission of the Order, Network Rail has engaged with HD1 to explain in the detail the potential impacts of the scheme and the mitigation measures that could potentially be put in place to offset these impacts. Engagement with HD1 will continue with the objective of resolving the matters raised in the objection with a view to the objection being withdrawn.
OBJ 24	Rosemary Elizabeth Carr & others	Impact concerning commercial development. The effect on residential and commercial rental properties.	Network Rail is seeking to meet with Rosemary Carr & others to discuss the Scheme and intend to present a solution to their concerns in a set of Heads of Terms. We are confident that this will form the basis to secure a withdrawal of the objection.
OBJ 25	Dr Reddy's Laboratories	Objection to proposed temporary acquisition of plot 18-025 and 18-022 and temporary stopping up on Steanard Lane. Failure to justify the powers of compulsory acquisition sought	Network Rail wrote to Dr Reddy's on 23 June 2021 and addressed the matters of consultation and costs which were raised in the letter of objection. Network Rail met with Dr Reddy's on 24 June 2021 to discuss the Heads of Terms and are confident that it is a robust basis upon which agreement can be reached and the objection can be withdrawn. Network Rail sent Heads of Terms to Dr Reddy's on 1 July 2021 for review.

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Objection number	Objector	Themes of objection	Network Rail's position
		and to comply with CPO Guidance.	
		Proposed permanent acquisition of maintenance access rights. Adverse vibration effects.	
OBJ 27	Charities Property Fund	Excessive amount of land taken on both a permanent and temporary basis (impact on deliveries and shipments). Loss of the turning circle to the West of Colne Bridge Road and impact on the objector. Demolition of Colne Bridge. Order unnecessary and excessive – objector is willing to negotiate but feels they were approached late on in the	Network Rail met with representatives for Charities Property Fund on 29 June 2021. Network Rail wrote to the objector on 5 July 2021 confirming that the access to the property will not be affected during construction and will be maintained at all times. Network Rail has requested information from the objector in relation to the size of vehicles that currently use the turning circle so that this can help inform the construction methodology.



Objection number	Objector	Themes of objection	Network Rail's position
		project with little time to negotiate.	
OBJ 29	Wakefield Sand and Gravel Ltd	See OBJ 18.	See OBJ 18.
OBJ 30	DG Asset Enterprises Ltd	Premature use of CPO – no attempts made to acquire the land of interest by agreement. Loss of car parking and impact on turning area. Continuous access to the site.	Network Rail is seeking a meeting with DG Asset Enterprises to discuss the matters raised in the objection letter. Network Rail wishes to meet with DG Assets to explain the work that is going to be carried out in the vicinity of the property under the Order scheme and to seek to understand how best to address their concerns, and to formulate any appropriate commitments to secure a withdrawal of the objection.
OBJ 32	Tanvir Ahmed Qadeer Ahmed	The proposed works will whilst they are ongoing materially and substantially interfere with their business and ability to trade.	Network Rail has responded to the objection on 16 June 2021 summarising the proposed works in the vicinity of the property and that neither the business operations nor the building is expected to be materially affected by the Order scheme. Network Rail will require pedestrian access to the railway for construction works and Yorkshire Water may require vehicular access in order to divert the sewer. Network Rail is meeting with Tanvir Ahmed and Qadeer



Objection number	Objector	Themes of objection	Network Rail's position
			Ahmed on 2 July 2021 to discuss the matters raised in the letter of objection.
OBJ 34	Taurus Investment Ltd	 Inadequate consultation with the landowners and no adequate mitigation against the powers in the order have been discussed or agreed. No reasonable attempts to acquire land outside of the CPO process. Questioning the compelling case for CPO. Access to building 2. Vehicular access during all reasonable hours for all vehicle types. Querying if the BCR of the Business Case has adequately been accounted for and if the 	Network Rail met with Taurus Investment Ltd and agent on 9 September and 16 September 2020 pre submission of the Order to summarise the impact of the work on the freeholder (Taurus) and the tenant (Mamas & Papas), and sent follow-up correspondence on 1 October 2020. Network Rail has written to Taurus Investment Ltd on 5 July 2021 offering to commit to maintaining access to the rear of the Mamas & Papas building, replacing the parking provision, providing notice prior to construction works and not using specific areas of land. Network Rail has offered to meet again with Taurus Investment Ltd. They have confirmed that they wish to meet Network Rail jointly with OBJ 37 Mamas & Papas.



Objection number	Objector	Themes of objection	Network Rail's position
		funding is available to justify the extent of the CPO.	
OBJ 36	Dewsbury Riverside Ltd (DRL)	The Order will directly interfere with the delivery and/or use by DRL of the DRL junction. Uncertainty over which plots will be required due to lack of consistency in dialogue and the Order. DRL junction is not included in the draft Order, and this would impact on the delivery of the homes.	Network Rail has met with Dewsbury Riverside Ltd on 18 January 2021 and written to them on 26 March 2021, pre submission of the Order. Network Rail has written to the objector on 5 July 2021 setting out our position and has offered another meeting.
OBJ 37	Mamas & Papas	Premature use of CPO without attempts to acquire agreement. Loss of external areas around the unit will impact the operation of the business and	See OBJ 34.



Objection number	Objector	Themes of objection	Network Rail's position
		could lead to closure or significant losses.	
OBJ 38	Huddersfield Town Association Football Club Ltd (HTAFCL)	CPO should be used as a last resort – no negotiations or discussions have occurred about the proposed land. Premature presentation of the formal temporary land use notice. Insufficient detail about the nature of temporary works and extent of vegetation removal. Area 7-032 covers the access path to the playing field. This access needs to be kept available at all times. Concerned about the impact that any noise generating activity carried out on the	Network Rail has offered to meet with HTAFCL to discuss the matters raised in the objection letter. Network Rail has written to the objector on 5 July 2021 addressing the matters raised in the objection letter. Network Rail will take reasonable steps to minimise the removal of vegetation. Network Rail will replace the vegetation removed under the Order scheme in accordance with a landscaping plan. We will engage with the objector on these matters. Control measures will be in place to mitigate and minimise noise relating to construction activities where reasonably practicable.



Objection number	Objector	Themes of objection	Network Rail's position
		Areas will have on its use of the adjoining playing fields. Woodlands are a privacy and security screen which they would like to keep.	
OBJ 39	The British Bung Manufacturing Co Ltd	The impact of the Scheme on access to the property to allow for business continuity. The proposals are unclear.	Network Rail has written to the objector on 5 July 2021 stating that our expectation of the proposed works will not affect the business or bund wall and that we will not impede access to the business. Hurst Lane is included in the Order for temporary and permanent access for construction and maintenance of the scheme.
OBJ 41	Martyn Higgins	Construction work would cause logistical difficulties Proposed land take would interfere with fire escape routes. No details have been provided in relation to the above matters.	Network Rail met with Martyn Higgins on 25 June 2021 to discuss the matters raised in the objection. Network Rail has written to the objector on 2 July 2021, offering commitments not to impact on the dust bagging ventilation unit during construction and to maintain access for the objector to the fire escape route to the rear and side of the property during the construction works.



Objection number	Objector	Themes of objection	Network Rail's position
OBJ 42	Veolia	Loss of car parking and storage facilities. Temporary construction compound will disrupt operations. Closure of Calder Road Bridge will result in a diversion which may reduce reliability and induce complaints.	Network Rail has engaged with Veolia on 19 August 2020 and 25 February 2021 to fully understand the objector's concerns. Network Rail have designed the Order scheme so that the diversion of the high-pressure gas main can be undertaken so as to maintain access to Veolia's facility during construction of the Order scheme, so far as reasonably practicable. Network Rail will continue to work with Veolia in addressing concerns regarding the temporary use of the land for the construction area and to minimise impacts on Veolia's business operations.

Remaining objections

12.5.8 Network Rail has written to those remaining objectors, addressing the matters raised in their objections, with an offer to meet should they wish to discuss further.

Representations

12.5.9 Table 12-5 below identifies the key themes of the representations which have been made by Historic England and the Environment Agency. It also summarises the steps which are being taken by Network Rail in response to the representations.

OFFICIAL

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Statement of Case (NR28)



Table 12-5: Representations from Historic England and Environment Agency

Representation Number	Organisation	Themes of representation	Network Rail's position
REP 02	Historic England (HE)	Impact of Scheme on heritage assets	Network Rail has met with HE regularly leading up to submission of the Order and we are grateful for the support and commitment that HE has given to this engagement. Going forward, Network Rail and HE have agreed a series of meetings to address the matters raised in their letter of representation and we hope to agree a Statement of Common Ground. HE has confirmed to the Transport Infrastructure Planning Unit that it will not appear at Public Inquiry.
REP 03	Environment Agency (EA)	Flood risk analysis Agreeing process of transfer of waste permit Agreeing Protective Provisions	Network Rail has consulted and engaged with the Environment Agency on a regular basis pre submission of the Order and will continue to meet to address issues raised in the objection. It has been agreed that the aim of future meetings, through the provision of additional clarification and information, should be to reach a position where the EA is content to withdraw the objection to the Order. We look forward to working with the EA and will look to agree a Statement of Common ground before Public Inquiry.



12.6 Statements of Support

- 12.6.1 Network Rail has received 3 letters of support. The key themes that are set out in the letters of support are as follows:
 - The Scheme will provide a more frequent and reliable passenger service
 - The Scheme will improve capacity and the electrification will benefit the services.



13. NOTICE AS REGARDS CORE DOCUMENTS

- 13.1.1 The list of documents appended to this Statement is a list of those document which Network Rail currently intends to refer to or put in evidence at the Inquiry. Those documents are available for public inspection free of charge until the commencement of the Inquiry at Ravensthorpe Library (Greenwood Centre) and Mirfield Library. The addresses of the libraries are in the table below.
- 13.1.2 As opening times are subject to change, please click on the following link https://kirkleestogether.co.uk/2021/04/08/kirklees-libraries-to-welcomeresidents-after-lockdown-restrictions-ease/ to check opening times of libraries.

Table 13-1: Library addresses

Venues
Mirfield Library East Thorpe Lodge Huddersfield Road Mirfield WF14 8AN
Greenwood Centre Huddersfield Road Ravensthorpe Dewsbury WF13 3JR

- 13.1.3 Copies of the documents can also be viewed and downloaded from Network Rail's website at <u>https://www.networkrail.co.uk/running-the-railway/railway-upgrade-plan/key-projects/transpennine-route-upgrade/huddersfield-to-westtown-dewsbury/#statement-of-case.</u>
- 13.1.4 Copies of the Statement of Case, or other documents which may be served on or by Network Rail in accordance with Rule 7 of the TWA Inquiries Rules, may be inspected free of charge and, where practicable and subject to payment of a reasonable charge be obtained from Penny Carter, Network Rail Infrastructure Limited, 3rd Floor, Square One, 4 Travis Street, Manchester M1 2NY (telephone: 0161 880 3141).



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APPENDICES

Appendix A. Core Documents List

APPENDIX A - CORE DOCUMENTS

LIST OF DOCUMENTS INTENDED TO BE REFERRED TO OR PUT IN EVIDENCE BY NETWORK RAIL

* Where a web link was not available, the document has been uploaded as a pdf onto the Network Rail website here: <u>https://www.networkrail.co.uk/running-the-railway/railway-upgrade-plan/key-projects/transpennine-route-upgrade/huddersfield-to-westtown-dewsbury/#statement-of-case</u>

Reference	Description of Document	Date
Transport	and Works Order and Related Application Documents	
NR01	Application	Mar 2021
NR02	Draft Order	Mar 2021
NR03	Explanatory Memorandum	Mar 2021
NR04	Statement of Aims	Mar 2021
NR05	Funding Statement	Mar 2021
NR06	Estimate of Costs	Mar 2021
NR07	Consultation Report	Mar 2021
NR08	Book of Reference	Mar 2021
NR09	Deposited Plans and Sections and Open Space Plans	Mar 2021
NR10	List of Consents, Permissions or Licences	Mar 2021
NR11	Waiver Directions	Mar 2021
NR12	Request for Deemed Planning Permission and Conditions	Mar 2021
NR13	Planning Direction Drawings	Mar 2021
NR14	Planning Statement	Mar 2021
NR15	Design and Access Statement	Mar 2021
NR15A	Huddersfield Station Design and Access Statement	Mar 2021
NR16	Environmental Statement Volume 1 – Non-Technical Summary	Mar 2021
NR16A	Environmental Statement Volume 2 – Main Environmental Statement	Mar 2021
NR16B	Environmental Statement Volume 3 – Technical Appendices	Mar 2021
NR16C	Environmental Statement Volume 4 - Figures	Mar 2021
NR17	Listed Building Consent Application No.1 – Huddersfield Station	Mar 2021
NR18	Listed Building Consent Application No.2 – Huddersfield Viaduct (MVL3/92)	Mar 2021
NR19	Listed Building Consent Application No.3 – Wheatley's Colliery Lane	Mar 2021
	Overbridge (MVL3/103)	
NR20	Listed Building Consent Application No.4 – B6118 Colne Bridge Road	Mar 2021
	Overbridge (MVL3/107)	
NR21	Listed Building Consent Application No.5 – Mirfield Viaduct (MNV2/192)	Mar 2021
NR22	Listed Building Consent Application No.6 – River Calder (Wheatley's)	Mar 2021
	Underbridge (MVN2/196)	
NR23	Listed Building Consent Application No.7 – Occupation Underbridge ((MDL	Mar 2021
	<u>1/10)</u>	
NR24	Listed Building Consent Application No.8 – Toad Holes Underbridge (MDL	Mar 2021
	<u>1/12)</u>	
NR25	Listed Building Consent Application No.9 – Ming Hill Underbridge (MDL 1/14)	Mar 2021
NR26	Application for Open Space Certificates under S19 of the 1981 Acquisition of	Mar 2021
	Land Act *	
NR27	Notice of Intention to issue Certificates under S19 of the 1981 Acquisition of	Mar 2021
	Land Act *	
NR28	Statement of Case by Network Rail Infrastructure Limited *	Jul 2021

National Planning and Transport Policy Documents					
NR29	National Planning Policy Framework (Latest Review)	Feb 2019			
NR30	National Policy Statement for National Networks	Dec 2014			
NR31	National Infrastructure Strategy	Nov 2020			

Reference	Description of Document	Date
NR32		
NR32 NR33	Rail Network Enhancement Pipeline	Sep 2019
NR33 NR34	Williams-Shapps Plan for Rail Build Back Batteri our plan for growth	Mar 2021 Mar 2021
	Build Back Better: our plan for growth	Mar 2021 Mar 2021
NR35	Union Connectivity Review	
NR36	10 Point Plan for a Green Industrial Revolution	Nov 2020
NR37	Transport Investment Strategy	Jul 2017
NR38	Levelling Up White Paper (announcement)	May 2021
Regional a	and Local Planning and Transport Policy Documents	
NR39	Kirklees Local Plan Strategies and Policies	Feb 2019
NR40	Kirklees Local Plan Allocations & Designations Document	Feb 2019
NR41	The Huddersfield Blueprint (Town Centre SPD)	Oct 2019
NR42	Transport for The North Strategic Transport Plan	Feb 2019
NR43	West Yorkshire Combined Authority Transport Strategy	Aug 2017
NR44	Leeds City Region Strategic Economic Plan	May 2016
NR45	Northern Way Growth Strategy	May 2004
NR46	One North - Joint publication by Northern Cities	Jul 2014
NR47	Northern Transport Strategy	Mar 2015
NR48	Northern Route Utilisation Strategy	Oct 2010
NR49	Long Term Planning Process – Regional Urban Market Study	Oct 2013
NR50	Rail needs for the Midlands and the North	Dec 2020
		DCC 2020
Legislatio	n, Circulars and British Standards	
NR51	Compulsory Purchase Act 1965	Aug 1965
NR52	Control of Pollution Act 1974	July 1974
NR53	The Noise Insulation Regulations 1975 (as amended 1988)	Oct 1975
NR54	Ancient Monuments and Archaeological Areas Act 1979 (as amended)	April 1979
NR55	Highways Act 1980	Nov 1980
NR56	Acquisition of Land Act 1981	Oct 1981
NR57	Compulsory Purchase (Vesting Declarations) Act 1981	Oct 1981
NR58	Town and Country Planning Act 1990 (Section 90 (2A))	May 1990
NR59	Planning (Listed Buildings and Conservation Areas) Act 1990 (Section	May 1990
	<u>12(3A))</u>	
NR60	Environmental Protection Act 1990 (Part III)	Nov 1990
NR61	Planning (Listed buildings and Conservation Areas) Regulations 1990	Jul 1990
NR62	Transport and Works Act 1992	Mar 1992
NR63	Protection of Badgers Act 1992 (Section 10)	Jul 1992
NR64	Transport and Works Applications (Listed Buildings, Conservation Areas and	Dec 1992
	Ancient Monuments Procedure) Regulations 1992	
NR65	Railways Act 1993	Nov 1993
NR66	The Noise Insulation (Railways and Other Guided Transport Systems)	Feb 1996
	Regulations 1996 (as amended)	
NR67	Transport and Works (Inquiries Procedure) Rules 2004	Jul 2004
NR68	Railways Act 2005	Apr 2005
NR69	Transport and Works (Applications and Objections Procedure) (England and	Jun 2006
	Wales) Rules 2006	
NR70	Transport and Works (Model Clauses for Railways and Tramways) Order	Jul 2006
• • - - •	2006	
NR71	Conservation of Habitats and Species Regulations 2017 (Regulation 55)	Oct 2017
NR72	British Standard 5228 Part 1 and Part 2 *	Dec 2008
NR73	BS6472-1:2008 Guide to evaluation of human exposure to vibration in	Jun 2019
	buildings. Vibration sources other than blasting *	
NR74	BS4142:2014 Methods for rating and assessing industrial and commercial	Jun 2008
	sound *	
NR75	Guidance on Compulsory Purchase Process and The Crichel Down Rules –	Jul 2019
	Ministry for Housing, Communities and Local Government	

Reference	Description of Document	Date
Other doc		
NR76	Chartered Institute for Archaeologists (CIfA) (updated 2020) Standard and	Oct 2020
	Guidance for commissioning work or providing consultancy advice on	
	archaeology and the historic environment	
NR77	Historic England. Historic Environment Good Practice Advice in Planning	Mar 2015
	Note 2: managing significance in decision-taking in the historic environment	
NR78	Historic England. Historic Environment Good Practice Advice in Planning	Dec 2017
	Note 3: The setting of heritage assets (2nd Ed)	
NR79	Historic England. Conservation Principles, Policies and Guidance for the	Apr 2008
	Sustainable Management of the Historic Environment	
NR80	Historic England. Historic Environment Good Practice Advice in Planning	Feb 2019
	Note 1: conservation area designation, appraisal and management (2 nd Ed)	
NR81	Historic England. Advice Note 7: Local Heritage Listing (2nd Ed)	Jan 2021
NR82	Historic England. Preserving Archaeological Remains Decision-Taking for	Nov 2016
	Sites Under Development	
NR83	Historic England. Understanding Historic Buildings, A Guide to Good	May 2016
	Recording Practice	D 0047
NR84	Historic England. Infrastructure: Transport – Listing Selection Guide.	Dec 2017
NR85	TransPennine Route Statement of History and Significance: West of Leeds.	Mar 2017
	Alan Baxter Associates *	lan 0017
NR86 NR87	Kirklees Historic Landscape Characterisation Project Final Report	Jan 2017 Mar 2017
INRO/	MDL1/6 & MDL1/8 Bridges Statement of Significance. Alan Baxter Associates *	
NR88	National Planning Practice Guidance (Historic Environment)	Apr 2014
NR89	Design Manual for Roads and Bridges (DMRB) LA104 Environmental	Aug 2020
11109	assessment and monitoring	Aug 2020
NR90	Design Manual for Roads and Bridges (DMRB) LA106 Cultural Heritage	Aug 2020
	Assessment	, lug 2020
NR91	Noise Policy Statement for England (NPSE)	Mar 2010
NR92	Design Manual for Roads and Bridges (DMRB) LA111 noise and vibration	May 2020
NR93	Dft Calculation of railway noise 1995	Jul 1994



Appendix B. Option Selection Detail

B.1 Introduction

B.1.1 This Appendix contains further detail to support the option selection summary contained in Section 6 of this Statement of Case.

B.2 Initial Studies (inc. GRIP 1 Summary)

- B.2.1 The Transpennine Route Upgrade (TRU) is a complex rail infrastructure programme of national significance designed to support and stimulate economic growth across the north of England. It is a key component of the government's "Northern Powerhouse" initiative.
- B.2.2 Prior to the development of TRU, other route studies were carried out as part of Network Rail's Northern Programmes including:
 - Transpennine Electrification studies completed in 2014, which looked at the feasibility of electrification within the confines of the existing railway infrastructure. These studies also included possible journey time improvements (JTI) through signalling enhancements along the route.
 - Manchester Victoria to Stalybridge JTI studies carried out as part of the North West Electrification programme.

GRIP 1 Output Definition Study

- B.2.3 In early 2016 the Department of Transport (DfT) proposed aspirational highlevel output targets for journey times, reliability, and train service improvements along the NTPR, which formed the basis for the GRIP 1 study carried out by Network Rail. The proposed output targets are summarised as follows:
 - Leeds to Manchester target journey time of 40 minutes.
 - York to Manchester target journey time of 62 minutes.
 - Capacity to deliver the Indicative Train Service Specification (ITSS).
 - Target Passenger Performance Measure (0-5min regime) of 92.5%.
- B.2.4 The ITSS (version 0.4 at GRIP1) between Leeds and Manchester consisted of the following basic service pattern:
 - 4 express trains per hour, with a single stop at Huddersfield
 - 2 semi-fast trains per hour, with selected intermediate stops
 - 2 slow trains per hour, all stops
- B.2.5 Potential interventions were developed as part of the GRIP 1 study.
 Timetable modelling software "Railsys" was used to help identify the location and nature of engineering interventions that may be necessary to deliver the DfT's aspirational outputs. Interventions comprised system wide

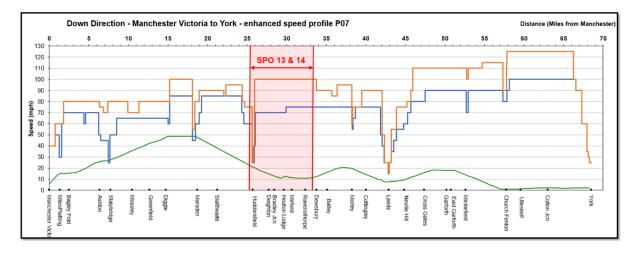


interventions (such as electrification and a new line speed profile for the route as a whole) as well as location specific interventions designed to address specific capacity constraints identified during the modelling process.

B.2.6 The GRIP 1 study concluded that, with the potential route-wide and location specific interventions proposed, it was possible that the specified outputs could be delivered in full. It also further concluded that delivering just some of the interventions identified made it unlikely that the outputs could be delivered, although it was noted that alternative interventions or solutions developed in subsequent GRIP stages may deliver the same overall operational effect.

B.3 Pre-Feasibility (inc. GRIP 2 Summary)

- B.3.1 The GRIP 2 study was undertaken by Network Rail during the latter part of 2016 and outlined a single programme level option for the TRU for the "West of Leeds" corridor between Manchester Victoria Station and Copley Hill East Junction (Leeds). The report built upon previous historic studies, and the timetable modelling and engineering interventions developed at GRIP 1.
- B.3.2 The focus for GRIP 2 was to identify potential programme wide interventions that would achieve the GRIP 1 track layout and Line Speed Profile (LSP). Whilst assessing the track alignment to validate the LSP, areas were identified where it was not practical to meet the full line speeds; however other areas were identified where there was an opportunity to exceed the proposed line speeds. The GRIP 2 LSP in the down direction, Manchester to York (up direction similar), is summarised in Appendix Figure B.3-1 below. This shows the final enhanced profile with all proposed line speed opportunities to be further tested and validated during GRIP 3.



Appendix Figure B.3-1: GRIP 2 design line speed profile



B.3.3 The potential West of Leeds corridor interventions were developed and described within the GRIP 2 report in 12 geographic areas:

Area 1: Manchester Victoria to Miles Platting Junction
Area 2: Miles Platting Junction to Philips Park West Junction
Area 3: Philips Park West Junction to Stalybridge
Area 4: Stalybridge Station
Area 5: Stalybridge to Diggle Junction
Area 6: Diggle Junction to Marsden
Area 7: Marsden to Huddersfield West
<u>Area 8: Huddersfield Station</u>
<u>Area 9: Huddersfield East to Bradley Junction</u>
<u>Area 10: Bradley Junction to Heaton Lodge East</u>
<u>Area 11: Heaton Lodge Junction to Ravensthorpe</u>
<u>Area 12: Ravensthorpe to Copley Hill East Junction</u>

- B.3.4 Of the above geographic areas studied at GRIP 2, areas 8, 9, 10 and 11 (highlighted) form the general footprint of the Scheme.
- B.3.5 Within Area 8 (including Huddersfield & Gledholt Tunnels, Huddersfield
 Station and Huddersfield Viaduct), the GRIP 2 report concluded that a very significant intervention would be required including:
 - Significant works to the Grade I listed station, including platform extensions and other geometric alterations to existing through and bay platforms, as well as alterations to the building fabric to enable overhead electrification.
 - Significant works within the Huddersfield tunnels to enable overhead electrification, plus possible remodelling of the existing cut and cover tunnel at the eastern portal to enable a remodelled track layout in the station west approach; and
 - Significant works to the Huddersfield Viaduct to enable a 4-track layout to the east of the station, including extensive switch and crossing layouts to form the eastern approach to the station. Additionally, alterations would be required to the structural fabric to enable overhead electrification.
- B.3.6 Within Areas 9, 10 and 11 (Huddersfield East to Ravensthorpe), the proposed GRIP 2 intervention option addressed what was termed in the report as "the most significant capacity constraint on the West of Leeds corridor", whilst also increasing line speed to make significant journey time improvements. The major works envisaged in these areas included:
 - Reconstruction of the existing 2 and 3-track railway between Huddersfield and Ravensthorpe into a 4-track railway with separated fast and slow lines.



- Provision of a new grade separated junction to allow the complete segregation of fast and slow traffic, with fast and semi-fast services utilising the new fast lines and stopping services routed via the slow lines. The grade separation is to be positioned to allow Calder valley traffic to transit from Heaton Lodge to Thornhill (London North Western (LNW) Junction and Ravensthorpe, without affecting the passage of trains on the new fast lines.
- Reconstruction of intermediate stations at Deighton, Mirfield and Ravensthorpe as required to suit the new 4-track layout, position of slow lines and stopping train service specification.
- Provision of overhead electrification and re-signalling throughout the route section to suit the 4-track alignment and operations. Electrification will also require the reconstruction or modification of a significant number of existing assets including bridge structures.
- B.3.7 It should be noted that timetable modelling carried out at GRIP 1, and subsequently validated during GRIP 2, showed that the provision of a grade separated 4-track railway in this area was absolutely critical to delivering the regulating opportunities needed to deliver the capacity specified for the TRU route as a whole.

B.4 Option Selection Process (inc. GRIP 3 and early GRIP 4 Summary)

- B.4.1 Scheme Option Selection began in April 2017 with the appointment of the TRU West Alliance ("the Alliance") to develop the TRU Programme between Manchester and Leeds. The Alliance is formed of four Non-Owner Participant organisations namely: Ove Arup & Partners Limited, Amey OWR Limited, BAM Nuttall Limited and Amey Rail Limited, and includes Network Rail as the Owner Participant organisation.
- B.4.2 The Alliance carried out all Scheme Option Selection up to the GRIP 3 Stage-gate held in December 2019. The Alliance has subsequently continued working on the project into GRIP 4 and the parallel development of the Order documentation.
- B.4.3 Consultation was paramount during the GRIP 3 option selection stages and the first stage of stakeholder and public consultation was also held prior to finalising the GRIP 3 design so that any early feedback could be considered as part of the stagegate process. (For further details refer to Chapter 9 Consultation & Engagement).
- B.4.4 The GRIP 3 option selection process was carried out in two distinct phases:
 - **Phase 1, Initial Option Selection**, to select a preferred scheme for the TRU initial business case submission made to DfT in December 2017.
 - Phase 2, Preferred Option Validation, to test and develop the preferred option to confirm the single option selection. This phase



began in January 2018 and concluded in November 2019 and included the initial phases of landowner, stakeholder, and public consultations. The GRIP 3 design stage-gate meeting was subsequently held in December 2019.

- B.4.5 Following the Phase 1 submission, the DfT in conjunction with Network Rail selected a preferred Single Development Option (SDO) for the entire TRU route (York to Manchester), which formed the basis of the Outline Business Case (OBC1). OBC1 was supported by further timetable and performance modelling of the selected route interventions, and this was undertaken by Network Rail to verify the achieved outputs. This modelling led to a revised ITSS Version 1.1, which was instructed to the Alliance in June 2018. The publication of ITSS v1.1 coincided with the high-level outputs for TRU Programme being revised in line with OBC1. GRIP 3 Phase 2 development work was therefore validated against these revised outputs, which were as follows:
 - Leeds to Manchester target journey time of 42 minutes.
 - York to Manchester target journey time of 67 minutes.
 - Capacity to deliver the ITSS v1.1.
 - Target Train Service Performance Metric (0-5min regime) of 92.5%.

GRIP 3 Phase 1, Initial Option Selection

- B.4.6 The GRIP 2 phase had concentrated on identifying a single viable option, to prove in outline terms the feasibility of meeting the output targets for the TRU programme within an acceptable range of costs. This outline work then defined the broad criteria for specifying the detailed option selection process to be carried out in GRIP 3.
- B.4.7 The GRIP 3 phase of the whole TRU programme has been a long and exhaustive process. The range of interventions proposed and their interrelationships along the route creates a very complex picture, which required a very controlled and consistent set of processes and procedures to arrive at a best for programme decision on the overall scheme to be developed.
- B.4.8 Each intervention identified along the route was developed to give a range of Single Programme Options (SPOs). SPOs could then be combined in different configurations to provide a range of Single Development Options (SDOs), which could then be costed in aggregate and tested with timetable and performance modelling to arrive at an optimum solution for the overall programme. For the Huddersfield to Westtown Scheme the SPO designations used during GRIP 3 were:
 - SPO 13, Huddersfield to Bradley Junction; and



- SPO 14, Bradley Junction to Ravensthorpe (later termed Westtown, Dewsbury)
- B.4.9 The identified SPOs were initially treated as separate projects for GRIP 3 development. These projects ranged from relatively small or simple interventions (e.g. a local line speed improvement by changes to track geometry within the existing railway boundaries), to very large and complex interventions such as SPOs 13 and 14.
- B.4.10 All SPOs were subject to the same option selection process and appraisal criteria, which is summarised in Appendix Table B.4-1, Appendix Figure B.4-1 and Appendix Figure B.4-2.

Process Stage	Description
Initial Option Identification	Identification of the full range of viable options for the SPO to create a "Sift Long List" of options. This range of options was to include (where applicable) "do nothing" and "do minimum" options
Initial Option Sift (Sift Long List)	A long list Sift meeting was arranged with a panel of attendees formed from a consistent set of senior programme managers and engineers across The Alliance and Network Rail. A standard range of Sift criteria were used to develop a "Sift Short List" of options which were to be further developed
Initial Option Development	Design development of the sift short list options to a consistent level of detail including for example, general arrangement drawings, costs, safety assessments, likely operation outputs and foreseeable environmental impacts.
Expert Panel Appraisal (Sift Short List)	The developed short list options were assessed by a panel of industry experts drawing staff not only from the Alliance and Network Rail, but also from the wider railway industry. Each option was assessed against a standard set of appraisal criteria (see Appendix Figure B.4-1 and Appendix Figure B.4-2 below) that had been developed by Network Rail and agreed with the DfT.
Initial GRIP 3 OSR	The output from the Expert Panel meeting(s) was either a preferred option or a range of preferred options, which were to be developed in further detail to support the

Appendix Table B.4-1: Options Selection Process



Process Stage	Description
	production of the Initial GRIP3 Option Selection Report (OSR)



Appendix Figure B.4-1: TRU "Sift Short List" Option Appraisal Criteria (I)

Train Capacity prov Train Length prov	ribution to the system outputs for journey time ision for specified capacity
Journey Time cont Train Capacity prov Train Length prov	
Train Capacity prov Train Length prov	
Train Length prov	
-	ision for specified capacity
Train Performance Relia	bility of infrastructure
Trona	ber of Incidents / response time
	lience (ability to recover)
	icity for further growth
	ut risk assessment, residual hazards CSM review
	port vision of future railway state
	ports vision for future railway state
	pliance to engineering and operational specifications
Sustainability and Environmental	
	onal Park; Areas of Outstanding Natural Beauty
	al impact, landscape and townscape impacts
	national (designated, proposed and compensatory) -
	, SPA and Ramsar
	onal-National Nature Reserve, SSSI, Ancient
Woo	dland and 'Veteran Trees', limestone pavement orders
	II - Local Nature Reserve, Tree Preservation Orders,
	of Importance for Nature Conservation (SINCs)
	national - UNESCO World Heritage Site mal - Grade I and II* listed buildings; Grade I and II*
	stered parks and gardens; Scheduled Monuments
	Il - Conservation Areas
	nal Trust Property
	Quality Management Areas
0010	sitivity of potential receptor
	ogical SSSI; Regionally Important Geological and morphological Sites (RIGS)
	and most versatile land
Floor	d Risk Areas, Water quality (Ground water source
I water Flivironment	ection zones/major aquifers)
	Carbon Tool
Rout	e Weather Resilience & Climate Change Adaptation
Resilience	CCA) Plan high and medium priority impact areas.
	vork Rail Social Performance themes
Tran Single Program Accest	sport impacts on the local community through the
	sport of materials, waste and employees.
- Impa	cts on connectivity for local community.
Resource Management Was	te, material use and reuse, water use
Allot	ments; Village Greens, Common Land
Natio	nal Cycle Network, long distance walking trails
	c open space (parks) and Public Rights of Way;
	eational waterways
	r sensitive receptors (community & education
	ties, residential etc)
	ets of Community Value (ACV)



Appendix Figure B.4-2: TRU "Sift Short List" Option Appraisal Criteria (II)

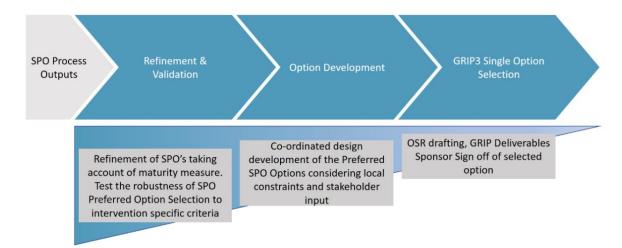
Criteria	Criteria Definition			
Stakeholders				
Network RAM	Level of support from Route Asset Management for option			
Stakeholders External to NR	stakeholders impacted by works by type and influence; considering previous relationship with network rail; potential conflict with stakeholders; impact on community/businesses			
Deliverability				
Availability of sufficient land	For example some land uses might prevent development - hazardous facilities, important community facilities (hospitals); contaminated land; Crown Land			
Timescale				
Technical Complexity	Add commentry on Accessability / DIA in this section			
Consent Risk	TWAO etc			
Implementation Risks				
Safety				
Constructability	consider staging viability, ease of access, possession requirements, impact on O&M during construction, construction and environment and safety in construction			
Cost				
CAPEX CBR	<£2m / sec = Highly Supportive >£2m / sec but <£4m (incl.) / sec = Supportive >£4m / sec but <£6m / sec = Unsupportive >£6m / sec = Highly Unsupportive			
WLC CBR	Lowest WLC CBR = Supportive Above lowest WLC CBR = Unsupportive			

GRIP 3 Phase 2, Preferred Option Validation

- B.4.11 Following GRIP3 Phase 1, it was clear, given the complexity of the programme and individual SPOs, that there were still several underdeveloped options, which could question the preferred option choice. There was also the potential for significant change resulting from development of asset level detail, which might also lead to different option or sub-option choices.
- B.4.12 A simple staged process was therefore developed to help steer the SPO development in a controlled manner to limit unnecessary or abortive work.
 This process is illustrated in Appendix Figure B.4-3: SPO Development Process.



Appendix Figure B.4-3: SPO Development Process



- B.4.13 Further commentary on the above process is as follows:
 - Validation panel meetings held after the option refinement phase. The validation panels were made up of similar attendees to the earlier "expert panel" meetings with representatives from across the TRU programme and Network Rail operational maintenance teams. The intention of these meetings was to "validate" the original option selection taking account of any further design development or new options considered as well as making recommendations for any further work. If further work was required to decide, the validation panel meeting would be re-held until a single option could be selected.
 - The option development phase was then normally restricted to development of a single option. However, in some instances several sub-options were taken forward for development. A good example of this is the Ravensthorpe grade separation where two sub-options of a flyover and diveunder were equally developed for GRIP 3 and were subsequently further developed at GRIP 4. The first rounds of stakeholder consultation were held within this period with the first public consultation held in September 2019.
 - This carefully staged development and testing of options meant that the GRIP 3 Option Selection Report could be gradually built up on a solid evidence base with validation panel meeting minutes, technical reports and presentation materials developed throughout. The emphasis was always placed on ensuring that critical decisions were based on a thorough evaluation of all valid options and recording of decision making in a consistent manner.

GRIP 4 Development up to Order Submission

B.4.14 Following the GRIP3 stage gate, it was recognised that in several key areas of the Scheme, a substantial amount of option refinement was required to



present a robust Order. Therefore, the early stages of GRIP 4 development were targeted towards a further round of public consultation in March 2020, with final refinement of options taking place up to June 2020, subsequently freezing the Scheme for Order document preparation. This approach allowed the Alliance to target further key stakeholder consultation and respond to the second round of public consultation with design refinements as necessary.

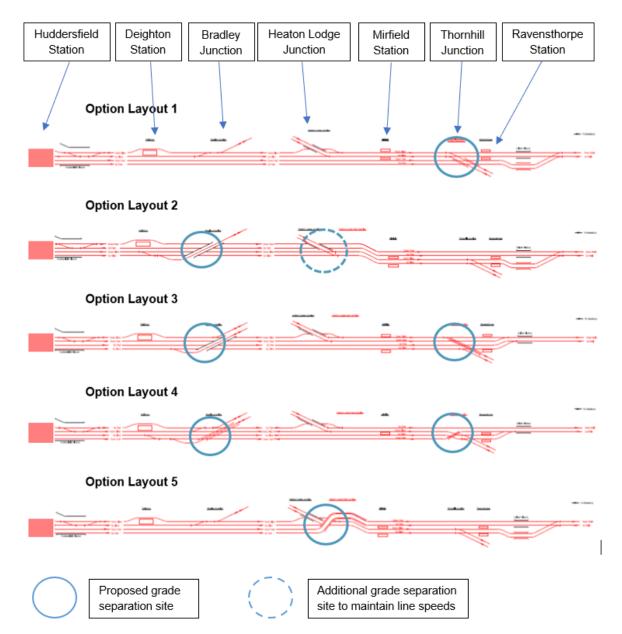
B.5 GRIP 3 Option Selection

Overall Operational Layout

- B.5.1 Following on from the recommendations made at GRIP 2, the development of the end to end operational layout centred around 4-tracking, and the separation of the slow (local passenger & freight) and fast (express) services, to meet the performance aspirations of the TRU remit. However, during the early option identification phase, reduced options were considered, primarily between Huddersfield and Bradley Junction where 3-track sections were also proposed.
- B.5.2 The development of 4-track options along this corridor depends on the endto-end operational layout with respect to fast and slow line positions, their effects on grade separations (to eliminate conflicts), line speed and junction performance. During option identification, five basic operational layouts were considered (although there are many potential sub-variants) and these are shown in Appendix Figure B.5-1 below.



Appendix Figure B.5-1: System level end to end 4-track option layouts

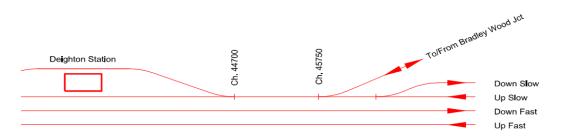


B.5.3 3-track option variants were considered in the corridor between Deighton and Bradley Junction, which is particularly narrow being typical of a Victorian era widening of an original 2-track railway. To achieve modern standards, the re-introduction of 4-tracking in this corridor requires significant engineering modification including works to existing earth slopes, retaining structures, Deighton Station and A62 Leeds Road bridge. Recognising these significant works, the project considered a short 3-track section as detailed in Appendix Figure B.5-2 below. It should be noted that several variations of 3-tracking could be employed (e.g. single platform



through Deighton), but the line diagram shown below represents the least disruptive version (to capacity) that was performance modelled.





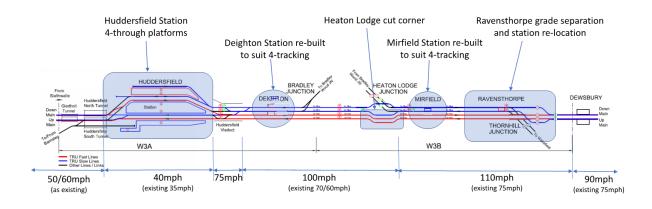
- B.5.4 The performance modelling undertaken showed that a 3-tracked section between Deighton and Bradley would result in a loss of capacity and have significant performance impacts due to its restriction on operations, especially during perturbed timetable conditions. It was concluded that such a layout would not deliver the remitted ITSS and therefore this option (plus variants) was sifted out of the selection process.
- B.5.5 A 3-track section was also briefly considered between Heaton Lodge and Mirfield, but not put forward as a viable option. It was concluded that there was no notable infrastructure savings (other than track) due to the general adequate width of the existing rail corridor to re-introduce 4-tracking, and a very large dis-benefit in terms of capacity.

Selection of the Preferred Operational Layout

- B.5.6 Following the Initial Sift process, two of the basic operational layouts were taken forward for GRIP 3 design development. These are described as follows:
 - Operational Layout 1 Fast lines are positioned to the south side of the 4-track corridor between Ravensthorpe and Huddersfield. It requires a new grade separation at Ravensthorpe to pass the new fast lines either over or under the existing Wakefield lines where they diverge at Thornhill LNW Junction.

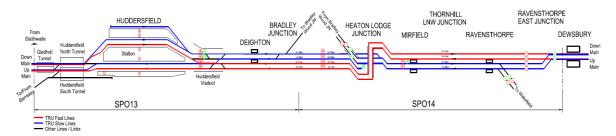


Appendix Figure B.5-3: Operational Layout 1



 Operational Layout 5 – This end to end layout was preferred at GRIP
 2. In this layout the fast lines are positioned on the north side of the 4track corridor through the Ravensthorpe and Mirfield areas. At Heaton Lodge the fast lines are taken either over or under the MVN2 Calder Valley lines by a new grade separation. The fast lines then run along the south of the 4-track corridor into Huddersfield station as per Operational Layout 1.

Appendix Figure B.5-4: Operational Layout 5



- B.5.7 Both operational layouts were developed during the initial GRIP Stage 3 phase for the "Expert Panel" review. This was held to select the interim GRIP Stage 3 preferred option to take forward to the DfT report and business case submitted in December 2017. Following the Expert Panel review, Operational Layout 1 was preferred, and Operational Layout 5 was deferred.
- B.5.8 Although Option Layout 1 was presented as the preferred option for the Interim GRIP3 submission in December 2017, both options 1 and 5 were progressed through the second stage option validation process to enable a more comprehensive evaluation of each layout. This evaluation included substantial engineering refinement of both layouts, re-estimation of costs and further stakeholder feedback. Following this second stage option validation process, Operational Layout 1 was still preferred and no further development was undertaken on Operational Layout 5.



Preferred Operational Layout, Sub-options

- B.5.9 Two principal sub-options have been considered for Operational Layout 1:
 Sub-option 1A Flyover Grade Separation at Ravensthorpe
 Sub-option 1B Dive-Under Grade Separation at Ravensthorpe
- B.5.10 After further design development and examination through the preferred option validation process, the conclusion was that sub-option 1A would be fully developed as the GRIP Stage 3 selected option. Sub-option 1B was assessed as being marginally less attractive; however, it was considered to have potential environmental and consents benefits. Therefore, it was also decided to develop sub-option 1B to an equivalent GRIP Stage 3 level of detail to fully evidence the engineering feasibility and costs associated with this alternative arrangement. The developed sub-options were reappraised and presented at a further engineering led review comprising relevant Alliance and Network Rail stakeholders. A slightly stronger preference was still concluded for sub-option 1A; however, the potential consents benefits of sub-option 1B remained. Consequently, both options were taken through the GRIP3 stage gate pending further stakeholder and public consultation and more detailed evaluation.

Complex Route Areas

- B.5.11 During the development of the GRIP 3 preferred option (including the selection of end to end operational layout), it was recognised that some route areas were particularly complex, and the decision making was informed by detailed studies undertaken in the following four "Special Study Areas":
 - Huddersfield Station, including its east and west approaches
 - Deighton to Bradley Corridor
 - Heaton Lodge Corner
 - Ravensthorpe, including the proposed grade separation at Thornhill LNW Junction

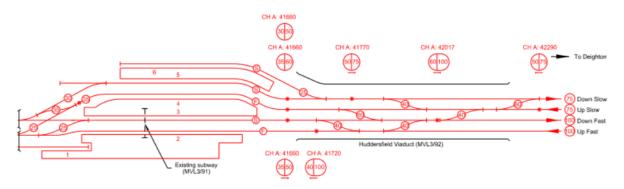
Huddersfield Station

B.5.12 Huddersfield Station is a key constraint for the operation of the current railway as well as being the proposed interface boundary between the existing 2-track railway from Manchester and the proposed 4-track section towards Ravensthorpe and Leeds. During GRIP 3 an exhaustive process was carried out to select the optimum platform and track layout to robustly deliver the remitted ITSS. This was a very complex process due to the



many competing geometric, heritage, engineering, rail system and operational interfaces present at this site.

- B.5.13 Operational performance modelling of various station configurations was undertaken as part of the full operational layout selection. Performance modelling showed the need to provide additional train paths through the station to support ITSS v1.1. This requirement is driven by several factors including increased train frequency, segregation, and regulation of fast and slow services to and from the new 4-track section, and operational resilience in times of perturbed working.
- B.5.14 Earlier GRIP 2 and the stage 1 GRIP 3 studies (to December 2017) considered "do minimum" options for remodelling of the existing 3-through platform arrangement at Huddersfield. Subsequent updates to the ITSS from v0.4 to v1.1 and further operational modelling, concluded that a 3-platform arrangement is not viable due to very significant performance impacts, particularly when considering perturbed operational conditions. Therefore, all 3- through platform options were discounted through the design development and validation process undertaken during the second phase of GRIP 3.
- B.5.15 A comprehensive study of 4-through platform arrangements was undertaken including those retaining and extending the existing east facing bays. Ultimately the best operational arrangement was settled as 4-through platforms with a new single east facing platform created on the north side of the station. This arrangement requires the modification of the existing island platform (current platforms 4 and 8) to become renumbered platforms 3 and 4 and the creation of new island platform to become new platform faces 5 and 6. The preferred GRIP 3 operational layout is illustrated in Appendix Figure B.5-5.



Appendix Figure B.5-5: Huddersfield Station GRIP 3 Operational Layout

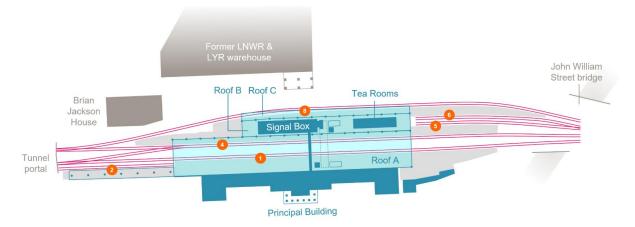
B.5.16 Some key benefits of this operational layout are:



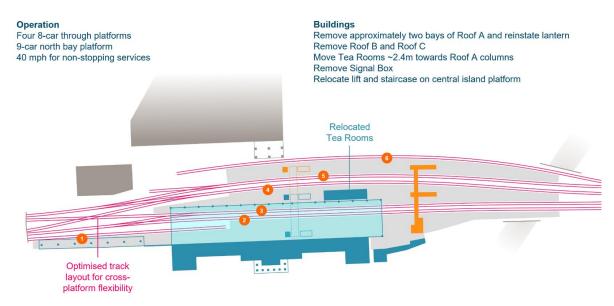
- Maximum flexibility in platform occupation for slow and fast services with interchangeable route selections available to manage perturbated working situations.
- Platform 3 (existing platform 4) face can be maintained through a staged reconstruction of platform 2 face to quickly re-enable the operation of a 2-through platform station after an initial approximate 30day line closure. The remainder of the station re-modelling through platforms 4 to 6 can then be carried out in an off-line working environment.
- The western throat track geometry facilitated by a re-alignment of platform 2 face, enables the required switch and crossing to be provided without re-constructing Westgate Overbridge, which forms the east portal to the Huddersfield Tunnels. This is a significant advantage over earlier GRIP 2 layouts, which envisaged the extremely challenging and very disruptive reconstruction of this bridge.
- The modification to the existing centre island platform allows track geometries to be developed through platforms 4 and 5 which are less curved and are therefore safer in operation for both passengers and train operations.
- Provision of a bay platform to the north allows for the bay to be constructed at up to 200m platform length to suit all train fleet types using the station. This layout also allows the simple future proofing of an additional northern bay platform (possible platform 7) and/or provision of a new northwest station entrance which is being promoted by Kirklees council as part of their Huddersfield town centre masterplan.
- B.5.17 This preferred operational layout then informed the final optioneering of the platform and track geometry. It should be noted that this was very much a two-way process as the operational layouts were assessed against all defining criteria including impacts on the existing heritage features of the Grade-I listed station.
- B.5.18 The station layouts and the defining operational requirements were consulted extensively with key rail industry and statutory stakeholders including Kirklees Council heritage officers and Historic England. This was undertaken to confidently reach a consensus position on the key decision making and important features of the design that has been subsequently developed and put forward in the Order and associated Listed Building Consent for Huddersfield Station.
- B.5.19 Diagrammatic layouts of the existing station and the proposed 4-through platform intervention with re-numbered platforms is shown in Appendix Figure B.5-6 and Appendix Figure B.5-7 below.



Appendix Figure B.5-6: Huddersfield Station - existing platform layout & numbering



Appendix Figure B.5-7: Huddersfield Station - proposed platform layout & numbering



Deighton to Bradley Corridor

- B.5.20 Between Deighton and Bradley, the existing rail corridor is narrow, running on tight radius curves between bridge abutments, neighbouring properties, and businesses. Supporting the TRU aspiration in this area of increasing from the current 2-tracks to 4-tracks with linespeeds increased from the current 70 mph to 100mph is technically challenging.
- B.5.21 This challenging nature of this corridor was recognised at the start of GRIP3 studies and led to a forensic optioneering exercise to establish the optimum track geometry and linespeed set against possible impacts to existing

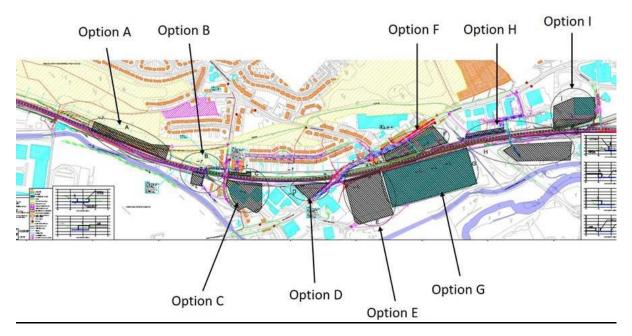


infrastructure and lineside neighbours. The key components of these studies included:

- Deighton Station location
- Bridges, particularly the A62 Leeds Road Overbridge
- Other large-scale civil engineering including earthworks and walls
- Adjacent business properties particularly the "Buy it Direct" warehouse (formerly "Poundstretcher") and the Volkswagen car dealership
- Track geometry standards including track centres and consideration of exceptional values of cant (track crossfall) and curve transitions.
- B.5.22 The linespeed profile developed at GRIP 2 proposed 100mph through this section. The GRIP3 study looked at linespeeds of 90, 100 and 110mph. The conclusion of this study was that 100mph was the optimum linespeed through the corridor and could be achieved with acceptable levels of impact. The principle features of the selected 100mph option are:
 - Deighton Station needed to be partially or fully re-sited, although the best re-siting option was deferred at the GRIP3 stage gate requiring further development, including stakeholder consultation. Potential favoured locations were identified to the west of the existing station site or about 1km to the east nearer to Bradley. Options A, B and H shown on Appendix Figure B.5-8 below were taken forward for further detailed study in early GRIP4.



Appendix Figure B.5-8: Deighton to Bradley Corridor, Deighton Station Location Study



- A62 Leeds Road Overbridge requires complete re-construction, but this
 is possible with a staged scheme with a temporary alignment created to
 the northwest of the current highway. This enables 2-way traffic to be
 maintained during construction and minimises impacts to users of this
 important and busy highway corridor.
- Track Alignment was extensively refined and challenged to achieve 100mph within allowable geometry standards for cant and curvature, and at the same time minimising infrastructure impacts. A notable feature is the narrowing of the fast and slow line track centres through the particularly tight corridor between the A62 Overbridge and Bradley Junction. To maintain business properties, notably Volkswagen and Buy it Direct, the constrained alignment design necessitated a small northward shift in the location of Bradley Junction. The Scheme takes advantage of this by re-modelling to achieve a higher linespeed through the junction switches. Increasing the existing junction speed from 20mph to 40mph improves operational robustness and future proofs capacity.
- Wheatley's Colliery Bridge carrying national cycle route 66 needs to be re-constructed. This is unavoidable due to the track geometry constraints within this corridor and the subsequent bridge constraints in the adjacent Colne River valley. The bridge is grade II listed and noting its heritage value a sympathetic design is proposed for its replacement.



Heaton Lodge Corner

- B.5.23 The option selection at Heaton Lodge is critical to the overall journey time impact of the Scheme. At GRIP2 it was identified that a 100mph opportunity existed through this area, and if achieved, would make a very significant contribution to the overall TRU programme outcomes. At a simplistic level 100mh is achieved from Heaton Lodge to Huddersfield and 110mph has been selected at GRIP3 as the optimum speed along the racing section from Ravensthorpe through Mirfield. The only obstacle is Heaton Lodge corner which has a current line speed capability of 70mph.
- B.5.24 Virtually all options studied through GRIP2 and GRIP3 had an off-line alignment at Heaton Lodge to achieve the desired line speed. This necessitated land purchase with potential impacts on neighbouring properties. Therefore, great care has been taken within the option selection to select a scheme, which not only optimises the railway outcomes and associated business case, but also provides an environmentally sensitive solution.
- B.5.25 As described in earlier sections the end to end operational layout selected has a grade separation located at Ravensthorpe. A grade separation option at Heaton lodge was considered, but at the interim GRIP3 Stage (December 2017) a decision was taken to develop the Ravensthorpe solution. During the detailed development phase of GRIP3, this decision was extensively tested and validated with Ravensthorpe remaining the preferred choice.
- B.5.26 A whole variety of options were drawn up to study at-grade line speed improvement schemes around the Heaton Lodge corner to suit the grade separation scheme at Ravensthorpe, which has new fast lines constructed to the south of the existing railway corridor. The options studied a variety of line speeds including a do minimum case of 80mph (generally within the existing land boundaries), then 90mph, 100mph and 105mph (110mph with exceptional cant application). These were assessed against the Scheme standard appraisal criteria and key engineering drivers common to all the options. Most importantly for this intervention was the business case assessment of line speed versus capital cost of the works
- B.5.27 Following this selection process, the preferred single option for Heaton Lodge was a 100mph track alignment with maximum cant applied in accordance with track standards. This option offered the best business case as well as an unrestricted 100mph operation at normal track design values (i.e. allows all train types including goods and track maintenance vehicles) whilst striking a careful balance between earthworks volumes, bridgeworks, and third-party land requirements.



Ravensthorpe

- B.5.28 The proposed grade separation and junction modifications at Ravensthorpe is the most substantial and complex intervention along the Scheme footprint. The initial phase of GRIP 3 design established that the end to end operational layout 1 with fast lines to the South and a grade separation at Ravensthorpe was the preferred corridor option.
- B.5.29 As previously discussed, the grade separation of the new fast lines from the conflicting Calder Valley route (between junctions at Heaton Lodge and Thornhill) is crucial for the overall capacity of the system, and is the critical element that supports the whole of the TRU programme outcomes (in terms of capacity).
- B.5.30 It is also important to note that this Scheme represents the best opportunity for realising journey time improvements (as well as capacity) on the whole of the TRU West of Leeds section. This is simply because the horizontal alignment geometry within this area is capable of being developed to accommodate much higher line speeds than existing. This is also coupled with the ability to reintroduce 4-tracking within a historic 4-track corridor thereby allowing separated fast and slow line working to take maximum advantage of higher speeds with de-conflicted train service patterns.
- B.5.31 The consideration of track footprint geometry and grade separation layout in the Ravensthorpe area were therefore crucial in the consideration of line speed improvements and maximising the benefits of the significant investment being made in the new 4-track section of railway extending to the west of this site.
- B.5.32 During the second phase of GRIP3, two principal sub-options were extensively tested at Ravensthorpe; these comprise a Flyover and Diveunder grade separation arrangement. Although operationally similar, the two sub-options have quite different infrastructure requirements and risk profiles. From a cost perspective both are similar, albeit the Flyover is approximately 10% cheaper than the Dive-Under in terms of direct construction cost.
- B.5.33 The following key topics were studied during the GRIP 3 design development as the principal drivers behind the option selection at Ravensthorpe:
 - Line speed Improvements
 - Adjacent Development & Land Use Planning
 - Local Highway Network
 - Station Location and Facilities



- Rail Operational Capacity and Junction Arrangements
- Bridge Structures
- Ground Engineering
- OLE Traction Power Supply
- Existing Utilities
- Construction & Engineering Access
- B.5.34 At the GRIP3 Stagegate it was recommended that sub-option 1A (Flyover) should form the basis of the "preferred" scheme layout which is shown in Appendix Figure B.5-9 below. This choice was ratified by the Validation Panel process undertaken through the design development and further tested through continued design development of both options and reappraisal. Sub-option 1B (Dive-Under) had been developed to an equal level of detail owing to the consent's benefits associated with this option. However, it was recommended that both sub-options should be included in the ongoing stakeholder and public consultation process and the preference for the sub-option should be re-assessed during the early phase of GRIP 4 based on feedback received.

Appendix Figure B.5-9: Ravensthorpe Grade Separation, GRIP 3 Preferred Flyover Option





Intermediate (Local) Stations

- B.5.35 The intermediate stations on the Scheme, Deighton, Mirfield and Ravensthorpe are all impacted by the 4-tracking and electrification works to the railway alignment. In general, the Scheme proposes as a minimum to replicate existing facilities on a like for like basis and provide improvements to accessibility in line with the requirements of the Equality Act. The local stations have been designed using the following key principles:
 - Delivery to TRU operational and infrastructure requirements and meet the requirements of the preferred track intervention,
 - Provide step-free access to all platforms and dedicated blue badge parking for persons with reduced mobility,
 - Delivery of a cohesive scheme in which each of the local stations share an identity though the use of a consistent material pallet and asset forms.
 - At each station delivery of a master planning approach to design, so to allow, where reasonably practicable, to not unduly prohibit future changes in operation or passenger facilities.
- B.5.36 To ensure compliance with the Project Requirements and wider obligations under the Equality Act, Diversity Impact Assessments have been completed to inform the interventions at stations and where the Scheme impacts footways. Practically this involves the delivery of lifts to platforms where there is a level difference of two metres, and the provision of at least three blue badge bays.

Deighton Station

- B.5.37 As previously described, the location of Deighton Station was studied extensively during GRIP 3 due the significant engineering constraints posed within this very narrow route corridor including many commercial and residential properties close to the railway boundaries.
- B.5.38 At the conclusion of GRIP 3 there were still several viable location options under consideration. At the Stagegate is was decided to defer the final option selection pending further engineering development in early GRIP 4 combined with continued stakeholder and public consultation.

Mirfield Station

- B.5.39 Two high level configurations of Mirfield Station were considered:
 - Platforms to all lines (fast and slow)
 - Platforms to the slow lines only



- B.5.40 During the initial phase of GRIP 3 the advantages of platforming all lines was studied from an engineering perspective and also consulted within the wider rail industry to discuss the relative benefits of being able to interchange services at Mirfield utilising platforms on the fast lines during periods of closure of the slow lines. This study concluded that a 2-platform face station was the preferred solution as platforming the fast lines was not justified due to the infrequent usage requirement and other viable options being available during times of perturbation.
- B.5.41 Therefore, at the end of GRIP3 a 2-platform station was selected as the preferred option with platforms provided on the re-aligned slow lines on the north side of the existing site.

Ravensthorpe Station

- B.5.42 Ravensthorpe Station must be re-located to facilitate the construction of the grade separation. Both sub-options considered for the grade separation (flyover or diveunder) retain the same track layout at ground level with the station re-located to the west side of the reconfigured Thornhill LNW junction.
- B.5.43 During GRIP 3 significant evaluation of the junction and grade separation layout took place in order to achieve the best vertical geometry for the railway whilst maintaining desired line speeds of at least 70mph through both junction routes towards Wakefield or Leeds (noting the fast lines pass unobstructed under or over at 110mph). The geometry was also developed to enable the construction of the grade separation structure and associated track realignments to be completed off-line (i.e. clear of the operational railway).
- B.5.44 The above process involved many iterations to achieve the best operational layout. The final option selected has an opened-out junction geometry, which allows for easy track maintenance. This naturally separates the up and down slow lines as the pass through the proposed station site. This has enabled a single island platform to be chosen for the reconstructed station, which is advantageous for this site for the following reasons:
 - The station is set below the general landform in a deep cutting and an island platform is therefore easily accessed via a single staircase and lift and footbridge situated at the top of the cutting slope.
 - The island platform solution naturally suits an interchange station site. Given that future train services may diverge at Ravensthorpe to serve either Wakefield or Leeds directions, this station may become a useful interchange facility in normal or perturbed working situations.



B.5.45 It is also noted that the final option selection and proposed access via a forecourt on the southern side of the station ideally complements the proposed adjacent development at Dewsbury Riverside, which will benefit substantially from this intervention.

Other Route Features

Hillhouse Sidings

- B.5.46 The proposed redevelopment of Huddersfield Station removes existing siding facilities to the north of the station, which currently provide off-peak and overnight storage facilities for passenger trains. They are also used for storing track maintenance vehicles when they are operational in the Huddersfield area. Therefore, an alternative site was required to maintain these vital operational facilities.
- B.5.47 As part of the overall TRU programme, Network Rail carried out a strategic study of the rolling stock storage and maintenance facilities required to operate the enhanced railway. This strategy concluded that the Huddersfield facility was required and should be re-provided at Hillhouse.
- B.5.48 Hillhouse is an existing Network Rail owned site about 1km to the east of Huddersfield Station. It was historically operated as a large goods yard, engine shed and coal distribution facility. The original coal drop structure is still largely intact on the northern edge of the site and is Grade II listed. In recent times all railway infrastructure was removed, and the site has been subsequently used to house light industrial businesses on a leasehold basis.
- B.5.49 The GRIP3 proposal at Hillhouse provides facilities in response to the following stakeholder requirements:
 - Maximising use of available space to provide the required stabling facilities whilst still allowing for the site to be used as a construction compound during the temporary condition and allow for future strategic freight uses.
 - Provide four electrified siding tracks of variable lengths (3 @ 150m and 1 @ 200m) to meet the requirements of the train operating companies for flexible storage and marshalling of rolling stock including a length of reception track suitable for 6-car rolling stock.
 - Provide one non-electrified maintenance siding capable of operating a Mobile Maintenance Train and associated hardstanding and compound.
 - A highway connection from Alder Street with car parking and associated pedestrian walking routes for maintenance staff.



- Controlled Emission Toilet (CET) facility and associated infrastructure for overnight rolling stock cleaning and preparation.
- A Road Rail Access Point (RRAP) for track maintenance plant.
- Space proofing for an indicative freight loop off the main line to demonstrate the ability to provide a functional facility should a licenced Freight Operating Company make a future operational request.

Traction Power Feeder Station

- B.5.50 The Scheme proposes to extend 25KV overhead electrification up to Huddersfield connecting the section from Leeds to Dewsbury, which is also to be electrified as part of separate TRU project. This will provide a continuous electrified route from Leeds to Huddersfield enabling the use of bi-mode trains for through services and electric rolling stock for Huddersfield to Leeds stopping services. The traction power supply and overhead system will be designed to allow for future expansion of electrification beyond Huddersfield through to Manchester.
- B.5.51 The Ravensthorpe area was identified at GRIP 2 as a suitable location for a traction power feeder station (FS) which will be the main power supply for the whole of the West of Leeds section of TRU. This is due to its proximity to the Northern Powergrid (NpG) 132KV distribution network, which crosses the route at this point. A suitable connection point already exists at Ravensthorpe where there is an NpG sub-station and switchgear site adjacent to the existing gas fired power station.
- B.5.52 During GRIP 3 an Option Identification and Sift study was been carried out to select possible sites for the FS in a broad area extending about 2km in radius around the proposed point of connection. This considered the electrical and spatial requirements of the feeder site, availability of land and potential environmental impacts.
- B.5.53 Following option appraisal, the preferred option is a site situated within land known as the "Ravensthorpe Triangle". This is brownfield land adjacent to the proposed Ravensthorpe grade separation site and close to the existing 132kV sub-station.

B.6 GRIP 4 Option Development (and option refinement for the Order)

B.6.1 Following the GRIP3 stage gate, it was recognised that in several key areas of the Scheme, a substantial amount of option refinement was required to present a robust Order. Therefore, the early stages of GRIP 4 development were targeted towards a further round of public consultation in March 2020, with final refinement of options taking place up to June 2020, subsequently freezing the Scheme for Order document preparation. This approach



allowed the Alliance to target further key stakeholder consultation and respond to the second round of public consultation with design refinements as necessary.

- B.6.2 During this period the main items of design refinement included:
 - Huddersfield Station, such as detailed features of alterations to the existing main train shed roof, new canopies, and new footbridge
 - Huddersfield Viaduct, principally Span 1 over John William Street and Span 29 over Northgate
 - Deighton Station, location and associated Deighton to Bradley corridor works
 - Colne Bridge Road Overbridge, and associated highway re-alignment
 - Mirfield Station, development of the island platform option and improved access from street level and car parks
 - Ravensthorpe Grade Separation, choice of grade separation type (Flyover or Diveunder)
 - Helm Lane Public Right of Way, rationalisation of footpath design and railway maintenance access

Huddersfield Station

- B.6.3 The operational layout and broad features of the selected option at Huddersfield were established during GRIP 3. However, this is a significant intervention to a Grade I listed station, and this requires all the key features to be developed in some detail to prepare a comprehensive Listed Building Consent (LBC) application. The LBC application was submitted alongside and in support of the Order to the local planning authority, Kirklees Council.
- B.6.4 This design development was conducted alongside the principal heritage stakeholders including Historic England and Kirklees Council conservation officers who had also been instrumental in the GRIP 3 option selection. Some of the principal features of the design development are summarised in the following sections and detail is provided in the Huddersfield Station Design and Access Statement (NR15A).

Existing & New Train Shed Roof

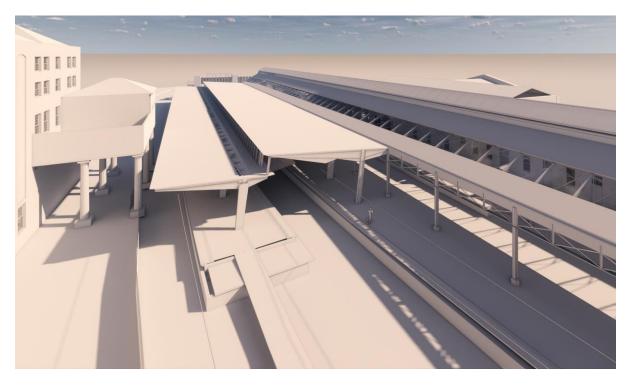
B.6.5 During GRIP 4 the viability of maintaining and refurbishing the existing main platform roof was established from site inspections, testing and structural assessments. The existing roof will have discrete steelwork strengthening measures and will be fully re-painted. The roof will be shortened at the western end where the rail alignment clashes with roof supports and extended at the eastern end to reflect the original historical structure form.



All roof materials will be replaced with new slate and timber boarding, again reflective of the original construction and the roof lantern (which was previously demolished) will be re-established in a modern form.

B.6.6 The new platform roof consists of two large blades extending over the new island platforms the form of which respect and celebrate the geometry of the adjacent Victorian structure. The design illustrated in Appendix Figure B.6-1 below aims to provide a high-quality, architectural environment befitting the Grade I station. Bespoke micro-climate studies were carried out to fully establish the effects of wind, rain, and sunlight on the design to provide a comfortable and enjoyable environment for passengers using the station.

Appendix Figure B.6-1: Huddersfield Station, Existing and New Platform Roofs



New Footbridge, Lifts and platform Canopies

- B.6.7 The requirement to provide a second means of cross platform access was established at GRIP 3. This is driven by the need to accommodate larger pedestrian flows for the design life of the station and effectively distribute passengers along the increased platform lengths. It also a critical part of the fire escape strategy for the enlarged station and extended platforms stretching to the east side of the current footprint.
- B.6.8 The design of the footbridge and associated lifts and platform canopies was extensively developed during GRIP 4 in close consultation with heritage stakeholders as well as the station and train operators. The unique



"sawtooth" design depicted in Appendix Figure B.6-2 below responds to the architecture of the adjacent station roofs as well as satisfying the consulted requirements for a covered and largely glazed footbridge elevation. The sawtooth concept was developed using sophisticated sun path glare studies, which modelled the view of approaching train drivers for them to be able to safely sight signals.



Appendix Figure B.6-2: Huddersfield Station, New Platform Footbridge

Existing Tearooms

- B.6.9 The existing tearooms are a key heritage feature on the existing island platform. The new track and platform layout chosen at GRIP3 reduces the width of this island, which will serve re-numbered platforms 3 and 4. To maintain safe clearances and disabled access to modern rail standards, the tearooms need to be re-located.
- B.6.10 During GRIP 4 the feasibility of moving the tearooms was extensively researched. Site trials were carried out and these established that the timber structure could be effectively dismantled and re-erected whilst minimising the risk of damage to the heritage fabric. This approach has been consulted and agreed with the heritage stakeholders who also observed the trials.
- B.6.11 The final design sees the tearooms re-located horizontally by about 2 metres and rotated by 180 degrees. The rotated tearooms place the servery in a more convenient orientation to attract passenger footfall from the nearby subway staircase and lift. By careful design the tearooms have been



fully integrated within the architecture of the new station roof and platform elements as illustrated in Appendix Figure B.6-3 below. Internally the structure will be carefully refurbished and brought up modern fire protection standards.



Appendix Figure B.6-3: Huddersfield Station, Tearooms

Existing Pedestrian Subway

- B.6.12 In today's station a pedestrian subway provides the single means of access between all platforms. For the enlarged station a new island will serve platform faces 5 and 6. This requires the existing subway to be extended along with associated modification to lift and stairways. As described above, the new footbridge will provide an additional means of cross platform access at the east end of the station.
- B.6.13 By careful design of the subway extension and interfacing details with the existing structure, it has been possible to develop a design which retains all the heritage features whilst minimising disruption to the station during construction.
- B.6.14 During the design development we have taken on board consultation feedback particularly with respect to future proofing the possibility of a new north western station entrance, a project currently being promoted by Kirklees council. The new subway will be designed so it is easily extendable to suit the needs of such a future project, and Network Rail looks forward to working further with stakeholders to develop this scheme, or other similar proposals, should the opportunity arise and separate funding is made available.



Huddersfield Viaduct

Span 1, John William Street

- B.6.15 At GRIP 3 the selected track and platform layout for Huddersfield Station required a complete reconstruction of the existing bridge over John William Street (Span 1 of Huddersfield Viaduct). Several feasible options were put forward for further design development at GRIP 4. These include options for a clear span like the existing bridge and others including new support piers in the highway below.
- B.6.16 It was recognised that the reconstruction of John William Street Bridge is a significant piece of work, which could cause extensive disruption within Huddersfield town centre. It is also part of the overall Grade II listed Huddersfield Viaduct and the bridge elevation is a key viewing point within the local townscape. It was therefore vital to develop the design accounting for stakeholder feedback as well as the complex engineering constraints.
- B.6.17 A rage of design options was put forward as part of the 2nd Stage public consultation held in March 2020 and feedback invited. This was in conjunction with continued dialogue held with heritage stakeholders, the highway authority, and nearby businesses. Feedback from all sources was instrumental to the final design decision, which was to replace the existing bridge with a new single span structure.

Span 29, Northgate

- B.6.18 During GRIP 4 there was further on-site inspection and assessment work carried out on the whole of the viaduct. This included the metallic spans over the A641 Northgate (Span 29 of Huddersfield Viaduct). At GRIP 3 it was unclear if these spans could be re-used for the new 4-track layout as they are difficult to access and potential defects are hidden from site.
- B.6.19 The conclusion of the structural assessment was that the existing metallic bridge decks were beyond repair, however, the central masonry arch structure could be retained. Consequently, a range of options were developed to replace these decks and consulted with heritage stakeholders and the highway authority.
- B.6.20 The favoured option is to extend the existing viaduct abutments at either side of the road to shorten the bridge span and allow the construction of a simple prestressed concrete beam deck. The shorter span allows beams to be constructed below the railway level (rather than using upstand beams as existing) and much simplifies the ongoing maintenance of the bridge avoiding critical hidden details which have contributed to the deterioration of



the historic steel structures. The revised design aims to complement the architecture of the existing viaduct elevation by maintaining the visible lines of the central arch span and provide an exterior concrete parapet detailed to resemble the historic steel structure. The image shown below in Appendix Figure B.6-4 below was included in the March 2020 public consultation flythrough visualisation.

Appendix Figure B.6-4: Huddersfield Viaduct, Span 29 Northgate



Deighton Station

- B.6.21 Deighton station lies within the extremely constrained Deighton to Bradley Corridor described previously in section B.5.21. At GRIP 3 Stagegate the final location decision was deferred, and three viable options were taken forward for further study at GRIP 4, these were:
 - Option A, new location approx. 400m to the west of the existing site.
 - Option B, existing location at or adjacent to the existing station.
 - Option H, new location approx. 1000m to the east of the existing site near to Bradley junction.
- B.6.22 Very detailed studies were carried out at these three locations considering amongst other things, the complex and interlinked multi-disciplinary route engineering, train operations, environment impacts and capital costs. The initial studies concluded as follows:



- Option A was the simplest and most cost-effective solution but relocated the station away from local population centres and was difficult to access.
- Option B was more expensive than option A (but not significantly) and kept the station at its existing location. There were potential significant impacts on adjacent properties and infrastructure
- Option H was the most expensive option and potentially impacted several existing residential and business locations. There were some perceived advantages for future development in the area, but these did not outweigh the impact of moving the station from its existing site.
- B.6.23 Following the initial study option H was deferred and options A and B were taken forward for inclusion in the second stage public consultation and feedback invited. Feedback received from the public consultation largely supported option B, however, there were concerns raised around impacts to residential properties and the potential compulsory purchase of several of those properties.
- B.6.24 Network Rail has responded to these concerns, and post consultation we have developed an optimised solution at Deighton using innovative engineering techniques and construction sequencing to avoid the acquisition of any properties.

Colne Bridge Road Overbridge

- B.6.25 During GRIP 3 it had been identified that the existing Grade II listed Colne Road Overbridge would have to be demolished and replaced due to unresolvable clashes with the proposed 4-track railway alignment and clearance for overhead electrification equipment. This had been consulted with key stakeholders and included in the stage one public consultation.
- B.6.26 The B6118 is a key highway with significant traffic flows and it serves many residential properties and local businesses. The existing alignment over the bridge is very substandard in terms of width and visibility and there are no proper footpaths provided.
- B.6.27 At GRIP 4 three viable options were considered in detail:
 - Option 1, Off-line reconstruction to the East
 - Option 2, On-line reconstruction of the bridge
 - Option 3, Off-line reconstruction to the West
- B.6.28 The conclusion of the initial studies was that of the two off-line options (east or west), the easterly option was favoured due to lesser impacts on neighbouring business properties and simpler access for construction.
 Therefore, the off-line solution to the west was deferred and the easterly



option developed. The on-line option was more expensive than either of the two off-line options due to more complex interactions with the existing highway and extended duration of the construction programme. However, the on-line solution has less impacts on neighbouring properties, and it was decided that both options 1 and 2 should be consulted further with stakeholders and was included in the March 2020 public consultation with feedback invited.

B.6.29 The feedback received from the further consultation generally supported Option 1, the off-line alignment to the east. This is the most cost effective and risk-free solution and best mitigates impacts on the existing highway during construction. Option 1 has therefore been taken forward as the preferred Scheme option.

Appendix Figure B.6-5: Colne Bridge Road



Helm Lane Public Right of Way

- B.6.30 The Helm Lane Public Right of Way (PROW) extends from the canal side at Battyeford crossing the various converging lines at Heaton Lodge junction via a footbridge and an underpass. The footbridge is life expired and clashes with proposed overline electrification equipment and therefore requires a replacement structure. The underpass is sub-standard with very low headroom and is an ongoing maintenance liability for Network Rail as it is formed of various historic underline structures.
- B.6.31 Early option selection at GRIP 3 considered closure or diversion of the PROW, however, stakeholder and public consultation carried out during this



first consultation phase strongly favoured retaining it in or near to its current location. Therefore, at GRIP 3 it was decided to retain the PROW with further option development to be carried out at GRIP 4.

- B.6.32 The option evaluation was quite complex due to various constraints including vertical levels and flooding, utility interfaces, rail access for construction, location of railway switches (points) and the need to provide Network Rail maintenance access to the land sterilised by the new fast line alignment at the Heaton Lodge curve.
- B.6.33 The preferred scheme is a hybrid option combining a slightly diverted PROW route which combines to form a maintenance access for Network Rail. The existing footbridge is replaced with a modern footbridge structure with the required clearances and parapet protection to electrification equipment. From the footbridge the PROW is diverted approx. 100m to the east to pass under the Calder Valley lines and the new TRU fast lines via two separate concrete underpass structures. The structure under the Calder Valley lines also doubles as a maintenance access and is connected back to Wood Lane via a new access track constructed between the existing railway alignments.

Appendix Figure B.6-6: Helm Lane Public Right of Way



Mirfield Station

B.6.34 The base scheme for Mirfield was established at GRIP3 with a reconstructed station to be provided on the north of the existing site footprint



with two platforms serving the slow lines only. During GRIP4 a wide variety of sub-options were studied to provide the best functional station layout which made best use of the site constraints.

- B.6.35 It was quickly established that a single island platform solution could be easily built by temporarily slewing the track alignments to the south of the existing island platform. This requires the closure of the existing platform 1 and using platform 2 in a temporary modified form to serve trains in the Leeds direction. The existing separate platform 3 continues to serve trains in the Huddersfield direction. Once this system is established the remainder of the station can be built off-line whilst train services continue to run.
- B.6.36 The existing entrance to Mirfield Station often floods and this has been addressed by the design as far as possible. A new entrance to the station is created to the east of station road accessed by a raised walkway. This entrance serves a foyer area which slopes gently up to a lift shaft and staircase to platform level. This allows the station to be proofed against a 1 in 25-year return event flood, which is a substantial improvement to the current situation where floods occur almost annually. The new entrance also addresses the existing sub-standard stair access provided on the west side of station road which will be closed off once the new entrance foyer is completed.
- B.6.37 The re-location of all platform facilities to an island arrangement cuts off access from the existing car park to the south. This access is therefore reprovided via a new footbridge, stairs, and lifts. Further blue badge parking spaces and a drop-off facility is provided by simple modifications to the existing car park site.



Appendix Figure B.6-7: Mirfield Station



Ravensthorpe Grade Separation

- B.6.38 As described in section B.5.28 to B.5.34 the overall concepts of either a flyover or diveunder grade separation was first consulted during GRIP 3 with images presented at the first public consultation in September 2019. At the GRIP 3 Stagegate there was a preference for the flyover scheme, but it was recognised that further design development and consultation was required during GRIP 4 to make a firm decision.
- B.6.39 Both options were subsequently included in the 2nd phase public consultation in March 2020 and feedback invited. The results from the consultation and other stakeholder engagement was non-committal with a slight preference displayed for the flyover scheme, but in general neither option was favoured over each other. Detailed consultation results and further information is available in the Consultation Report (NR07).
- B.6.40 At the same time a very detailed engineering re-evaluation of both options was carried out. This including a significant amount of optimisation work for the flyover scheme to improve the vertical geometry of the grade separation to minimise impacts on adjacent land parcels. The main defining issue between the options are the effects of the diverted Calder Road alignment and the relative benefits and disbenefits as a result.
- B.6.41 Both schemes require the diversion of Calder Road since the fast line alignment passes through the existing bridge abutment and in any case the



existing bridge is too low to provide clearances for the railway overhead electrification equipment. The existing Calder Road Overbridge carries a multitude of utilities and acts as an important urban highway route connecting Ravensthorpe with Thornhill. The only reasonably practical and economic method of re-providing this structure is by building off-line either to the east or west side to avoid multiple diversions of critical utilities and excessive disruptions to highway traffic. Both diversion options affect adjacent business premises in different ways, and this was a major factor in the option selection.

- B.6.42 Following the engineering re-evaluation, the flyover option was selected as the final preferred scheme. This also accords with the slight preference obtained from the consultation. The principle reasons for selecting the flyover option are as follows:
 - Schedule. The flyover option is quicker and less risky to construct. After taking account of railway access, the flyover option has a 9-month advantage over the diveunder option. The construction of the grade separation is on the project critical path; therefore this 9-month difference would result in an equivalent overall delay to completion.
 - **Cost**. The flyover option is cheaper to build than the diveunder option. The difference in base construction costs (direct plus indirect costs) was estimated at approx. £32m (2016 price base). If project cost and programme risk were included in this estimate the difference would be much greater.
 - Third Party Land Impacts. The impacts to adjacent land and businesses was roughly equivalent for both options. It was judged that further identified design optimisation during the later stages of GRIP 4 would be advantageous for the flyover scheme.

B.7 Consultation (stakeholder and public)

- B.7.1 The process and methodology used for stakeholder and public consultation is summarised in section 11 of this document with detail provided in the Consultation Report (NR07). The consultation feedback received was used extensively to inform the final decision making for the GRIP 3 stage gate and to define where further work was required during GRIP 4 to support the Order.
- B.7.2 Significant areas where consultation feedback informed the design:
 - Huddersfield Viaduct, John William Street Bridge reconstruction described in section B.6.15.
 - Deighton Station location and impact on adjacent housing described in section B.6.21.



- Colne Bridge Road diversion choice between an off-line or on-line reconstruction described in B.6.25.
- Helm Lane PROW diversion described in section B.6.30.
- Ravensthorpe grade separation choice between flyover and diveunder options described in section B.6.38.
- B.7.3 Clear graphical displays of information aided by computer rendered visualisations were extensively used at the public events to clearly show the impact of the scheme. Appendix Figure B.7-1 and Appendix Figure B.7-2 below are example images used at the first public consultation in September 2019 to demonstrate the differing impacts of the Flyover and Diveunder options at Ravensthorpe. Examples of display boards and other materials used at the public consultations are contained in the Consultation Report (NR07).

Appendix Figure B.7-1: Ravensthorpe Flyover, Public Consultation Image





Appendix Figure B.7-2: Raventhorpe Diveunder, Public Consultation Image





Appendix C. Detailed Construction Methodology

C.1 Route Section 1 – Huddersfield:

Gledholt & Huddersfield Tunnels

- C.1.1 The initial works will be an earthworks and drainage operation to facilitate the track renewals through the Gledholt and Huddersfield tunnels and Springwood Junction. It is anticipated that bulk materials will be delivered using the road network. Extended Rules of Route (see 7.2.17) possessions will be utilised to complete any tunnel wall stabilisation & repair works in order to minimise disruptive track possessions (see 7.2.15).
- C.1.2 A ventilation study will be completed to define any requirements for forced ventilation systems to safely conduct the works within the tunnel.
- C.1.3 The track renewal and realignment works will be delivered during the two principal closure periods. Track requiring replacement will be recovered, firstly using one retained line and rail-based plant and then using conventional construction typed tracked machinery. Bulk earthworks will then be completed leaving a small final trim allowance in place to protect the track formations whilst the drainage is constructed.
- C.1.4 Drainage runs and catchpits will then be completed, and the track formation trimmed to final level. Any drainage blanket on the formation is then placed compacted and trimmed before the bottom ballast is placed and compacted. Thereafter the track can be constructed, and any cable troughing or other ancillary works completed.
- C.1.5 Two bays of the Grade I Listed main train shed roof require removal at the west end and 3 new bays erected at the east end. In advance of this the retained end bays will be suitably strengthened. In order to complete this work a fully encapsulated access will be formed over the railway which will allow for the construction works to progress with minimal effect on the public. The encapsulation is required for the full shed length both to facilitate the existing end bays removal and strengthen the retained structure, and to blast and re-paint the structure and install the replacement lantern structure. Craneage and laydown areas for these works will be located to the north of the existing station in land identified within the Order for temporary construction use.
- C.1.6 In the first closure period the existing platforms 1 and 2 will be reconstructed and minor adjustments made to platform 4, such that at the conclusion of the closure, platforms 1, 2 and 4 are returned to service (renumbered as platforms 1, 2 and 3). The remainder of the station is then planned to be built during the intervening period between closures in an off-



line environment in a safe and efficient manner. When the new platforms 4, 5 and 6 have been completed, the second closure period will be used to complete the track and railway systems re-modelling and then commission the new expanded station layout into service.

C.1.7 The demolition of the existing John Williams Street bridge and its reconstruction will take place in the first closure period. Full road closure of the road will be required for the demolition and install works. Suitable diversion routes will be agreed with Kirklees and signed. The decks are of standard NR E-type format and will be fully fabricated off site in order to reduce the blockade duration (see 7.2.22). The existing sub-structure are to be re-used with the addition of replacement bearing shelves which will require some degree of partial sub-structure removal. Saw cutting will be used to define the limits of any demolition and to mitigate demolition damage to retained elements. Large capacity craneage will be located in the highway for the demolition and construction activities, deliveries will largely be by the road network.

Huddersfield Viaduct

- C.1.8 Span 29 Bradford Rd, is constructed in two phases, the northern span in advance of the south span to facilitate the rail systems work scope. Lane closures will be agreed with Kirklees such that the new foundations can be piled, and the reinforced concrete sub-structures cast. In a bespoke blockade the existing northern deck will then be removed, and the new prestressed concrete deck beams positioned and follow on in-situ deck cast. This work is necessary to be complete before the Huddersfield first blockade so that rail systems works can be installed in that blockade. The southern span is constructed in a similar manner to the northern span.
- C.1.9 Huddersfield viaduct arch spans and facade works will be constructed as each tenanted arch is vacated. Anticipated works will require local accesses to be formed along the frontages progressively for typical repair and refurbishment works (i.e. repointing, stitching and the installation of cantilever OLE support structures). Some local footpath diversions and temporary parking bay closures will be required for this work.

C.2 Route Section 2 – Hillhouse and Fartown:

Hillhouse Sidings:

C.2.1 It is intended that the stabling and turn back platforms within Hillhouse are completed prior to the commencement of the first railway closure for the reconstruction of Huddersfield Station.



- C.2.2 The facilities created at Hillhouse will provide replacement stabling facilities, and a turn back platform with replacement bus service capacity.
- C.2.3 In order to construct the new northern retaining wall an elevated working platform for the contiguous piled wall will be required, this will require the importation of bulk and engineering fill materials. Access to the site will be off Alder St. Lane restrictions in and around the site entrance will be required in order to both construct the new entrance apron and to construct the utilities for the site. On completion of the piled wall and associated capping beam and installation of a noise barrier the piling platform will be removed, and the wall will be exposed.
- C.2.4 The site will be remediated i.e. Japanese Knotweed, land that may be contaminated, and mine workings mitigated. There is a general earthwork operation required to create the new access roads, laydown areas, and track formation. As much of the sidings will be completed offline as is possible although rail access will be necessary for the installation of the rail switches into the sidings.
- C.2.5 Typically, the scope of works is normal roadworks, drainage, piling, foundations for prefabricated buildings etc

Earthworks Stabilisation - Hillhouse Lane:

C.2.6 The existing railway embankment is over steep and with the additional loading from the four tracking the eastern face of the embankment requires stabilisation using an extensive array of soil nails. In order to minimise the effect of the facilities on Emerald Street it is intended to use smaller face rigs anchored to the embankment crest, although this is a less economic methodology with a more onerous programme it maximises access from the rail corridor and mitigates any requirements for lane restrictions on Emerald Street, and the operation of the local businesses and recycling operation. There is sufficient area between the back of verge and the toe of the embankment to allow a small local establishment and welfare to be set up to store the necessary permanent works materials and equipment (cement, nails, pumps, mixers, drill rigs etc). Local lane restrictions will be agreed with Kirklees so that materials can be safely delivered – these are likely to be in off peak hours.

Red Doles Road Underbridge:

C.2.7 In engineering access temporary sheet piles will be driven behind the back of the existing abutments and parallel to the slow lines such that an excavation can be completed to the underside of the new cills for the fast lines. Arisings from the abutment demolition and the excavation will be



loaded into road wagons and removed from site. A working platform for a crane will be established, maintaining access to the adjacent business and protecting the utilities located in the road. Cill units will be pre-cast elements cast off site. The decks are painted steel U-decks which will be fabricated off site, the deck end and bearing stiffener encasements will also be cast off site, however the main deck will not be cast in order to reduce the deck install mass and reduce the crane size. In a series of over-night rail possessions, the cills and decks will be installed. The deck, and the in-situ dead-man anchor slabs will be cast prior to the excavation being re-filled, and the sheet piled walls removed. It is anticipated that these works are completed in Summer 2022

C.2.8 In a separate work stream, the existing walkway on the down slow line will be removed and a combined walkway with integral cable trough and environmental barrier will be installed. This work will also be completed using overnight rail access.

Field House Overbridge:

- C.2.9 Access to the structure is limited other than from the railway corridor. As a result, it is intended to use rail-based equipment for the demolition of the existing deck and installation of the new footbridge.
- C.2.10 The footpath will be temporarily closed, and the existing concrete deck will be removed, where practicable using normal working hours, and where over the live railway using overnight rail access.
- C.2.11 With the deck reduced to a steel superstructure skeleton a rail closure is used dismantle the deck using rail craneage and the existing abutments reduced in level for the new cills. Materials from the demolition at the conclusion of the closure will be removed to Hillhouse.
- C.2.12 In a second rail closure the new cills and footbridge will be installed again using rail-based plant.

Ridings Underbridge:

- C.2.13 A permanent diversion of the Bradley Greenway and a temporary construction access will be formed from Whitacre St down to the work site. This access will service the reconstruction of Deighton Station also. The footpath will be temporarily closed for the duration of the work.
- C.2.14 Utilities services under the existing structure will be diverted and or protected as necessary.



- C.2.15 The current mid-span steel column will be removed, and a weight restriction applied to the retained deck so that maintenance access along the railway is maintained.
- C.2.16 The gravity foundations and stem wall will be constructed using typical reinforced concrete methodologies.
- C.2.17 In a rail closure temporary sheet piled walls are installed adjacent to the slow lines, which allow the wingwalls to be built.
- C.2.18 Pre-cast portal units will then be slid under the retained steel deck and the abutments backfilled with foam concrete.
- C.2.19 In a rail closure the redundant steel deck will be removed new parapets installed and the track bed replaced.

C.3 Route Section 3 – Deighton and Bradley

Deighton Station & Whitacre Street Overbridge:

- C.3.1 The redundant arch to the south of the railway will be infilled with foam concrete whilst an access is formed into the south forecourt area. This is then built up using reinforced soil, engineering fill and other material being brought in using the road network.
- C.3.2 A combined temporary service and pedestrian access bridge is constructed, and the existing services are diverted in to the structure and when appropriate the bridge is opened up for pedestrian access and the existing deck can be closed.
- C.3.3 With a road closure in place, the contiguous piled abutments will be constructed using large diameter bored piling rigs, service cranes etc. Disturbance during this operation is envisaged with plant being sited in gardens and oversailing, as a result the immediately adjacent properties are in the Order as land acquired for construction. With piles installed follow on excavation, pile breakdown and bearing shelf construction can progress using conventional construction techniques.
- C.3.4 In a railway closure the existing deck will be removed, after which the south abutment bearing shelf will be constructed on the retained abutment.
- C.3.5 In a further railway closure the new deck super-structure steelwork and permanent soffit formwork and parapet falsework are installed. This will then allow the deck construction and parapets to be constructed without affecting the operational railway.
- C.3.6 Whilst the new Whitacre St structure is constructed the operational railway is slewed to the south and the station is temporarily closed. This allows the



bulk of the new cutting to be formed. The new cutting is soil nailed and concrete faced. Work on this commences at the top of the cutting and works down, a combination of 360° excavators with drilling masts and face rigs will be needed to complete the work. The works are supported by compressors, pumps and mixers for the nail grout. Arisings from the cutting will be removed via standard road wagons using the new access formed for Ridings.

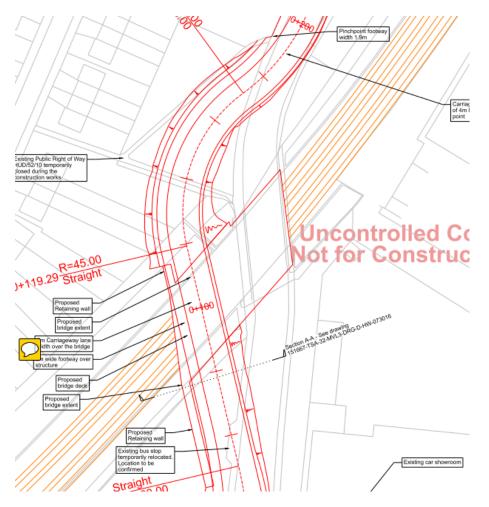
C.3.7 Once the cutting is fully formed the new platforms, lifts, stairs and access bridge will be installed. As much of the construction will be prefabricated off site in order to reduce the disruption to the local community and to mitigate the programme so that the closure of the railway station is minimised.

A62 Leeds Road Overbridge:

- C.3.8 To minimise the disruption to the busy A62, the new structure is to be constructed in two phases. This will broadly maintain two-way traffic on the route whilst the replacement structure is constructed. Limited lane restrictions and road closures will however be necessary at critical times in the programme, for example for the main deck steelwork installation lifts. This approach also mitigates multiple utility service diversions with the utilities being relocated in the first deck phase in a single relocation operation.
- C.3.9 Land is being acquired both for the permanent works and for temporary construction access and facilities. Principle deliveries are envisaged to be via the road network.
- C.3.10 Initially accesses into the site are developed off the A62 and temporary retaining walls are installed parallel to the road alignment so that the new abutments to the west of the existing decks can be safely excavated. A bulk excavation to the expected formation is then completed and a staged additional excavation in panels undertaken if a suitable foundation is not encountered. This panel approach means that these works can be completed in non-disruptive rail access.
- C.3.11 With formation secured craneage will be mobilised to site and in suitable rail access pre-cast shell abutment units will be craned into position. Lane restriction will be necessary for the logistics of this operation. Once the shell units are installed any additional reinforcement will be fixed and formwork completed to allow the base and then abutment stem wall to be cast.
- C.3.12 On completion of abutment concrete works the abutments will be backfilled and approach embankment earthworks commenced.



- C.3.13 Structural steelwork for the steel composite deck will be fabricated off site and will be brought to site as pairs of braced girders with the permanent formwork pre-fitted between the toes of the flanges. The edge pair will be fitted with any temporary access ways and falsework and be solid hoarded to 1.8m against the railway. These actions will mitigate the length of road/rail closure and enhance safety on site. In over-night road and rail closures the girder pairs will be craned into place using a large mobile telescopic crane, and the intermediate permanent formwork panels fitted between adjacent girder pairs.
- C.3.14 The deck and parapet are then fixed and cast using conventional civil engineering techniques.
- C.3.15 On completion of the structure the first phase road works will be completed and a temporary alignment as per Appendix Figure C.3-1 introduced onto the A62 including temporary vehicle restraint.



Appendix Figure C.3-1: A62 Leeds Road Overbridge



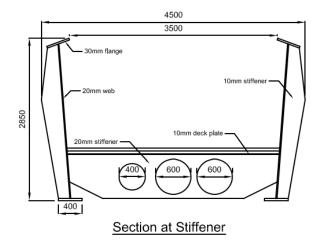
- C.3.16 The utilities will then be diverted from the existing deck into the new deck. When completed the demolition of the existing deck and south abutment will be completed in combined road/rail closure periods.
- C.3.17 Construction of the new south eastern abutments follows a similar sequence and methodologies as outline above. The north eastern foundation re-uses the existing abutment with a limited volume of demolition required to facilitate a new pre-cast bearing shelf. On completion of abutment works the new eastern deck is placed following a similar sequence as outline above and the approach earthworks are commenced. It is likely that a short road closure is required to allow the 'stitching' of the two constructed decks together as this should not be completed with live load and vibration transmitting to the freshly cast concrete. Accelerated concrete mixes may be used to mitigate the duration of such a closure.
- C.3.18 The road realignment works will then be completed. These works will be completed firstly off line as far as is practicable and then under lane restrictions and finally under full road closure for activities such as the laying of hot rolled asphalt and chipping which are impractical to complete safely in live traffic.

Wheatley's Overbridge:

- C.3.19 This structure carries extensive Yorkshire Water assets and a section of the National Cycle Network. To mitigate disruption to both parties an offline reconstruction is proposed. This will allow the existing asset to be retained whilst a new structure is constructed to the west. When complete the Yorkshire water assets will be diverted into the replacement structure with the cycleway/footpath then following the service diversion. The redundant structure can then be demolished.
- C.3.20 Construction will commence with the construction of an access down to the new abutments and the installation of any temporary works necessary to retain the existing approach embankments.
- C.3.21 Excavation for conventional gravity abutments will progress in a similar manner to that described in 1.5.28 to .30 above. With abutments cast and cured the approach embankment and abutment backfill will be commenced.
- C.3.22 The deck will be fabricated off site and delivered in single girder lengths and deck panels. The deck can then be re-assembled on site and during a rules of route possession of the railway the complete deck will be craned into place using a large mobile crane.
- C.3.23 Services will then be diverted through the sleeves pre-placed into the deck ref Appendix Figure C.3-2.



Appendix Figure C.3-2: Wheatley's Overbridge



- C.3.24 Following completion of service diversion, the roadworks type activities will be completed, and the cycleway/footpath will be diverted over the newly completed structure.
- C.3.25 In a disruptive possession the existing arch structure will be demolished.
- C.3.26 On completion of the works the site boundaries will be permanently secured and the temporary land take returned.
- C.3.27 Bradley Junction & Bradley No.2 Bridge:
- C.3.28 Subject to confirmation of the details the noise barriers could be delivered early, broadly they are anticipated to be delivered from the rail corridor using overnight rail access.
- C.3.29 Works to Bradley No 2 are limited to a parapet height increase. These works will be delivered using over-night rules of route access as appropriate, completing one side at a time in order to minimise the effect of restrictions on the deck during the work.

C.4 Route Section 4 – Colne Bridge and Battyeford

B6118 Colne Bridge Road Overbridge

C.4.1 To minimise the construction effects on the road users an off-line reconstruction of this bridge to the east is proposed. Approach embankment earthworks and road construction require the use of part of Mama's and Papa's (M&P) car park and access, and these will be modified as a first activity on site. This will allow M&P to continue to operate and create a construction access off the adjacent roundabout to the north section of the site. Access to the south is from an existing Network Rail access.



- C.4.2 General access to site for materials will be via the road network.
- C.4.3 Works for the foundations and abutments entail excavation and conventional reinforced concrete and pre-cast work. Abutment face units will be pre-cast off site and crane handled onto the prepared foundation formation; such units will be designed for the temporary stability condition. The reinforced concrete base and stem wall are then completed using normal civil engineering methods.
- C.4.4 With the stem wall cast and cure a first stage abutment and wingwall construction will be completed.
- C.4.5 The steel girders will be fully fabricated and provided to a pre-cast manufacturer to cast the deck on to the beam such that when erected on a rail possession by a large capacity mobile crane, the in-situ works are limited to stitching the decks together, and parapet construction. This methodology minimises the requirements to disrupt both the highway and road network.
- C.4.6 With the deck completed the embankments and vehicle restraint structures will be constructed and roadworks advanced as far off-line as is possible. The utilities will then be diverted into the new carriageway. This will require some lane restrictions in order to facilitate the necessary road crossings.
- C.4.7 On completion of the utilities diversions the road pavement will be completed. Construction of the tie-ins to the existing highway will necessitate short full closures for the safe laying of the hot rolled asphalt wearing course.
- C.4.8 With the road now fully diverted any demolition works and reinstatements, fences etc will be completed before, the compound is demobilised.

Huddersfield Broad Canal Underbridge:

- C.4.9 The TRU scope is limited to replacement of the fast lines deck only which is under the required capacity. As such much of the works will be completed off-line from the operational railway.
- C.4.10 Road access will be off the B6118 and via rights acquired under Order powers though adjacent property owners' land. The rail corridor will also be used to deliver and remove materials where practicable.
- C.4.11 In advance of the works a new Yorkshire Water (YW) sludge main bridge will be installed that allows for the existing sludge main route to be decommissioned. This work will be co-ordinated across several affected structures including River Calder Bridge, Parks. In addition, temporary sheet



piled retaining walls will be installed parallel to the operational railway which will retain the railway corridor whilst the fast deck and cills are replaced.

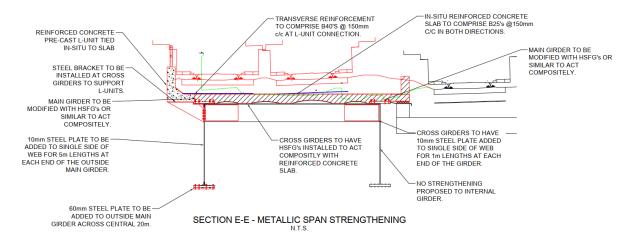
- C.4.12 Agreement for canal closures will be sought with Canal and Rivers Trust (CRT) and these will be co-ordinated with suitable rail access to allow demolition of the existing deck and partial removal of the abutment to allow the later placement of new cill beams.
- C.4.13 Cill beams will then be placed onto the prepared abutments.
- C.4.14 Using suitable co-ordinated rail and canal access, the new decks will be installed piece small using road rail-craneage, with deliveries via the road corridor and Hillhouse Sidings. Any in-situ concrete works will be completed offline using conventional civil engineering methods.

River Calder Underbridge

- C.4.15 The existing slow lines require no civil engineering intervention. Refurbishment is proposed for the existing fast line due to the considerable disruption and cost for a full reconstruction, compared to more targeted refurbishment, using more manageable components.
- C.4.16 Access to site is broadly like that described in C.4.10. The deck can be largely refurbished offline with minimum effect on the operational railway.
- C.4.17 A temporary support structure will be installed to carry the YW sludge main.
- C.4.18 Temporary works will be installed to the deck end such that the dead weight of the deck can be removed from the existing bearings and new padstones and replacement bearings fitted at the abutments. Due to the difficult access the padstone will be constructed in-situ.
- C.4.19 An encapsulated access will be slung from the structure and the existing ballast overlying the deck plates will be removed. The structure will be specified and detailed in consultation with CRT and any permits gained via them for the temporary structure.
- C.4.20 The superstructure steelwork will then be locally cleaned, and templating surveys completed to facilitate the fabrication of the reinforcement elements. Rivet bursting will commence as the fabrications are being produced with one rivet being broken out the hole reamed, and a temporary bolt re-fitted. When the fabrication element is delivered to site the necessary temporary bolts will be removed and the reinforcement section will be fitted, and the permanent bolts fitted and tightened. Appendix Figure C.4-1 indicates the refurbishment anticipated.



Appendix Figure C.4-1: River Calder Underbridge



- C.4.21 With all the reinforcement elements installed and long girder shear studs fitted the pre-cast parapet sections will be delivered by rail and installed in a rules of route possession. The deck can then be completed in-situ. On completion of the deck the YW sludge main will be re-supported from the new deck and parapet and the temporary structure will be removed.
- C.4.22 Prior to removal of the encapsulation the complete superstructure steelwork will be shot blasted and painted.

Parks Overbridge:

- C.4.23 To minimise the disruption to the YW site, accessed via Parks Overbridge, the replacement structure is constructed to the east of the existing deck.
- C.4.24 Access to site will be via the newly constructed Heaton Lodge access. Large deliveries will be via the rail corridor.
- C.4.25 The north and mid-span abutment/pier are conventional gravity foundations and abutment/pier, constructed similarly to that described for Colne Road in section 1.6.25 to .26. The south abutment however is a bankseat formed on a ground level contiguous piled wall.
- C.4.26 A working platform for the piling rig will be constructed, with the rig and equipment using the parks access road, YW will be consulted and if out of hours deliveries are necessary then will be accommodated.
- C.4.27 Once the piles are cast and broken down the new bearing shelf will be cast using conventional construction techniques.
- C.4.28 The steel girders will be fabricated off site and delivered to site in pairs with permanent formwork pre-fitted to the top flanges, and any parapet falsework installed. In rail access the girders will be installed and intermediate



permanent formwork panels filled. Thereafter the in-situ construction of the composite deck will be completed with the railway operational.

- C.4.29 Once the deck is cast and cured the approach earthworks will be completed and offline roadworks completed as far as is reasonably practical.
- C.4.30 Agreement will be sought for the temporary road closure necessary for the final surfacing at the tie-ins be completed. Thereafter, the existing structure will be demolished in disruptive rail access and the substructure removed.

Cooper Bridge Intersection

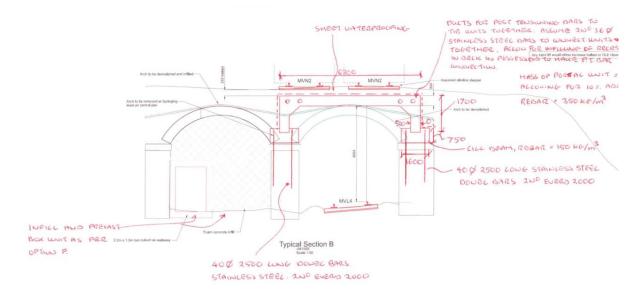
- C.4.31 This structure is highly constrained for access. A combination of access from the B6118, Paul Lane and via Helm Lane will be necessary as well as from the rail corridor. The structure grade separates a railway junction. Temporary crossing points of the railway will be required in order to access construction plant into the landlocked site.
- C.4.32 Advance works will be to stabilise the northern running tunnel with soil nails such that when the tunnel roof is removed the retained walls remain stable. These will be installed in rules of route possessions. The redundant tunnel is then prepared for infilling with foam concrete so that this structure also remains stable with the running tunnel roof removed. A permanent access through the south tunnel is maintained.
- C.4.33 In preparation for the railway blockade required for the demolition and reconstruction works pre-cast cill units and portal units will be transported to site and laid down in a prepared area to the west of the structure.
- C.4.34 In a full railway closure the MVL4 line will be protected with demolition mats. A saw cut will be inserted at the top of the retained abutment and the overburden on the arch will then be removed and a safe excavation down to the demolition level formed.
- C.4.35 The arch will then be progressively demolished using large 360° excavators equipped with demolition claws and breakers, working from both ends. Once the arch has been dropped onto the protective matting, the demolition arising will be removed and stockpiled for later removal using engineering trains.
- C.4.36 The abutments will then be part filled between the walls with polystyrene blocks which are then capped in engineering fill so for an elevated working platform suitable to support installation craneage and pre-cast unit transportation.
- C.4.37 The abutment walls are trimmed to level and the cill units are craned into position using a crawler crane working between the abutment walls. The cill



inner dowels are then drill and grouted in place, before the portal unit is placed, thereafter the cill outer dowels are drilled and grouted.

- C.4.38 Using this sequence, the construction advanced from east to west.
- C.4.39 Starting at the eastern end once the first portal units are placed the permanent stabilisation wall units to the east of the portal will be installed using road rail excavators. Once these units are installed and grouted into place the backfill of these units can commence. This filling operation will progress headed westward following the portal installation, stitching and waterproofing operation. Material from the working platform will be removed and re-used for the structure permanent backfill. A typical section of the construction is in Appendix Figure C.4-2.

Appendix Figure C.4-2: Cooper Bridge Intersection



- C.4.40 The removal of the polystyrene block and track matting will then progress predominantly from the west end as these will be temporarily stored in the pre-cast laydown area.
- C.4.41 On completion of the civils works the laydown area can be reinstated and any arising removed via engineering train and the track cross removed.

Heaton Lodge Footbridge:

C.4.42 The footbridge is a standard Network Rail footbridge. If the structure can be positioned to allow the retention of the existing structure until it becomes redundant, then the PROW will have the least closure period, however if this cannot be achieved the PROW will be closed until the new structure is in place and the old structure removed.



- C.4.43 Principle access will the Network Rail access off Wood Lane this will facilitate the foundations and sub-structure construction.
- C.4.44 In overnight rules of route rail access the piers, stairs, deck and demolition of the existing deck will be completed using rail craneage and engineering trains.

Helm Lane Underpass:

- C.4.45 Access for the materials for these two culvert type structures will be from Wood Lane and from Heaton Lodge cutting when this is complete. The fast lines structure can be completed fully offline however the slow lines structure will be constructed in railway closure, albeit the methodology for both is similar.
- C.4.46 The structure is a pre-cast box format with a permanent joint at mid-wall height. This reduces the install mass of units and will ensure the units are transportable to site.
- C.4.47 The formation is excavated and prepared and then pre-cast units are cranes into position. Once a number of the lower sections are installed a section of the upper structure can be placed and then the pre-cast wingwalls installed and stitched, this will then allow joint sealing to be completed and the waterproofing placed. Following this backfilling will be progressed, with the filling following the upper structure placement.
- C.4.48 In the case of the slow lines, the backfilling will need completion to allow the replacement of the operational railway.

Heaton Lodge Earthworks:

C.4.49 The general assumption for the earthworks strategy is to complete these activities "off-line" with minimal or no possession requirements. This assumption not only reduces disruption to the railway but also reduces the risk of further unforeseen disruption from the potential for possession overrun, damage to lineside equipment etc. There is an estimated 85,000m3 of material to be both excavated and moved – in the main using road wagon haulage. Where practicable the material is to be used within the project. Some processing of material in the cutting is intended – subject to the quantities and quality of the excavated material.

C.5 Route Section 5 – Mirfield and Lower Hopton



Mirfield Viaduct:

- C.5.1 The existing slow lines require no major civil engineering intervention; however, the existing fast line structure is locally under capacity and refurbishment is proposed.
- C.5.2 Access to site will be from the road network principally Back Station Road. The deck can be largely refurbished offline with minimum effect on the operational railway.
- C.5.3 An encapsulated access will be slung from the structure. The structure will be specified and detailed in consultation with CRT and any permits gained via them for the temporary structure.
- C.5.4 The superstructure steelwork will then be locally cleaned, and templating surveys completed to facilitate the fabrication of the reinforcement elements. Rivet bursting will commence as the fabrications are being produced with one rivet being broken out, the hole reamed, and a temporary bolt re-fitted. When the fabricated element is delivered to site the necessary temporary bolts will be removed and the reinforcement section will be fitted, and the permanent bolts fitted and tightened. The area will then be locally prepared, and the paint protection system applied before the encapsulation is removed.
- C.5.5 Should bearings require replacement then additional stiffening at re-support locations will be fitted as per the above methodology. In overnight rules of route access, the deck will be re-supported on either temporary falsework or from the bearing shelf if possible. The existing bearings can then be removed and either refurbished or replacement bearings fitted and grouted. When the bearing grout has cured the deck will be de-jacked onto its new permanent bearings.
- C.5.6 OLE steelwork affixed to the main girders will follow a similar sequence to that outlined for the remedial work. For bases located within the parapet section, a temporary access will be formed off the face of the spandrel and the parapet section affected will be carefully removed. The OLE foundation will be constructed using conventional civil engineering methods in rules of route access, materials deliveries will be from the rail corridor.
- C.5.7 Once the new base and plinth are cast the parapet face will be reinstated and the temporary access removed.



Mirfield Station and Station Road Underbridge:

- C.5.8 The construction staging for the station allows for as much of the remodelling to completed offline as far as reasonably practical thereby mitigating disruption to the travelling public.
- C.5.9 Highway adjustments are constructed using lane restrictions on Lowlands Road and Hurst Lane, these will facilitate access to the station for the main construction works.
- C.5.10 The existing rail access point will be utilised to access the island platform area with plant, machinery, and materials. The existing platform 2 is partially reconstructed to form the temporary Platform 1 using pre-cast concrete platform riser walls working in rail access periods. When completed the railway will be slewed over a series of 27hr and 54hr possessions so that the operational platforms are the newly constructed Platform 2 and the existing Platform 3. The rear face of Platform 2 will be securely hoarded so that the main construction works are effectively a greenfield site.
- C.5.11 Working platforms will be installed from which the contiguous piled wall will be constructed. When piling is complete the upper section of pile is exposed and broken down and then a capping beam cast on top. The new station entrance can then be excavated and the base slab cast.
- C.5.12 The new Platform 1 will be constructed fully offline as will the access for all lift shafts and access staircases. In rail access the footbridge will be craned into position.
- C.5.13 When the new entrance is complete the old entrance will be close and infilled, and the track installed to the new Platform 1.

Wheatley's River Calder Viaduct:

- C.5.14 For bases located within the parapet section, a temporary access will be formed off the face of the spandrel and the parapet section affected will be carefully removed. The OLE foundation will be constructed using conventional civil engineering methods in rules of route access, materials deliveries will be from the rail corridor.
- C.5.15 Once the new base and plinth are cast the parapet face will be reinstated and the temporary access removed.
- C.5.16 Any repairs to the arches will be completed from a combination of mobile elevated working platforms, or from pontoons secured on the river all subject to the location and extent of the necessary repair. The anticipated repairs use only small tools and equipment i.e. mixers, pumps for grout, drill etc.



C.6 Route Section 6

Ravensthorpe Station:

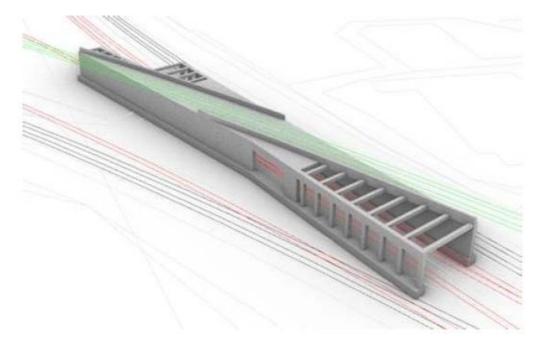
- C.6.1 Access to the site for construction, manpower, plant and materials will be from the existing station access along the line utilising road rail vehicles.
- C.6.2 In the wide way between the realigned slow lines the foundations for the bridge support pier and lift motor room will be installed. The pier and access ramp will be erected in Rules of the Route (RoR) possessions of the line to support the north end of the bridge.
- C.6.3 At the south of the new fast lines a retaining wall will be erected and will incorporate a bearing shelf to support the south end of the new bridge. The bridge deck will be installed by crane in a RoR possession of the lines.
- C.6.4 The new station platforms will be erected and will consist of precast modular units. The platforms will be constructed in a series of RoR possessions of the lines, the lift will be installed, and fill placed between the platform walls.
- C.6.5 The station canopy will be erected, and platform copings placed. The platform surfacing will be placed

Ravensthorpe Grade Separated Junction

- C.6.6 Access for the construction of the intersection structure will be from the triangle of land bordered by the Leeds and Wakefield lines north and south respectively and Forge Lane to the east. The main access roads into the triangle will be from Forge Lane via the existing quarry road and through Ratcliffe Mills industrial estate.
- C.6.7 The construction works for the bridge will all be off-line, and any plant used will be operated Any Line Open (ALO) working.



Appendix Figure C.6-1: Ravensthorpe Grade Separated Junction



- C.6.8 Two rows of twin bored piles and concrete cap will form the foundations of the structure abutment walls
- C.6.9 The abutments and columns will be constructed from cast in-situ reinforced concrete with a maintenance access aperture formed in the north abutment.
- C.6.10 The roof slab will be cast in-situ with soffit support falsework placed between the abutments.
- C.6.11 When the construction of the intersection structure is complete the embankment and wing wall will be constructed to the north east end to support the new fast lines heading north east towards Leeds.
- C.6.12 The down and up Wakefield lines and the up slow Leeds line will be placed within the structure with the down Leeds running to the north in a blockade of the lines.
- C.6.13 Following the track realignment, a retaining wall will be constructed from the south west end of the south abutment. Fill material will be placed behind the retaining wall to support the new fast lines heading west towards Huddersfield.

Calder Road Overbridge:

C.6.14 The existing Calder Road bridge is to be replaced by a new structure to the west of the current location. Construction to begin with the central pier, the foundations of which will be piled before casting the pier in-situ and preparing the pier head for bridge deck construction. Both the north and



south abutments of the new Calder Road Rail Bridge will be piled during Rules of the Route (RoR) possessions. The north span will be constructed first and will comprise ten precast beams with an in-situ reinforced concrete deck cast atop. The south span will be constructed in-situ using reinforced concrete. A final slab over the central section and pier will be constructed insitu with reinforced concrete, tying the north and south spans together. These works are to be completed in RoR possessions. Works to the bridge deck including kerbing, ducting and surfacing will follow this.

- C.6.15 The existing Calder Road bridge is to be demolished during a 54-hour possession, once the new bridge has been constructed, maintaining a means of access through the area.
- C.6.16 Access to the area is provided by Ravensthorpe Road to the south and Calder Road to the north. The area in which the bridge is being constructed is part of a larger land take and compound facilities will be located nearby.

Ravensthorpe Viaduct:

- C.6.17 The principal access to the Ravensthorpe construction site is from the road network and Forge Lane, this can be supplemented for smaller vehicle by the existing road under the railway via Calder Road (excluding Demex access). For the north abutment works access will be from the B6117and Weaving Lane.
- C.6.18 To gain access to the otherwise landlocked areas of the site temporary bridges will be installed across the canal. The location and specification for these structures will be agreed with the CRT.

Lees Hall Farm Underbridge:

- C.6.19 Access to Lees Hall Farm will be from the Ravensthorpe area and it will be supported by the main compound established there.
- C.6.20 The bank of services passing through the structure will be protected with split ducts and concrete
- C.6.21 The arch will then be partially infilled with compacted engineering fill, imported via Forge Lane. A disruptive possession will then be used to locally remove the track, excavate the overburden off the arch barrel and then the arch will be demolished, and the embankment refilled. On completion of the earthworks the track is reinstated.



Thornhill Lees Re-alignment:

- C.6.22 The Thornhill Road bridge structure is a key route for utilities crossing the railway in this area. As a result, a large number of utilities are buried within Thornhill Road and Fall Lane. The construction methodology is heavily constrained by these utilities and the diversions thereof.
- C.6.23 The first activity on site will be enabling works for the utility diversions. This includes construction of the new retaining wall to the North adjacent to the brooks yard properties to form a new corridor for the utilities in Fall Lane which would clash with the new bridge abutments. This widened corridor also enables widened roadways such that the amount of work possible under lane closures rather than full closures can be maximised.
- C.6.24 Once the widened corridor has been created, utility diversions can take place under lane and road closures.
- C.6.25 Following the utility diversions, piling work on the East and West abutments can take place, this is currently planned under lane closures.
- C.6.26 New pile caps adjacent to the existing foundations can then be constructed to enable the new abutment and cill beam construction. Lane and road closures will be needed for this construction (these will be kept as minimal as possible).
- C.6.27 The wing walls to the abutment can then be constructed and backfilled to facilitate the construction of the new straighter track alignment over the new bridge structure.
- C.6.28 Due to possession limits and the requirement to retain the railway open for both passenger, freight and engineering trains as far as possible, a new deck rather than a re-used deck is currently proposed in this location, minimising the amount of time the deck is out of use for rail traffic.
- C.6.29 The new deck will be transported to site via road vehicle and assembled in a nearby compound.
- C.6.30 During a possession of the railway, the new deck can be installed. This is currently planned with a crane located at the junction of Thornhill Road and Fall Lane.
- C.6.31 With the new deck in place, the filling of the embankments can be completed, the track ballasted, and rail traffic redirected over the structure.
- C.6.32 The compound areas can then be demobilised and reinstated as previous.



Toad Holes Underbridge and Ming Hill Underbridge:

- C.6.33 Toad Holes Underbridge is located to the east of the junction between A644, Huddersfield Road and Watergate Road. It carries the railway over an embankment and has historic infill from the North West, following works in the 1970s. It is proposed that this structure will be infilled with foam concrete layers, using the batter to the North West as a partial retaining structure during the works. Access to the North West portal of the structure is gained via Watergate Road and the south east portal from the yard to the south of Watergate Road, when travelling under MDL1/13. The south east portal is to be blocked up with a masonry wall founded on a reinforced concrete pad. This will allow works to lift the track and grout up voids between existing girders from the top of the structure.
- C.6.34 Ming Hill is to be infilled with foam concrete layers. The existing made ground infill is to be removed from the bridge and a masonry wall constructed to block up the south east portal, allowing the infilled concrete to be retained. The foam concrete layers will be placed from the north. Sacrificial formwork will be installed to the North West portal to retain the earthworks and provide a shutter for the foam concrete layers that form the infill. This formwork will be buried once works are complete.
- C.6.35 The existing central deck, comprising brick jack arches and steel girders, is to be reconstructed and grout tubes installed at the crest of each jack arch to allow the grouting of voids. This will allow works to lift the track and install additional balustrades and ballast retention. Access to the North West portal of the structure is gained off A644 Webster Hill and the south east portal from the yard of Sparkles Car Wash to the south of Webster Hill, when travelling under MDL1/15.



Appendix D. Schedule of Land and Rights

			Acquisition			Purpose				
Plot No.	Freehold Owners	Current Land Use	Permanent Acquisition	Temporary possession / us	Protective	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works	Explanation (permanent)	Explanation (temporary)
		Railway, works and land (Huddersfield to Dewsbury Line) to the north of Cross	Acquisition			ALLESS	innastructure	WOIKS		
1-001	Network Rail Infrastructure Limited	Church Street and Mark Street, Huddersfield	Yes				Yes	Yes	Provision of railway infrastructure	
1-002	The Council of the Borough of Kirklees	Hardstanding to the south of Heaton Gardens, Huddersfield		Yes				Yes		Access for construction
1-003	The Council of the Borough of Kirklees	Grassland, access track, copse and verges to the south of Heaton Gardens, Huddersfield		Yes				Yes		Working site and access for construction
1-004	The Council of the Borough of Kirklees	Grassland and woodland to the west of Gledholt Bank, Huddersfield		Yes				Yes		Working site and access for construction
1-004	The Council of the Borough of Kirklees	Public road, footways and access splay (Cross Church Street, Huddersfield)		Yes				Yes		Access for construction
1-005	The Council of the Borough of Kirklees	Stoned area to the north of Cross Church Street, Huddersfield	Yes				Yes	Yes	Provision of railway infrastructure	
1-007	The Council of the Borough of Kirklees	Public road, footways and verges (Mark Street, Huddersfield)		Yes				Yes		Working site and access for construction
1-008	Royds Estates Limited	Hardstanding, verge and access road to Gledholt Industrial Park to the north of Mark Street, Huddersfield		Voc				Voc		Working site and access for construction
1-008	The Council of the Borough of Kirklees	Public road and footway (School Lane, Huddersfield)		Yes Yes				Yes Yes		Access for construction
1-010	The Council of the Borough of Kirklees	Public road and hardstanding (Mark Street, Huddersfield)		Yes				Yes		Access for construction
1010										
2-001	The Council of the Borough of Kirklees	Woodland to the west of Gledholt Bank, Huddersfield		Yes				Yes		Working site and access for construction
		Woodland, railway, works and land (Huddersfield to Dewsbury Line) to the west of								
2-002	Network Rail Infrastructure Limited	Gledholt Bank, Huddersfield	Yes				Yes	Yes	Provision of railway infrastructure	
2-003	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Bridge (Gledholt Bank, MVL3 Underbridge 85), railway, works and land (Huddersfield to Dewsbury Line) over public road (Gledhold Bank, Huddersfield)	Yes				Yes	Yes	Work No.1B	
	Natural Dail Infrastructura Limitad / The	Dridge (Cladhalt Denk, M)/(2) Underkridge (C), werke and land (U)uddersfield to								
2-004	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Bridge (Gledholt Bank, MVL3 Underbridge 85), works and land (Huddersfield to Dewsbury Line) over public road (Gledholt Bank, Huddersfield)	Yes				Yes	Yes	Work No. 1A	
2.005	Network Rail Infrastructure Limited / The	Bridge (Gledholt Bank, MVL3 Underbridge 85), works and land (Huddersfield to	Mar				N	Maria		
2-005	Council of the Borough of Kirklees Network Rail Infrastructure Limited	Dewsbury Line) over public road (Gledholt Bank, Huddersfield) Woodland to the east of Gledholt Bank, Huddersfield	Yes				Yes	Yes	Provision of railway infrastructure	
2-006 2-007	Network Rail Infrastructure Limited	Woodland to the east of Gledholt Bank, Huddersfield	Yes Yes				Yes Yes	Yes Yes	Provision of railway infrastructure Provision of railway infrastructure	
2-007		Woodland to the east of Gleanort Bank, Huddersfield Woodland adjacent to operational railway (Huddersfield to Dewsbury Line) to the								
2-008	Network Rail Infrastructure Limited	east of Gledholt Bank, Huddersfield	Yes				Yes	Yes	Provision of railway infrastructure	
2-009	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the east of Gledholt Bank, Huddersfield	Yes				Yes	Yes	Work No. 1A (outside tunnel)	
2-009a	Network Rail Infrastructure Limited	Railway tunnel (Hudderfield to Dewsbury Line) beneath woodland to the east of Gledholt Bank, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-010	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the east of Gledholt Bank, Huddersfield	Yes				Yes	Yes	Work No. 1B (outside tunnel)	
		Railway tunnel (Huddersfield to Dewsbury Line) beneath woodland to the east of Gledholt Bank, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
	Network Rail Infrastructure Limited / The	Viaduct (Paddock Viaduct, PEH Viaduct 2) carrying railway, works and land							Provision of railway lighting and track	
2-011	Council of the Borough of Kirklees	(Huddersfield to Dewsbury Line) over public road (Longroyd Lane), Huddersfield	Yes				Yes	Yes	drainage	
2-012	The Council of the Borough of Kirklees	Public road and footway (Longroyd Lane, Huddersfield)		Yes				Yes		Working site and access for construction
2-013	Network Rail Infrastructure Limited	Viaduct (Paddock Viaduct, PEH Viaduct 2) carrying railway, works and land (Huddersfield to Dewsbury Line) and advertising hoarding to the north of Longroyd Lane, Huddersfield	Yes				Yes	Yes	Provision of railway lighting and track drainage	
2-014	The Council of the Borough of Kirklees	Public footway (Longroyd Lane, Huddersfield)	Yes - rights only	Yes		Yes		Yes	Provision of maintenance access for the authorised works	Access for construction
2-015	EMD Building Services Limited	Verge to the north of Longroyd Lane, Huddersfield	Yes - rights only			Yes		Yes	Provision of maintenance access for the authorised works	Access for construction
2-016	EMD Building Services Limited	Access track to the north of Longroud Lang. Huddorsfield	Vec - rights only	Ver		Vec		Vec	Provision of maintenance access for the	Access for construction
2-016	EMD Building Services Limited	Access track to the north of Longroyd Lane, Huddersfield	Yes - rights only	162		Yes		Yes	authorised works Provision of maintenance access for the	
2-017	EMD Building Services Limited	Public footway (Longroyd Lane, Huddersfield)	Yes - rights only			Yes		Yes	authorised works	Access for construction
2-018	EMD Building Services Limited	Public footway (Longroyd Lane, Huddersfield)		Yes				Yes		Access for construction

			Acquisition			Purpose			
						Placing	Construction Activities &		
			Permanent	Temporary Protective	Maintenance	permanent	Mitigation		
Plot No.	Freehold Owners	Current Land Use Viaduct (Paddock Viaduct, PEH Viaduct 2) carrying railway, works and land	Acquisition	possession / use Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
		(Huddersfield to Dewsbury Line), woodland, access tracks and public footpaths							
		(HUD/327/20, HUD/328/10 and HUD/328/20) to the north of Longroyd Lane,						Provision of railway lighting and track	
2-019	Network Rail Infrastructure Limited	Huddersfield Car wash (Splash Hand Car Wash), hardstanding and verge to the north of Longroyd	Yes			Yes	Yes	drainage	
2-020	EMD Building Services Limited	Lane, Huddersfield		Yes			Yes		Working site and access for construction
								Construction operation and maintanance of	
								Construction, operation and maintenance of Work Nos 1A and 1B and the construction,	
	The Council of the Borough of Kirklees							operation and maintenance of works to	
2-021	/Shaune Lockwood /Allan Pogson / Network Rail Infrastructure Limited	Woodland and railway tunnel beneath (Huddersfield to Dewsbury Line) to the east of Gledholt Bank, Huddersfield	Yes - subsoil only					strengthening and stabilising Work Nos. 1A and 1B	
2-021									
								Construction, operation and maintenance of	
	The Council of the Borough of Kirklees /The							Work Nos 1A and 1B and the construction, operation and maintenance of works to	
	Coal Authority /Shaune Lockwood /Allan	Grassland, woodland and railway tunnel beneath (Huddersfield to Dewsbury Line) to	Yes - subsoil					strengthening and stabilising Work Nos. 1A	
2-022	Pogson / Network Rail Infrastructure Limited	the east of Gledholt Bank, Huddersfield	only					and 1B	
2-023	Network Rail Infrastructure Limited	Viaduct (Paddock Viaduct, PEH Viaduct 2) carrying railway, works and land (Huddersfield to Dewsbury Line) over hardstanding	Yes			Yes	Yes	Provision of railway lighting and track drainage	
								Construction, operation and maintenance of Work Nos 1A and 1B and the construction,	
								operation and maintenance of works to	
	Kultar Sandhu / Network Rail Infrastructure	Part of garden (37 Springwood Hall Gardens, Huddersfield, HD1 4HA) and railway	Yes - subsoil					strengthening and stabilising Work Nos. 1A	
2-024	Limited	tunnel beneath (Huddersfield to Dewsbury Line)	only					and 1B	
2-025	EMD Building Services Limited	Verge to the north east of Longroyd Place, Huddersfield		Yes			Yes		Working site and access for construction
		Hardstanding, industrial building and verge to the north of Longroyd Lane,							
2-026	EMD Building Services Limited	Huddersfield		Yes			Yes		Working site and access for construction
2-027	EMD Building Services Limited	Access splay to the north of Longroyd Lane, Huddersfield		Yes			Yes		Working site and access for construction
2-028	The Council of the Borough of Kirklees	Public footway (Longroyd Lane, Huddersfield)		Yes			Yes		Working site and access for construction
2-029	The Council of the Borough of Kirklees	Hardstanding to the north of Longroyd Lane, Huddersfield		Yes			Yes		Working site and access for construction
								Construction, operation and maintenance of	
								Work Nos 1A and 1B and the construction,	
	The Council of the Borough of Kirklees /The Coal Authority /Shaune Lockwood /Allan	Grassland, woodland and railway tunnel beneath (Huddersfield to Dewsbury Line) to	Yes - subsoil					operation and maintenance of works to strengthening and stabilising Work Nos. 1A	
2-030	Pogson / Network Rail Infrastructure Limited	the east of Gledholt Bank, Huddersfield	only					and 1B	
2-031	EMD Building Services Limited	Public footway (Longroyd Lane, Huddersfield)		Yes			Yes		Working site and access for construction
2-032	The Council of the Borough of Kirklees	Hardstanding and verge to the north of Longroyd Lane, Huddersfield		Yes			Yes		Working site and access for construction
2-033	The Council of the Borough of Kirklees	Public footway (Longroyd Lane, Huddersfield)		Yes			Yes		Working site and access for construction
2-034	EMD Building Services Limited	Access track to the north of Longroyd Lane, Huddersfield	Yes			Yes	Yes	Provision of railway lighting and track drainage	
2-035	EMD Building Services Limited	Hardstanding to the north of Longroyd Lane, Huddersfield		Yes			Yes		Working site and access for construction
								Construction, operation and maintenance of	
		Feetbridge (Coving wood, DELL Feetbridge 4) and the sector of the feetbridge (100)						Work Nos 1A and 1B and the construction,	
		Footbridge (Springwood, PEH Footbridge 1) carrying public footpath (HUD/327/10) over railway, works and land (Huddersfield to Dewsbury Line) to the north of	Yes - subsoil					operation and maintenance of works to strengthening and stabilising Work Nos. 1A	
2-036	Network Rail Infrastructure Limited	Woodthorpe Terrace, Huddersfield	only					and 1B	
								Construction operation and maintenance of	
								Construction, operation and maintenance of Work Nos 1A and 1B and the construction,	
								operation and maintenance of works to	
2-027	Network Rail Infrastructure Limited	Woodland adjacent to operational railway (Huddersfield to Dewsbury Line) to the north of Woodthorpe Terrace, Huddersfield	Yes - subsoil only					strengthening and stabilising Work Nos. 1A and 1B	
2-037			Only						

				uisition			Purpose	Construction		
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
2-038	Network Rail Infrastructure Limited	Railway tunnel (Huddersfield to Dewsbury Line) beneath woodland to the north of Woodthorpe Terrace, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
		Railway, works and land (Huddersfield to Dewsbury Line) to the north of								
2-038a	Network Rail Infrastructure Limited	Woodthorpe Terrace, Huddersfield	Yes				Yes	Yes	Work No.1B	
2-038b	Network Rail Infrastructure Limited	Railway tunnel (Huddersfield to Dewsbury Line) beneath woodland to the north of Woodthorpe Terrace, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-039	Network Rail Infrastructure Limited	Woodland to the north of Woodthorpe Terrace, Huddersfield	Yes				Yes	Yes	Provision of railway infrastructure	
2-040	Network Rail Infrastructure Limited	Railway tunnel (Huddersfield to Dewsbury Line) beneath woodland to the north of Woodthorpe Terrace, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2.0405	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the north of Woodthorpe Terrace, Huddersfield	Vac				Vac	Vec	Work No 1A	
	Network Rail Infrastructure Limited	Railway tunnel (Huddersfield to Dewsbury Line) beneath woodland to the north of Woodthorpe Terrace, Huddersfield	Yes Yes - subsoil only				Yes	Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-0400			oniy							
2-041	Network Rail Infrastructure Limited	Railway, works and land to the north of Woodthorpe Terrace, Huddersfield Footbridge (Springwood, PEH Footbridge 1) carrying public footpath (HUD/327/10) over railway, works and land (Huddersfield to Dewsbury Line) to the north of	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-042	Network Rail Infrastructure Limited	Woodthorpe Terrace, Huddersfield	Yes				Yes	Yes	Provision of railway infrastructure	
2-043	Network Rail Infrastructure Limited	Woodland adjacent to operational railway (Huddersfield to Dewsbury Line) to the north of Woodthorpe Terrace, Huddersfield	Yes				Yes	Yes	Railway electrification and ancillary railway works	
2-044	The Council of the Borough of Kirklees	Woodland and public footpath (HUD/327/10, HUD/328/10 and HUD/328/30) to the west of Bow Street, Huddersfield	Yes				Yes	Yes	Provision of railway lighting and track drainage	
	Network Rail Infrastructure Limited	Footbridge (Springwood, PEH Footbridge 1) over railway, works and land (Huddersfield to Dewsbury Line) to the north of Woodthorpe Terrace, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
		Footbridge (Springwood, PEH Footbridge 1) over railway, works and land							Provision of railway lighting and track	
2-046	Network Rail Infrastructure Limited	(Huddersfield to Dewsbury Line) to the north of Woodthorpe Terrace, Huddersfield	Yes				Yes	Yes	drainage	
		Footbridge (Springwood, PEH Footbridge 1) over railway, works and land								
	Network Rail Infrastructure Limited	(Huddersfield to Dewsbury Line) to the north of Woodthorpe Terrace, Huddersfield	Yes				Yes	Yes	Work No.1B	
2-048	Network Rail Infrastructure Limited	Woodland to the north of Woodthorpe Terrace, Huddersfield	Yes				Yes	Yes	Provision of railway infrastructure	
	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Woodland and railway tunnel beneath (Huddersfield and Dewsbury Line) to the west of Bow Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-050	The Council of the Borough of Kirklees	Woodland to the west of Bow Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	

		Acqu	iisition			Purpose			
		Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
t No. Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
051 The Council of the Borough of Kirklees	Woodland, access track and public footpath (HUD/328/30) to the west of Bow Stree Huddersfield	t, Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The 052 Council of the Borough of Kirklees	Woodland, access track, railway tunnel beneath (Huddersfield and Dewsbury Line) and public footpath (HUD/328/30) to the west of Bow Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The 053 Council of the Borough of Kirklees	Football field and railway tunnel beneath (Huddersfield and Dewsbury Line) to the south of Springwood Avenue, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
054 The Council of the Borough of Kirklees	Football field to the south of Springwood Avenue, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-055 Council of the Borough of Kirklees	Football field and railway tunnel beneath (Huddersfield and Dewsbury Line) to the south of Springwood Avenue, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-056 Council of the Borough of Kirklees	Copse, grassland, access track, public footpath (HUD/328/30) and railway tunnel beneath (Huddersfield to Dewsbury Line) to the south of Springwood Avenue, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-057 The Council of the Borough of Kirklees	Copse, grassland, access track and public footpath (HUD/328/30) to the south of Springwood Avenue, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-058 Borough of Kirklees	Part of house and garden (13 Bow Street, Huddersfield, HD1 4BJ)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
The Council of the Borough of Kirklees -059 /Imrana Kauser / Raffana Kauser	Part of garden and outbuilding (15 Bow Street, Huddersfield, HD1 4BJ)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
The Council of the Borough of Kirklees /Mohammed Hussain / Network Rail -060 Infrastructure Limited	Part of garden (13 Bow Street, Huddersfield, HD1 4BJ) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
The Owner /Nagheena Kosar / Network Rail 2-061 Infrastructure Limited	House, garden (11 Bow Street, Huddersfield, HD1 4BJ) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	

		Acqu	isition			Purpose			
		Permanent		Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
t No. Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
062 The Council of the Borough of Kirklees	Access track and copses to the west of Bow Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
	Access track and copses to the west of bow Street, Huddersheid								
-063 Council of the Borough of Kirklees	Access track, copses and railway tunnel beneath (Huddersfield and Dewsbury Line) to the west of Bow Street, Huddersfield	o Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The -064 Council of the Borough of Kirklees	Access track, copses and railway tunnel beneath (Huddersfield and Dewsbury Line) to the west of Bow Street, Huddersfield	yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-065 Nagheena Kosar / The Owner	Part of House (11 Bow Street, Huddersfield, HD1 4BJ)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
The Owner /The Council of the Borough of Kirklees /Max Manikam Limited / Network Rail -066 Infrastructure Limited	I Driveway adjoining 9 Bow Street, Huddersfield and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
The Owner /The Council of the Borough of Kirklees /Max Manikam Limited / Network Rail -067 Infrastructure Limited	I Driveway adjoining 9 Bow Street, Huddersfield and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
The Owner /The Council of the Borough of Kirklees /Max Manikam Limited / Network Rail -068 Infrastructure Limited	l Part of house and hardstanding (9 Bow Street, Huddersfield, HD1 4BJ) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The -069 Council of the Borough of Kirklees	Grassland and railway tunnel beneath (Huddersfield and Dewsbury Line) to the west of Bow Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-070 The Council of the Borough of Kirklees	Public road and footways (Bow Street, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The 2-071 Council of the Borough of Kirklees	Public road and footways (Bow Street, Huddersfield) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-072 The Council of the Borough of Kirklees	Public road and footways (Bow Street, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	

		Acqu	isition			Purpose	_		
		Permanent		Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
t No. Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Public road and footways (Bow Street, Huddersfield) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
074 The Council of the Borough of Kirklees	Sports court (Spring Grove Junior Infant & Nursery School, Bow Street, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
075 The Council of the Borough of Kirklees	Part of house and garden (14 Bow Street, Huddersfield, HD1 4BJ)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The O76 Council of the Borough of Kirklees	Part of house (14 Bow Street, Huddersfield, HD1 4BJ) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
The Owner /The Council of the Borough of Kirklees /Shaukat Ali /Network Rail Infrastructure Limited / Network Rail 077 Infrastructure Limited	House, garden (10 Bow Street, Huddersfield, HD1 4BJ) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The 078 Council of the Borough of Kirklees	Part of house and garden (12 Bow Street, Huddersfield, HD1 4BJ) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
The Owner /The Council of the Borough of Kirklees /Network Rail Infrastructure Limited / 079 Shaukat Ali	/ Part of house (10 Bow Street, Huddersfield, HD1 4BJ)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
080 The Council of the Borough of Kirklees	Alleyway and communal garden to the east of Bow Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
081 Christopher Jeffrey Gatenby / Sandra Lockley	Car park to the east of Bow Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Sandra Lockley /Christopher Jeffrey Gatenby / 082 Network Rail Infrastructure Limited	Car park (Water Street Car Park) and railway tunnel beneath (Huddersfield and Dewsbury Line) on the east of Bow Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-083 The Council of the Borough of Kirklees	Part of house and garden (12 Bow Street, Huddersfield, HD1 4BJ)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	

		Acqu	isition			Purpose			
		Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
t No. Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
Network Rail Infrastructure Limited / The 284 Council of the Borough of Kirklees	Alleyway, communal garden, footway and railway tunnel beneath (Huddersfield and Dewsbury Line) to the east of Bow Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The 085 Council of the Borough of Kirklees	Communal garden, alleyway, footway and railway tunnel beneath (Huddersfield and Dewsbury Line) to the east of Bow Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
086 The Council of the Borough of Kirklees	Communal garden and footways to the east of Bow Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
087 Government Legal Department	Alleyway between 33 and 31 Water Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
088 The Council of the Borough of Kirklees	Footway to the west of 25 Water Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The 089 Council of the Borough of Kirklees	Footway and railway tunnel beneath (Huddersfield and Dewsbury Line) to the west of 25 Water Street, Huddersfield	f Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-090 Government Legal Department	Part of garden (33 Water Street, Huddersfield, HD1 4BL)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
091 Clive Anthony Holroyd / Jeanne Holroyd	Part of house and garden (31 Water Street, Huddersfield, HD1 4BL)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited /Clive 092 Anthony Holroyd / Jeanne Holroyd	Part of garden (31 Water Street, Huddersfield, HD1 4BL) and railway tunnel beneath (Huddersfield and Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The 093 Council of the Borough of Kirklees	Part of house, garden (29 Water Street, Huddersfield, HD1 4BL) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
The Council of the Borough of Kirklees /Anoop Markanday / Network Rail Infrastructure -094 Limited	Part of house, garden (27 Water Street, Huddersfield, HD1 4BL) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	

		Acq	uisition			Purpose			
						Placing	Construction Activities &		
		Permanent	Temporary	Protective	Maintenance	permanent	Mitigation		
Plot No. Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
								Construction, operation and maintenance of	
								Work Nos 1A and 1B and the construction, operation and maintenance of works to	
Anoop Markanday / The Council of the		Yes - subsoil						strengthening and stabilising Work Nos. 1A	
2-095 Borough of Kirklees	Part of house and garden (27 Water Street, Huddersfield, HD1 4BL)	only						and 1B	
Zerepha Salome Hamilton /The Council of	the							Construction, operation and maintenance of	
Borough of Kirklees /Network Rail Infrastructure Limited /Gloria Rose Hamilte	n							Work Nos 1A and 1B and the construction, operation and maintenance of works to	
/Arden Alberga Hamilton / Ervin Dacosta		Yes - subsoil						strengthening and stabilising Work Nos. 1A	
2-096 Hamilton Zerepha Salome Hamilton /The Council of	Part of house and garden (25 Water Street, Huddersfield, HD1 4BL)	only						and 1B	
Borough of Kirklees /Network Rail								Construction, operation and maintenance of	
Infrastructure Limited /Network Rail								Work Nos 1A and 1B and the construction,	
Infrastructure Limited /Gloria Rose Hamilto /Arden Alberga Hamilton / Ervin Dacosta	Part of garden (25 Water Street, Huddersfield, HD1 4BL) and railway tunnel beneath	Yes - subsoil						operation and maintenance of works to strengthening and stabilising Work Nos. 1A	
2-097 Hamilton	(Huddersfield to Dewsbury Line)	only						and 1B	
								Construction, operation and maintenance of	
								Work Nos 1A and 1B and the construction,	
		Yes - subsoil						operation and maintenance of works to	
2-098 The Council of the Borough of Kirklees	Part of house and garden (29 Water Street, Huddersfield, HD1 4BL)	only						strengthening and stabilising Work Nos. 1A and 1B	
								Construction, operation and maintenance of Work Nos 1A and 1B and the construction,	
								operation and maintenance of works to	
2-099 Christopher Jeffrey Gatenby / Sandra Lock	ley Car park (Water Street Car Park) on the east of Bow Street, Huddersfield	Yes - subsoil only						strengthening and stabilising Work Nos. 1A and 1B	
Zerepha Salome Hamilton /The Council of									
Borough of Kirklees /Network Rail Infrastructure Limited /Network Rail								Construction, operation and maintenance of Work Nos 1A and 1B and the construction,	
Infrastructure Limited /Gloria Rose Hamilto	on							operation and maintenance of works to	
/Arden Alberga Hamilton / Ervin Dacosta2-100 Hamilton	Part of house and garden (25 Water Street, Huddersfield, HD1 4BL) and railway tunnel beneath (Huddersfield and Dewsbury Line)	Yes - subsoil only						strengthening and stabilising Work Nos. 1A and 1B	
								Construction, operation and maintenance of	
								Work Nos 1A and 1B and the construction, operation and maintenance of works to	
Network Rail Infrastructure Limited / The	Public road, footway (Merton Street, Huddersfield) and railway tunnel beneath	Yes - subsoil						strengthening and stabilising Work Nos. 1A	
2-101 Council of the Borough of Kirklees	(Huddersfield to Dewsbury Line)	only						and 1B	
								Construction, operation and maintenance of	
								Work Nos 1A and 1B and the construction, operation and maintenance of works to	
Anoop Markanday / The Council of the		Yes - subsoil						strengthening and stabilising Work Nos. 1A	
2-102 Borough of Kirklees	Part of house and garden (27 Water Street, Huddersfield, HD1 4BL)	only						and 1B	
								Construction, operation and maintenance of	
								Work Nos 1A and 1B and the construction,	
Network Rail Infrastructure Limited / The	Public road, footway (Water Street, Huddersfield) and railway tunnel beneath	Yes - subsoil						operation and maintenance of works to strengthening and stabilising Work Nos. 1A	
2-103 Council of the Borough of Kirklees	(Huddersfield to Dewsbury Line)	only						and 1B	
								Construction, operation and maintenance of	
								Work Nos 1A and 1B and the construction,	
Sandra Lockley /Christopher Jeffrey Gaten	by / Car park (Water Street Car Park) on the east of Bow Street, Huddersfield and railway	Yes - subsoil						operation and maintenance of works to strengthening and stabilising Work Nos. 1A	
2-104 Network Rail Infrastructure Limited	tunnel beneath (Huddersfield to Dewsbury Line)	only						and 1B	
								Construction, operation and maintenance of	
								Work Nos 1A and 1B and the construction,	
		Voc. cubcell						operation and maintenance of works to	
		Yes - subsoil only						strengthening and stabilising Work Nos. 1A and 1B	

			Acqu	uisition			Purpose			
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
ot No.	Freehold Owners	Current Land Use	Acquisition	possession / use		Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
-106	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Public road and footways (Water Street, Huddersfield) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-107	The Council of the Borough of Kirklees	Public road and footways (Water Street, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-108	The Council of the Borough of Kirklees	Public road, footway and bus stop (Merton Street, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-109	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Public road (Water Street, Huddersfield) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-110	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Air shaft, hardstanding, grassland and footway to the west of Springwood Street, Huddersfield		Yes				Yes		Working site for construction
2-111	Fairhold Limited	House (12 Water Street, Huddersfield, HD1 4BL)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-112	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Air shaft, hardstanding, grassland and footway to the west of Springwood Street, Huddersfield and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only	Yes				Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	Working site for construction
2-113	Together Housing Association Limited	Part of house and garden (10B Water Street, Huddersfield, HD1 4BL)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-114	Network Rail Infrastructure Limited / Together Housing Association Limited	r Part of house and garden (10B Water Street, Huddersfield, HD1 4BL) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-115	The Council of the Borough of Kirklees	Public road, verges, car parking and footway (Springwood Street, Huddersfield)		Yes				Yes		Working site for construction
2-116	Network Rail Infrastructure Limited / Together Housing Association Limited	Part of house and garden (10A Water Street, Huddersfield, HD1 4BL) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-117	Together Housing Association Limited	Part of garden (10A Water Street, Huddersfield, HD1 4BL)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	

			Acc	quisition			Purpose	Construction		
							Placing	Construction Activities &		
Plot No.	Freehold Owners	Current Land Use	Permanent Acquisition	Temporary possession / use	Protective Works only	Maintenance Access	permanent infrastructure	Mitigation Works	Explanation (permanent)	Explanation (temporary)
2-118	The Owner	Hardstanding to the south of Merton Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-119	Network Rail Infrastructure Limited / The Owner	Hardstanding to the south of Merton Street, Huddersfield and railway tunnel beneatl (Huddersfield to Dewsbury Line)	n Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-120	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Public road, footway and bus stops (Merton Street, Huddersfield) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-121	Together Housing Association Limited	Part of house and garden (10A Water Street, Huddersfield, HD1 4BL)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-122	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Air shaft, hardstanding, grassland and footway to the west of Springwood Street, Huddersfield	Yes - subsoil only	Yes				Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	Working site for construction
2-123	The Owner	Hardstanding to the south of Merton Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
2-124	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Air shaft, hardstanding, grassland and footway to the west of Springwood Street, Huddersfield and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only	Yes				Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	Working site for construction
2-125	The Council of the Borough of Kirklees	Public road and footway (Merton Street, Huddersfield)	Yes - subsoil only	Yes				Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	Working site for construction
2-126	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Public road, verge (Springwood Street, Huddersfield) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only	Yes				Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	Working site for construction
2-127	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Public roads and footway (Springwood Street and Merton Street, Huddersfield) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only	Yes				Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	Working site for construction
2-128	The Council of the Borough of Kirklees	Public roads and footway (Springwood Street and Merton Street, Huddersfield)	Yes - subsoil only	Yes				Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	Working site for construction

				quisition		Purpose		
			Dormonont	Tomporany Distortive	Maintananaa	Placing	Construction Activities &	
lot No.	Freehold Owners	Current Land Use	Permanent Acquisition	TemporaryProtectivepossession / useWorks only	Maintenance Access	permanent infrastructure	Mitigation Works	Explanation (permanent) Explanation (temporary)
-129	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Public road, car parking, verges, footways, access splay (Springwood Street, Huddersfield) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only					Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B
-130	The Council of the Borough of Kirklees	Public footway and verge (Springwood Street, Huddersfield)		Yes			Yes	Working site for construction
-131	The Council of the Borough of Kirklees	Public road (Springwood Street, Huddersfield)	Yes - subsoil only	Yes			Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B Working site for construction
-132	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Public road (Springwood Street, Huddersfield) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only	Yes			Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B Working site for construction
-133	The Council of the Borough of Kirklees	Public road (Springwood Street, Huddersfield)	Yes - subsoil only	Yes			Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1BWorking site for construction
-134	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Air shaft, hardstanding, Springwood Car Park to the north of Merton Street, Huddersfield and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only	Yes			Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1BWorking site for construction
135	The Council of the Borough of Kirklees	Springwood Car Park, hardstanding and verges to the south east of Springwood Street, Huddersfield	Yes - subsoil only					Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B
-136	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Air shaft and hardstanding to the north of Merton Street, Huddersfield	Yes - subsoil only	Yes			Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B Working site for construction
137	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Springwood Car Park to the north of Merton Street, Huddersfield and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only	Yes			Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B Working site for construction
138	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Hardstanding to the north of Merton Street, Huddersfield and railway tunnel beneath (Huddersfield to Dewsbury Line)	n Yes - subsoil only	Yes			Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1BWorking site for construction
-139	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Air shaft, hardstanding and Springwood Car Park to the north of Merton Street, Huddersfield	Yes - subsoil only	Yes			Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1BWorking site for construction
2-140	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Hardstanding, access splay (Springwood Street, Huddersfield) and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only					Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B

		Acqui	isition			Purpose			
				Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
t No. Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
141 The Council of the Borough of Kirklees	Hardstanding and Springwood Car Park to the north of Merton Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
142 The Council of the Borough of Kirklees	Hardstanding, verges and Springwood Car Park to the north of Merton Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The 143 Council of the Borough of Kirklees	Springwood Car Park, hardstanding and verge to the north of Merton Street, Huddersfield and railway tunnel beneath (Huddersfield to Dewsbury Line)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The 201 Council of the Borough of Kirklees	Public road, verges and access splay above railway tunnel beneath (Huddersfield to Dewsbury Line), (Springwood Street, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-002 The Council of the Borough of Kirklees	Public roads, verges and footways (Springwood Street and Back Cecil Street, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
003 Government Legal Department	Part of house (26 Springwood Street, Huddersfield, HD1 4BE)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The 004 Council of the Borough of Kirklees	Car park above railway tunnel beneath (Huddersfield to Dewsbury Line) to the south east of Springwood Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
005 The Council of the Borough of Kirklees	Car park to the south east of Springwood Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
006 Fairhold Limited	Part of house (24 Springwood Street, Huddersfield, HD1 4BE)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The O07 Council of the Borough of Kirklees	Car park above railway tunnel beneath (Huddersfield to Dewsbury Line) to the south east of Springwood Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-008 Vera Carr	Part of house (22 Springwood Street, Huddersfield, HD1 4BE)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	

		Acqu	uisition			Purpose			
		Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No. Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
3-009 The Council of the Borough of Kirklees	Car park to the south east of Springwood Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
		Yes - subsoil						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A	
3-010 Fairhold Limited	Part of house (22 Springwood Street, Huddersfield, HD1 4BE)	only						and 1B	
3-011 The Council of the Borough of Kirklees	Public road and verge (Back Cecil Street, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
3-012 Fairhold Limited	Part of house (18 Springwood Street, Huddersfield, HD1 4BE)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
3-013 Fairhold Limited	Alleyway adjoining 14 and 18 Springwood Street, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Gloria Bell Lewin / The Executor of Ruan 3-014 Joseph Lewin	Part of house (14 Springwood Street, Huddersfield, HD1 4BE)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Kuldip Singh Brar /Kashmir Singh Khangura /Kalvinder Singh Bhullar /Indian Workers Association Huddersfield / Jaswant Singh 3-015 Chatha	Part of house (52 Old South Street, Huddersfield, HD1 4BU)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
3-016 The Council of the Borough of Kirklees	Public road and footway (Old South Street, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The 3-017 Council of the Borough of Kirklees	Public road and footway above railway tunnel beneath (Huddersfield to Dewsbury Line), (Old South Street, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The 3-018 Council of the Borough of Kirklees	Car park above railway tunnel beneath (Huddersfield to Dewsbury Line) to the west of A62 Castlegate, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
3-019 The Council of the Borough of Kirklees	Car park above railway tunnel beneath (Huddersfield to Dewsbury Line) to the west of A62 Castlegate, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	

		Acqui	sition			Purpose	A		
				Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
ot No. Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
-020 Council of the Borough of Kirklees	Springwood Car Park and railway tunnel beneath (Huddersfield to Dewsbury Line) to the west of A62 Castlegate, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The -021 Council of the Borough of Kirklees	Car park above railway tunnel beneath (Huddersfield to Dewsbury Line) to the west of A62 Castlegate, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
022 The Council of the Borough of Kirklees	Car park to the west of A62 Castlegate, Huddersfield	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-023 The Council of the Borough of Kirklees	Public road, verges and footway (A62 Castlegate, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
Network Rail Infrastructure Limited / The -024 Council of the Borough of Kirklees	Public road, verges and footway above railway tunnel beneath (Huddersfield to Dewsbury Line), (A62 Castlegate, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-025 The Council of the Borough of Kirklees	Public road, verges and footway (A62 Castlegate, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-026 Council of the Borough of Kirklees	Public road, verges and footway above railway tunnel beneath (Huddersfield to Dewsbury Line), (A62 Castlegate, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-027 The Council of the Borough of Kirklees	Public road, verges and footway (A62 Castlegate, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
-028 The Council of the Borough of Kirklees	Public road and verge (A62 Castlegate, Huddersfield)	Yes - subsoil and restrictive covenants						Railway strengthening and stabilisation works in connection with Work Nos. 1A and 1B	
-029 The Council of the Borough of Kirklees	Public road and verge (A62 Castlegate, Huddersfield)	Yes - subsoil and restrictive covenants Yes - subsoil and						Railway strengthening and stabilisation works in connection with Work Nos. 1A and 1B Railway strengthening and stabilisation	
-030 The Council of the Borough of Kirklees	Verge (A62 Castlegate, Huddersfield)	restrictive covenants Yes - subsoil and						works in connection with Work Nos. 1A and 1B Railway strengthening and stabilisation	
-031 The Coal Authority / West Yorkshire Combined	d Hardstanding (Huddersfield Bus Station, Huddersfield)	restrictive covenants						works in connection with Work Nos. 1A and 1B	
West Yorkshire Combined Authority /Network Rail Infrastructure Limited / The Coal 8-032 Authority	Hardstanding above railway tunnel beneath (Huddersfield to Dewsbury Line), (Huddersfield Bus Station, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	

			Acqu	uisition			Purpose			
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use		Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
									Construction, operation and maintenance of	
									Work Nos 1A and 1B and the construction,	
	West Yorkshire Combined Authority /Network								operation and maintenance of works to	
	Rail Infrastructure Limited / The Coal	Hardstanding and building above railway tunnel beneath (Huddersfield to Dewsbury							strengthening and stabilising Work Nos. 1A	
3-033	Authority	Line), (Huddersfield Bus Station, Huddersfield)	only Yes - subsoil and	1					and 1B Railway strengthening and stabilisation	
	The Coal Authority / West Yorkshire Combined		restrictive						works in connection with Work Nos. 1A and	
3-034	Authority	Hardstanding (Huddersfield Bus Station, Huddersfield)	covenants						1B	
1										
									Construction, operation and maintenance of Work Nos 1A and 1B and the construction,	
									operation and maintenance of works to	
	Network Rail Infrastructure Limited / West	Hardstanding above railway tunnel beneath (Huddersfield to Dewsbury Line),	Yes - subsoil						strengthening and stabilising Work Nos. 1A	
3-035	Yorkshire Combined Authority	(Huddersfield Bus Station, Huddersfield)	only						and 1B	
			Yes - subsoil and restrictive	1					Railway strengthening and stabilisation works in connection with Work Nos. 1A and	
3-036	West Yorkshire Combined Authority	Hardstanding (Huddersfield Bus Station, Huddersfield)	covenants						1B	
		Hardstanding (Huddersfield Bus Station, Huddersfield)			Yes					
		Car park, outbuilding and footway (The Old Warehouse, Henry Street, Huddersfield,								
3-038	Mohammed Akram	HD1 4AA) Residential apartment building (Flats 1 to 23, The Old Warehouse, Henry Street,			Yes					
3-038a	Mohammed Akram	Huddersfield, HD1 4AA) and hardstanding			Yes					
	The Coal Authority / West Yorkshire Combined									
3-039	Authority	Hardstanding (Huddersfield Bus Station, Huddersfield)			Yes					
i i			Yes - subsoil and	1					Railway strengthening and stabilisation	
	The Coal Authority / West Yorkshire Combined Authority	Hardstanding (Huddersfield Bus Station, Huddersfield)	restrictive covenants						works in connection with Work Nos. 1A and	
5-040			Yes - subsoil and	1					Railway strengthening and stabilisation	
i i		Part of car park and footway (The Old Warehouse, Henry Street, Huddersfield, HD1	restrictive						works in connection with Work Nos. 1A and	
3-041	Mohammed Akram	4AA)	covenants	Yes				Yes	1B	Utility diversion works
2 042	Mohammed Akram	Commercial building and hardstanding (Gamma House, Henry Street, Huddersfield,			Vac					
3-042		HD1 4AA)	Yes - subsoil and	4	Yes				Railway strengthening and stabilisation	
i .			restrictive						works in connection with Work Nos. 1A and	
3-043	The Council of the Borough of Kirklees	Public road and footway (Henry Street, Huddersfield)	covenants	Yes				Yes	1B	Utility diversion works
i .										
i i									Construction, operation and maintenance of Work Nos 1A and 1B and the construction,	
	West Yorkshire Combined Authority /Network								operation and maintenance of works to	
	Rail Infrastructure Limited / The Council of the	Public road and footway above railway tunnel beneath (Huddersfield to Dewsbury	Yes - subsoil						strengthening and stabilising Work Nos. 1A	
3-044	Borough of Kirklees	Line), (Henry Street, Huddersfield)	only	Yes				Yes	and 1B	Utility diversion works
		Commercial building and bardstanding (Comme House, Honry Street, Huddersfield	Yes - subsoil and restrictive						Railway strengthening and stabilisation works in connection with Work Nos. 1A and	
3-045	Mohammed Akram	Commercial building and hardstanding (Gamma House, Henry Street, Huddersfield, HD1 4AA)	covenants	Yes				Yes	1B	Utility diversion works
									Construction, operation and maintenance of	
									Work Nos 1A and 1B and the construction,	
	Network Rail Infrastructure Limited / West	Public road and verge above railway tunnel beneath (Huddersfield to Dewsbury Line)							operation and maintenance of works to strengthening and stabilising Work Nos. 1A	
	Yorkshire Combined Authority	(Henry Street, Huddersfield)	only	Yes				Yes	and 1B	Utility diversion works
			Yes - subsoil and						Railway strengthening and stabilisation	,
			restrictive						works in connection with Work Nos. 1A and	
	West Yorkshire Combined Authority	Private road, public road, and footway (Henry Street, Huddersfield)	covenants	Yes				Yes	1B	Utility diversion works
3-047	West Yorkshire Combined Authority /The Coal									
					Yes					
	Authority / The Council of the Borough of	Multi-storey car park and bus station (Huddersfield Bus Station, Huddersfield)								
	Authority / The Council of the Borough of	Multi-storey car park and bus station (Huddersfield Bus Station, Huddersfield)								
3-048	Authority / The Council of the Borough of Kirklees West Yorkshire Combined Authority /The Coal Authority / The Council of the Borough of	Multi-storey car park, bus station and retail units (Huddersfield Bus Station,								
3-048	Authority / The Council of the Borough of Kirklees West Yorkshire Combined Authority /The Coal				Yes					
3-048 3-048a	Authority / The Council of the Borough of Kirklees West Yorkshire Combined Authority /The Coal Authority / The Council of the Borough of	Multi-storey car park, bus station and retail units (Huddersfield Bus Station, Huddersfield)	Yes - subsoil and restrictive	1					Railway strengthening and stabilisation works in connection with Work Nos. 1A and	

		Acqu	isition			Purpose			
						Placing	Construction Activities &		
		Permanent	Temporary	Protective	Maintenance	permanent	Mitigation		
Plot No. Freehold Owners	Current Land Use	Acquisition	possession / use	e Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
								Construction endersistence of	
								Construction, operation and maintenance of Work Nos 1A and 1B and the construction,	
								operation and maintenance of works to	
Network Rail Infrastructure Limited / West	Building and hardstanding above railway tunnel beneath (Huddersfield to Dewsbury	Yes - subsoil						strengthening and stabilising Work Nos. 1A	
3-050 Yorkshire Combined Authority	Line), (Huddersfield Bus Station, Huddersfield)	only						and 1B	
The Council of the Borough of Kirklees / W				N a a					
3-051 Yorkshire Combined Authority	Bus station and multi-storey car park (Huddersfield Bus Station, Huddersfield)	Yes - subsoil and		Yes				Railway strengthening and stabilisation	
The Council of the Borough of Kirklees / W	est	restrictive						works in connection with Work Nos. 1A and	
3-052 Yorkshire Combined Authority	Bus station and multi-storey car park (Huddersfield Bus Station, Huddersfield)	covenants						1B	
The Coal Authority / West Yorkshire Combi									
3-053 Authority	Hardstanding (Huddersfield Bus Station, Huddersfield)			Yes					
3-054 Unique Pub Properties Limited	Hardstanding to the rear of 2-8 Henry Street, Huddersfield			Yes					
3-055 HD1 Developments Limited	Hardstanding and tank to the east of Brunswick Street, Huddersfield		Yes				Yes		Working site and access for construction
		Yes - subsoil and						Railway strengthening and stabilisation	
		restrictive						works in connection with Work Nos. 1A and	
3-056 The Council of the Borough of Kirklees	Commercial premises (8 Henry Street, Huddersfield, HD1 4AA)	covenants						1B	
3-057 The Council of the Borough of Kirklees	Building, multi-storey car park, hardstanding, footway and verge (Huddersfield Bus Station, Huddersfield)			Voc					
3-057 The Council of the Borough of Kirklees				Yes					
3-057a The Council of the Borough of Kirklees	Building and multi-storey car park (Huddersfield Bus Station, Huddersfield)			Yes					
	Electricity substation and multi-storey car park (Huddersfield Bus Station,								
3-057b The Council of the Borough of Kirklees	Huddersfield)			Yes					
		Yes - subsoil and						Railway strengthening and stabilisation	
3-058 West Yorkshire Combined Authority	Hardstanding (Huddersfield Bus Station, Huddersfield)	restrictive covenants						works in connection with Work Nos. 1A and 1B	
3-059 The Council of the Borough of Kirklees	Access road, hardstanding and verge (Huddersfield Bus Station, Huddersfield)			Yes					
		Yes - subsoil and						Railway strengthening and stabilisation	
		restrictive						works in connection with Work Nos. 1A and	
3-060The Council of the Borough of Kirklees3-061The Council of the Borough of Kirklees	Access road and hardstanding (Huddersfield Bus Station, Huddersfield) Public road, verges and footways (New North Parade, Huddersfield)	covenants	Yes				Yes	18	Utility diversion works
3-062 The Council of the Borough of Kirklees	Public road, verges and footways (New North Parade, Huddersheid) Public road, verges and footway (A640 Trinity Street, Huddersfield)		Yes				Yes		Utility diversion works
3-063 HD1 Developments Limited	Commercial building (St. Georges Quarter, New North Parade, Huddersfield, HD1 5JP	•		Yes					
		Yes - subsoil and						Railway strengthening and stabilisation	
3-064 The Council of the Borough of Kirklees	Commercial premises (6 Henry Street, Huddersfield, HD1 4AA)	restrictive covenants						works in connection with Work Nos. 1A and 1B	
	Commercial premises (Offering Street, Huddersheid, HD1 44A) Commercial premises (Olde Hatte Public House, 1 Trinity Street, Huddersfield, HD1	covenants							
3-065 Unique Pub Properties Limited	4DA)			Yes					
3-066 Unique Pub Properties Limited	Public footway above cellar beneath (Trinity Street, Huddersfield)		Yes				Yes		Utility diversion works
		Yes - subsoil and						Railway strengthening and stabilisation	
3-067 The Council of the Borough of Kirklees	Commercial premises (2 and 4 Henry Street, Huddersfield, HD1 4AA)	restrictive covenants						works in connection with Work Nos. 1A and	
		Yes - subsoil and			_			Railway strengthening and stabilisation	
		restrictive						works in connection with Work Nos. 1A and	
3-068 The Council of the Borough of Kirklees	Access road and hardstanding (Huddersfield Bus Station, Huddersfield)	covenants						1B	
Network Rail Infrastructure Limited /Micha									
Francis Webb /Judith Mary Schofield /Deborah Anne Melluish / John Benjamin									
3-069 Cooper	Car Park (2 New North Parade, Huddersfield)		Yes				Yes		Access for construction
	Hardstanding and commercial building (St. Georges Quarter, New North Parade,								
3-070 HD1 Developments Limited	Huddersfield, HD1 5JP)		Yes				Yes		Access for construction
		Yes - subsoil and						Railway strengthening and stabilisation	
3-071 Unique Pub Properties Limited	Public footway above cellar beneath (Trinity Street, Huddersfield)	restrictive covenants	Yes				Yes	works in connection with Work Nos. 1A and	Utility diversion works
		Yes - subsoil and						Railway strengthening and stabilisation	
		restrictive						works in connection with Work Nos. 1A and	
3-072 The Council of the Borough of Kirklees	Public road and footway (A640 Trinity Street, Huddersfield)	covenants	Yes				Yes	1B	Utility diversion works
		Yes - subsoil and						Railway strengthening and stabilisation	
3-073 The Council of the Borough of Kirklees	Public road, verges and footways (Upperhead Row, Huddersfield)	restrictive	Vec				Vec	works in connection with Work Nos. 1A and	Utility diversion works
HD1 Developments Limited / Network Rail	i abile road, verges and rootways (Oppernead Row, Huddersheld)	covenants	Yes				Yes	1B	
3-074 Infrastructure Limited	Buildings and hardstanding (Fitzwilliam Street, Huddersfield)		Yes				Yes		Working site and access for construction
3-075 The Council of the Borough of Kirklees	Public footway (New North Parade, Huddersfield)		Yes				Yes		Utility diversion works
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			Acqu	isition			Purpose			
							Dississ	Construction		
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Activities & Mitigation		
lot No.	Freehold Owners	Current Land Use	Acquisition	possession / use		Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
			Yes - subsoil and						Railway strengthening and stabilisation	
	The Council of the Borough of Kirklees / West		restrictive						works in connection with Work Nos. 1A and	
8-076	Yorkshire Combined Authority	Public road (Henry Street, Huddersfield)	covenants	Yes				Yes	1B	Utility diversion works
									Construction, operation and maintenance of Work Nos 1A and 1B and the construction,	
									operation and maintenance of works to	
	Network Rail Infrastructure Limited / The	Public road, post box and footways above railway tunnel beneath (Huddersfield to	Yes - subsoil						strengthening and stabilising Work Nos. 1A	
-077	Council of the Borough of Kirklees National Children's Centre Limited / Network	Dewsbury Line), (Upperhead Row, Huddersfield) Commercial buildings and grassland (Brian Jackson House, 2 New North Parade,	only	Yes				Yes	and 1B	Utility diversion works
-078	Rail Infrastructure Limited	Huddersfield, HD1 5JP)		Yes				Yes		Access for construction
	National Children's Centre Limited / Network									
8-079	Rail Infrastructure Limited	Electricity substation (New North Parade, Huddersfield)		Yes				Yes		Access for construction
									Construction, operation and maintenance of Work Nos 1A and 1B and the construction,	
									operation and maintenance of works to	
3-080	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Public road, footway and verge above railway tunnel beneath (Huddersfield to Dewsbury Line), (A640 Trinity Street, Huddersfield)	Yes - subsoil only	Yes				Yes	strengthening and stabilising Work Nos. 1A and 1B	Utility diversion works
5-080			Yes - subsoil and						Railway strengthening and stabilisation	
			restrictive						works in connection with Work Nos. 1A and	
3-081	The Council of the Borough of Kirklees	Public road and footway (Upperhead Row, Huddersfield)	covenants	Yes				Yes	1B	Utility diversion works
			Yes - subsoil and						Railway strengthening and stabilisation	
2 002	The Council of the Borough of Kirkloos	Public road (Now North Parado, Huddorsfield)	restrictive	Voc				Voc	works in connection with Work Nos. 1A and	
3-082	The Council of the Borough of Kirklees	Public road (New North Parade, Huddersfield)	covenants	Yes				Yes	1B	diversion works
									Construction, operation and maintenance of Work Nos 1A and 1B and the construction,	
	Network Rail Infrastructure Limited / The	Public road above railway tunnel beneath (Huddersfield to Dewsbury Line),	Yes - subsoil						operation and maintenance of works to strengthening and stabilising Work Nos. 1A	
3-083	Council of the Borough of Kirklees	(Upperhead Row, Huddersfield)	only	Yes				Yes		Utility diversion works
	National Children's Centre Limited / Network	Commercial building (Yorkshire Children's Centre, Brian Jackson House, 2 New North	Yes - restrictive						Protection and maintenance of railway	
3-084	Rail Infrastructure Limited	Parade, Huddersfield, HD1 5JP)	covenants						electrical equipment	
			Yes - subsoil and restrictive						Railway strengthening and stabilisation works in connection with Work Nos. 1A and	
3-085	The Council of the Borough of Kirklees	Public road and footway (Henry Street, Huddersfield)	covenants	Yes				Yes		Utility diversion works
000			Yes - subsoil and						Railway strengthening and stabilisation	
			restrictive						works in connection with Work Nos. 1A and	Working site for construction and utility
3-086	The Council of the Borough of Kirklees	Public footway (New North Parade, Huddersfield)	covenants	Yes				Yes	1B	diversion works
									Construction, operation and maintenance of Work Nos 1A and 1B and the construction,	
	Network Rail Infrastructure Limited / The	Public footway above railway tunnel beneath (Huddersfield to Dewsbury Line),	Yes - subsoil						operation and maintenance of works to strengthening and stabilising Work Nos. 1A	
3-087	Council of the Borough of Kirklees	(Henry Street, Huddersfield)	only						and 1B	
									Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to	
	Network Rail Infrastructure Limited / The	Public road and footway above railway tunnel beneath (Huddersfield to Dewsbury	Yes - subsoil						strengthening and stabilising Work Nos. 1A	
3-088	Council of the Borough of Kirklees	Line), (Westgate, Huddersfield)	only	Yes				Yes		Utility diversion works
			Yes - subsoil and						Railway strengthening and stabilisation	
3-089	The Council of the Borough of Kirklees	Public road and footway (Westgate, Huddersfield)	restrictive covenants	Yes				Yes	works in connection with Work Nos. 1A and 1B	Utility diversion works
5 555	National Children's Centre Limited / Network									
3-090	Rail Infrastructure Limited	Hedgerow (Yorkshire Children's Centre, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
3-091	HD1 Developments Limited	Access road and hardstanding (St. Georges Quarter, New North Parade, Huddersfield, HD1 5JP)	Yes - rights and	Yes				Yes	Provision of maintenance access for the authorised works and imposition of restrictive covenants for the protection of the operation of the maintenance access	Working site for construction
		Goods lift, access road and hardstanding (St. Georges Quarter, New North Parade,	Yes - rights and restrictive						Provision of maintenance access for the authorised works and imposition of restrictive covenants for the protection and	-
	HD1 Developments Limited	Huddersfield, HD1 5JP)	covenants only						maintenance of railway electrical equipment	

			Acquisition				Purpose			
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use	e Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
3-091b	HD1 Developments Limited	Hardstanding forming St. Georges Quarter, New North Parade, Huddersfield, HD1 5JP	Yes - rights and restrictive covenants only	Yes				Yes		Working site for construction
3-091c	HD1 Developments Limited	Hardstanding forming St. Georges Quarter, New North Parade, Huddersfield, HD1 5JP	Yes - rights only	Yes		Yes		Yes	Provision of maintenance access for the authorised works	Working site for construction
	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Public footway above railway tunnel beneath (Huddersfield to Dewsbury Line), (Westgate, Huddersfield)	Yes - subsoil only	Yes				Yes	Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
3-093	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the south of Fitzwilliam Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
3-094	The Council of the Borough of Kirklees	Public footway above cellar beneath (Upperhead Row, Huddersfield)			Yes					
3-095	The Council of the Borough of Kirklees	Public footway above cellar beneath (Upperhead Row, Huddersfield)	Yes - subsoil and restrictive covenants						Railway strengthening and stabilisation works in connection with Work Nos. 1A and 1B	
3-096	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Public footway above cellar and railway tunnel beneath (Huddersfield to Dewsbury Line), (Upperhead Row, Huddersfield)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
3-097	The Council of the Borough of Kirklees	Commercial office building, access road, hardstanding (Britannic House, 3 Upperhead Row, Huddersfield, HD1 2JL) and public footway (Half Moon Street, Huddersfield)			Yes					
3-098	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Public road and footway above railway tunnel beneath (Huddersfield to Dewsbury Line), (Westgate, Huddersfield)	Yes - subsoil only Yes - subsoil and						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B Railway strengthening and stabilisation	
3-099	The Council of the Borough of Kirklees	Commercial office building, hardstanding and access road (Britannic House, 3 Upperhead Row, Huddersfield, HD1 2JL)	restrictive covenants						works in connection with Work Nos. 1A and 1B	
3-100	Tahira Rashid Ullah /Network Rail Infrastructure Limited / Rashid Ullah	Residential apartment building (Flats 1-3, 1A Upperhead Row, Huddersfield, HD1 2JL)	Yes - subsoil and restrictive covenants						Railway strengthening and stabilisation works in connection with Work Nos. 1A and 1B	
3-101	Tahira Rashid Ullah /Rashid Ullah /Network Rail Infrastructure Limited / Network Rail Infrastructure Limited	Residential apartment building above railway tunnel beneath (Huddersfield to Dewsbury Line), (Flats 1-3, 1A Upperhead Row, Huddersfield, HD1 2JL)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
3-102	Network Rail Infrastructure Limited / Stonegate Pub Company Limited	Public house and yard above railway tunnel beneath (Huddersfield to Dewsbury Line), (The Crown, 43-45 Westgate, Huddersfield, HD1 1PB)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
3-103	Network Rail Infrastructure Limited / Stonegate Pub Company Limited	Commercial premises above railway tunnel beneath (Huddersfield to Dewsbury Line), (43-47 Westgate, Huddersfield, HD1 1PB)	Yes - subsoil only						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B	
3-104	Network Rail Infrastructure Limited / Stonegate Pub Company Limited	Commercial premises above railway tunnel beneath (Huddersfield to Dewsbury Line), (47A Westgate, Huddersfield, HD1 1PB)	Yes - subsoil only Yes - subsoil and						Construction, operation and maintenance of Work Nos 1A and 1B and the construction, operation and maintenance of works to strengthening and stabilising Work Nos. 1A and 1B Railway strengthening and stabilisation	
3-105	Network Rail Infrastructure Limited / Stonegate Pub Company Limited	Public house and yard (The Crown, 43-45 Westgate, Huddersfield, HD1 1PB)	restrictive covenants						works in connection with Work Nos. 1A and 1B	

			Aca	uisition			Purpose			
Dist No.	Freehold Owners	Current Land Lice	Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation	Furlenation (normanent)	Evaluation (tomperand)
PIOL NO.	Freehold Owners	Current Land Use	Acquisition Yes - subsoil and	possession / use		Access	infrastructure	Works	Explanation (permanent) Railway strengthening and stabilisation	Explanation (temporary)
			restrictive						works in connection with Work Nos. 1A and	Working site for construction and utility
3-106	The Council of the Borough of Kirklees	Public road, verge, bus stops and footway (Westgate, Huddersfield)	covenants	Yes				Yes	1B	diversion works
			Yes - subsoil and	Ł					Railway strengthening and stabilisation	
			restrictive						works in connection with Work Nos. 1A and	
3-107	The Council of the Borough of Kirklees	Public footway and bus stop (Westgate, Huddersfield)	covenants	Yes				Yes	18	diversion works
3-108	The Council of the Borough of Kirklees	Public road, cycleway and footways (Fitzwilliam Street and National Cycle Network Route 69, Huddersfield)		Voc				Voc		Access for construction
	The Council of the Borough of Kirklees	Public road, footways and bus stops (Westgate, Huddersfield)		Yes Yes				Yes Yes		Utility diversion works
	Network Rail Infrastructure Limited	Railway, platform and buildings (Huddersfield Train Station, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
	HD1 Developments Limited / Network Rail								Provision of maintenance access for the	
3-111	Infrastructure Limited	Buildings and hardstanding (Fitzwilliam Street, Huddersfield)	Yes - rights only	Yes		Yes		Yes	authorised works	Working site for construction
3-112	The Council of the Borough of Kirklees	Public road, footway and verge (St Georges Street, Huddersfield)		Yes				Yes		
	Network Rail Infrastructure Limited / The									
3-113	Council of the Borough of Kirklees	Land and buildings (Huddersfield Train Station, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
2 4 4 4										
3-114	Network Rail Infrastructure Limited	Railway, works, land and platform (Huddersfield Train Station, Huddersfield)	Yes				Yes	Yes	Work No. 1C	Working site for construction and utility
3-115	The Council of the Borough of Kirklees	Public road and footway (St Georges Street, Huddersfield)		Yes				Yes		Working site for construction and utility diversion works
	HD1 Developments Limited / Network Rail	r done road and rootway (or Georges Street, Huddersheid)						103		
	Infrastructure Limited	Hardstanding (Fitzwilliam Street, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
3-117	Network Rail Infrastructure Limited	Telecommunications compound (Huddersfield Train Station, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
3-118	Network Rail Infrastructure Limited	Buildings and platform (Huddersfield Train Station, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
	Network Rail Infrastructure Limited	Maintenance room (Huddersfield Train Station, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
3-120	Network Rail Infrastructure Limited	Maintenance room (Huddersfield Train Station, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
	HD1 Developments Limited / Network Rail									
	Infrastructure Limited	Hardstanding (Fitzwilliam Street, Huddersfield)	Yes				Yes	Yes	Provision of railway infrastructure	
3-122	Network Rail Infrastructure Limited	Maintenance room (Huddersfield Train Station, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
3-123	The Council of the Borough of Kirklees	Public road (St Georges Street, Huddersfield)		Yes				Yes		Working site and access for construction
5-125	Network Rail Infrastructure Limited / The									
3-124	Council of the Borough of Kirklees	Public road and footway (St Georges Street, Huddersfield)		Yes				Yes		Working site and access for construction
	Network Rail Infrastructure Limited	Maintenance room (Huddersfield Train Station, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
3-126	Network Rail Infrastructure Limited	Maintenance room (Huddersfield Train Station, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
	Network Rail Infrastructure Limited / The									
3-127	Council of the Borough of Kirklees	Building (The Head of Steam Public House, Huddersfield Train Station, Huddersfield)		Yes				Yes		Working site and access for construction
2 4 2 0	Nichard II. De lline for showed and it in the d	Works yard, hardstanding and commercial buildings (Network Rail Huddersfield	N				No.	Maa		
3-128	Network Rail Infrastructure Limited Network Rail Infrastructure Limited / The	Depot, Fitzwilliam Street, Huddersfield, HD1 5BB)	Yes				Yes	Yes	Provision of railway infrastructure	
3-129	Council of the Borough of Kirklees	Building (Huddersfield Train Station, Huddersfield)		Yes				Yes		Working site and access for construction
5 125	Network Rail Infrastructure Limited / The									
3-130	Council of the Borough of Kirklees	Building (Huddersfield Train Station, Huddersfield)		Yes				Yes		Working site and access for construction
	Network Rail Infrastructure Limited / The	Building entrance (The Head of Steam Public House, Huddersfield Train Station,								ŭ
3-131	Council of the Borough of Kirklees	Huddersfield)		Yes				Yes		Working site and access for construction
	Network Rail Infrastructure Limited / The									
3-132	Council of the Borough of Kirklees	Building (Huddersfield Train Station, Huddersfield)		Yes				Yes		Working site and access for construction
2 4 2 2	Network Rail Infrastructure Limited / The	Duilding (Iluddowsfield Tasis Station, Iluddowsfield)		Vac				Vac		Marking alternal and an and for a state of the
3-133	Council of the Borough of Kirklees	Building (Huddersfield Train Station, Huddersfield)		Yes				Yes		Working site and access for construction
3-134	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Building (Huddersfield Train Station, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
5-134	Network Rail Infrastructure Limited / The	שמותוהה (התתתבוזורות המווי זומנוסה, התתתבוזורות)	103				103		WORNO. IC	
3-135	Council of the Borough of Kirklees	Building entrance (Huddersfield Train Station, Huddersfield)		Yes				Yes		Working site and access for construction
	Network Rail Infrastructure Limited	Platform and scrubland (Huddersfield Train Station, Huddersfield)	Yes	-			Yes	Yes	Work No. 1C	
	Network Rail Infrastructure Limited / The									
3-137	Council of the Borough of Kirklees	Building (Huddersfield Train Station, Huddersfield)		Yes				Yes		Working site and access for construction
	Network Rail Infrastructure Limited / The									
3-138	Council of the Borough of Kirklees	Building (Huddersfield Train Station, Huddersfield)		Yes				Yes		Working site and access for construction
2 1 2 0	Network Rail Infrastructure Limited / The	Puilding (Kings Hoad Public House, Huddersfield Tests Challer, H., Hus, C., H.		Voc				Vec		Marking site and access for some the
3-139	Council of the Borough of Kirklees Network Rail Infrastructure Limited / The	Building (Kings Head Public House, Huddersfield Train Station, Huddersfield)		Yes				Yes		Working site and access for construction
3-140	Council of the Borough of Kirklees	Hardstanding (Huddersfield Train Station, Huddersfield)		Yes				Yes		Working site and access for construction
5 140	Network Rail Infrastructure Limited / The									
3-141	Council of the Borough of Kirklees	Car park and hardstanding (Huddersfield Train Station, Huddersfield)		Yes				Yes		Working site and access for construction
	Network Rail Infrastructure Limited / The									
			1	1	1		1			
3-142	Council of the Borough of Kirklees	Hardstanding (Huddersfield Train Station, Huddersfield)		Yes				Yes		Working site and access for construction
3-142	Council of the Borough of Kirklees	Hardstanding (Huddersfield Train Station, Huddersfield)		Yes				Yes		Working site and access for construction

			Acqu	isition			Purpose			
							Placing	Construction Activities &		
Plot No.	Freehold Owners	Current Land Use	Permanent Acquisition	Temporary possession / use	Protective Works only	Maintenance Access	permanent infrastructure	Mitigation Works	Explanation (permanent)	Explanation (temporary)
	Network Rail Infrastructure Limited / The	Bridge (John William Street Bridge, Huddersfield Viaduct, MVL3 Underbridge 92(1)) carrying railway, works and land (Huddersfield to Dewsbury Line) over public road								
		and footways (John William Street, Huddersfield)	Yes				Yes	Yes	Work No. 1C Worksite and access for construction and	
3-145	Network Rail Infrastructure Limited	Hardstanding and car park (Huddersfield Train Station, Huddersfield)	Yes				Yes	Yes	maintenance compound	
3-146	The Council of the Borough of Kirklees	St. Georges Square and public road and footways (Railway Street, Huddersfield)		Yes				Yes	Provision of maintenance access for the	Access for construction
	Network Rail Infrastructure Limited / The	Bridge (John William Street Bridge, Huddersfield Viaduct, MVL3 Underbridge 92(1)) carrying railway, works and land (Huddersfield to Dewsbury Line) over footway (John William Street, Huddersfield)	Yes - rights only	Yes		Yes		Yes	authorised works and attachment and maintenance of electrical equipment to the railway viaduct	Working site for construction
2.4.40			N				N	Nee	Worksite and access for construction and	
		Hardstanding and car park (Huddersfield Train Station, Huddersfield)	Yes				Yes	Yes	maintenance compoundWorksite and access for construction and	
3-149		Hardstanding and car park (Huddersfield Train Station, Huddersfield) Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line), (Viaduct	Yes				Yes	Yes	maintenance compound	
3-150	Network Rail Infrastructure Limited	Street, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
		Public road and footway (John William Street, Huddersfield) Commercial building (The Old Water Tower, Huddersfield Railway Station, St Georges	Yes		Vac		Yes	Yes	Work No. 1C	
		Square, Huddersfield, HD1 1JF)			Yes					
		Public road, footways and bus stop (John William Street, Huddersfield)		Yes				Yes		Working site and access for construction Access for construction
3-154		Public footway (St Georges Square, Huddersfield)		Yes				Yes		
3-155		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 2, Viaduct Street, Huddersfield, HD1 5DL)	Yes				Yes	Yes	Work No. 1C	
3-157		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 2, Viaduct Street, Huddersfield, HD1 5DL)	Yes				Yes	Yes	Work No. 1C	
3-158	Network Rail Infrastructure Limited	Electricity substation (St. Georges Square, Huddersfield, HD1 1JB)	Yes				Yes	Yes	Worksite and access for construction and maintenance compound	
		Public road and footway (Viaduct Street, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
									Provision of maintenance access for the authorised works and attachment and maintenance of electrical equipment to the	
3-160	The Council of the Borough of Kirklees	Public footway (Viaduct Street, Huddersfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site for construction
		Public road and footway (Viaduct Street, Huddersfield)		Yes				Yes		Working site for construction
	Tesco Stores Limited / The Council of the									
3-162	-	Public road and footway (Viaduct Street, Huddersfield)		Yes				Yes		Working site for construction
4-001		Public road, footway (St. John's Road, Huddersfield) and National Cycle Network Route 69		Yes				Yes		Working site and access for construction
4-002	The Council of the Borough of Kirklees	Public roads, verges and footways (A62 Castlegate and A62 Unna Way, Huddersfield)		Yes				Yes		Working site and access for construction
4-003		Public road, footway (Fitzwilliam Street, Huddersfield) and National Cycle Network Route 69		Yes				Yes		Working site and access for construction
		Commercial building (Unit 1, Castlegate Retail Park, St. John's Road, Huddersfield, HD1 5AN)		Yes				Yes		Working site and access for construction and temporary protective works to buildings
	The Council of the Borough of Kirklees /Kinder Properties Limited / Network Rail									
	•	Private road and footways (Green Street, Huddersfield)		Yes				Yes		Working site and access for construction
4-006	The Council of the Borough of Kirklees	Commercial building and backyard (8 St. John's Road, Huddersfield, HD1 5AT)		Yes				Yes		Working site and access for construction and temporary protective works to buildings
	Kinder Properties Limited / The Council of the Borough of Kirklees	Commercial building (Unit B, Castlegate Retail Park, St. John's Road, Huddersfield, HD1 5AN)		Yes				Yes		Working site and access for construction and temporary protective works to buildings
	•	Commercial building and hardstanding (Unit A, Castlegate Retail Park, St. John's Road, Huddersfield, HD1 5AT)		Yes				Yes		Working site and access for construction and temporary protective works to buildings
		Commercial building (Unit 2, Castlegate Retail Park, St John's Road, Huddersfield, HD1 5AN)		Yes				Yes		Working site and access for construction and temporary protective works to buildings
	Kinder Properties Limited / The Council of the	,								
	•	Car park (Castlegate Retail Park, St John's Road, Huddersfield)		Yes				Yes		Working site and access for construction

			Acqu	iisition			Purpose			
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use	e Works only	Access	infrastructure	Works	Explanation (permanent) Provision of maintenance access for the	Explanation (temporary)
4-012	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Bridge (John William Street Bridge, Huddersfield Viaduct, MVL3 Underbridge 92(1)), railway, works and land (Huddersfield to Dewsbury Line) over public footway (Fitzwilliam Street, Huddersfield)	Yes - rights only	Yes		Yes		Yes	authorised works and attachment and maintenance of electrical equipment to the railway viaduct	Working site and access for construction
4-013		Bridge (John William Street Bridge, Huddersfield Viaduct, MVL3 Underbridge 92(1)), railway, works and land (Huddersfield to Dewsbury Line) over public footway (Fitzwilliam Street, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
4-014	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the south of Fitzwilliam Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
4-015		Public road and footway (Fitzwilliam Street, Huddersfield)	Yes - rights only	Vec		Yes		Yes	Provision of maintenance access for the authorised works and attachment and maintenance of electrical equipment to the railway viaduct	Working site and access for construction
4-015	Network Rail Infrastructure Limited / The	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over public								
4-016		road and footways (Fitzwilliam Street, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
4-017	Kinder Properties Limited / The Council of the Borough of Kirklees	Commercial building (Castlegate Retail Park, St John's Road, Huddersfield)		Yes				Yes		Working site and access for construction and temporary protective works to buildings
4-018	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 3, Viaduct Street, Huddersfield, HD1 5DL)	Yes				Yes	Yes	Work No. 1C	
4-019		Commercial building (Unit 3, Castlegate Retail Park, St. John's Road, Huddersfield, HD1 5AN)		Yes				Yes		Working site and access for construction and temporary protective works to buildings
4-020	The Council of the Borough of Kirklees /Kinder Properties Limited / Network Rail Infrastructure Limited	Private road and footway (Green Street, Huddersfield)	Yes - rights only	Yes		Yes		Yes	Provision of maintenance access for the authorised works and attachment and maintenance of electrical equipment to the railway viaduct	Working site and access for construction
4-022	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) at Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
4-023	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 2, Viaduct Street, Huddersfield, HD1 5DL) Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the	Yes				Yes	Yes	Work No. 1C	
4-024	Network Rail Infrastructure Limited	north west of Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
4-025		Commercial building (Unit 4, Castlegate Retail Park, St. John's Road, Huddersfield, HD1 5AN)		Yes				Yes		Working site and access for construction and temporary protective works to buildings
4-026	Kinder Properties Limited / The Council of the Borough of Kirklees	Commercial building (Castlegate Retail Park, St John's Road, Huddersfield)		Yes				Yes		Working site and access for construction and temporary protective works to buildings
4-027	The Council of the Borough of Kirklees	Public road and footway (Viaduct Street, Huddersfield)	Yes - rights only	Yes		Yes		Yes	Provision of maintenance access for the authorised works and attachment and maintenance of electrical equipment to the railway viaduct	Working site and access for construction
4-028	The Council of the Borough of Kirklees	Public road and footways (Viaduct Street, Huddersfield)		Yes				Yes		Working site and access for construction
4-029	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over storage area (Green Street, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
4-030	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 6, Viaduct Street, Huddersfield, HD1 5DL) Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the	Yes				Yes	Yes	Work No. 1C	
4-031	Network Rail Infrastructure Limited	north west of Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
4-032	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 7, Viaduct Street, Huddersfield, HD1 5DL)	Yes				Yes	Yes	Work No. 1C	
4-033	Kinder Properties Limited / The Council of the Borough of Kirklees	Hardstanding adjacent to Unit 4 Castlegate Retail Park, to the north of Green Street, Huddersfield		Yes				Yes		Working site and access for construction and temporary protective works to buildings
- 033	The Council of the Borough of Kirklees /Tesco Stores Limited / The Council of the Borough of									
4-034		Public road and footway (Viaduct Street, Huddersfield)		Yes				Yes		Working site and access for construction
4-035	Tesco Stores Limited / The Council of the Borough of Kirklees	Public road and footway (Viaduct Street, Huddersfield)		Yes				Yes		Working site and access for construction
4-036	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	

		Acqu	uisition			Purpose			
						Placing	Construction Activities &		
		Permanent	Temporary	Protective	Maintenance	permanent	Mitigation		
lot No. Freehold Owners	Current Land Use	Acquisition	possession / use	e works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
-037 Network Rail Infrastructure Limited	commercial premises (Railway Arch 8, Viaduct Street, Huddersfield, HD1 5DL)	Yes				Yes	Yes	Work No. 1C	
	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the								
038 Network Rail Infrastructure Limited	north west of Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
-039 Kinder Properties Limited / The Council of the -039 Borough of Kirklees	Storage unit (Unit 4, Castlegate Retail Park, St John's Road, Huddersfield, HD1 5AN)		Yes				Yes		Working site for construction
	Storage unit (Onit 4, Castlegate Retail Fark, St John's Road, Huddersheid, HDT SAN)						163		
	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
-040 Network Rail Infrastructure Limited	commercial premises (Railway Arch 9, Viaduct Street, Huddersfield, HD1 5DL)	Yes				Yes	Yes	Work No. 1C	
								Provision of maintenance access for the	
Kinder Droporties Limited / The Council of the								authorised works and attachment and	
Kinder Properties Limited / The Council of the041 Borough of Kirklees	Footway and hardstanding (Green Street, Huddersfield)	Yes - rights only	Ves		Yes		Yes	maintenance of electrical equipment to the railway viaduct	Working site for construction
042 The Council of the Borough of Kirklees	Public footway (Viaduct Street, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
043 The Owner	Hardstanding to the north of Green Street, Huddersfield		Yes				Yes		Working site for construction
	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the								
044 Network Rail Infrastructure Limited	north west of Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
-045 Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 10, Viaduct Street, Huddersfield HD1 5DL)	Yes				Yes	Yes	Work No. 1C	
	commercial premises (Kallway Arch 10, Vladuct Street, Huddersheid HD1 50L)					165		Provision of maintenance access for the	
								authorised works and attachment and	
								maintenance of electrical equipment to the	
-046 The Owner	Footway to the north east of Green Street, Huddersfield	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site for construction
	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the								
047 Network Rail Infrastructure Limited	north west of Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
048 Network Rail Infrastructure Limited	commercial premises (Railway Arch 11, Viaduct Street, Huddersfield, HD1 5DL)	Yes				Yes	Yes	Work No. 1C	
								Provision of maintenance access for the	
								authorised works and attachment and	
Kinder Properties Limited / The Council of the								maintenance of electrical equipment to the	
049 Borough of Kirklees	Footway to the north of Green Street, Huddersfield	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site for construction
								Provision of maintenance access for the authorised works and attachment and	
								maintenance of electrical equipment to the	
-050 The Council of the Borough of Kirklees	Public roads, footways and verges (A62 Castlegate and A62 Unna Way, Huddersfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site for construction
	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the								
-051 Network Rail Infrastructure Limited	north west of Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
Network Rail Infrastructure Limited / The	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over public								
052 Council of the Borough of Kirklees	roads (A62 Castlegate and A62 Unna Way, Huddersfield) Grassland and copses to the north of A62 Castlegate and A62 Unna Way,	Yes				Yes	Yes	Work No. 1C	
053 The Council of the Borough of Kirklees	Huddersfield		Yes				Yes		Access for construction
The Council of the Borough of Kirklees /Tesco									
Stores Limited / The Council of the Borough o									
054 Kirklees	Public road and footway (Viaduct Street, Huddersfield)		Yes				Yes		Working site and access for construction
								Provision of maintenance access for the	
	Hardstanding and copse to the north of A62 Castlegate and A62 Unna Way,							authorised works and attachment and maintenance of electrical equipment to the	
-055 The Council of the Borough of Kirklees	Hardstanding and copse to the north of A62 Castlegate and A62 Unna way, Huddersfield	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site for construction
		i co rigito ony						Provision of maintenance access for the	
								authorised works and attachment and	
								maintenance of electrical equipment to the	
-056 The Council of the Borough of Kirklees	Electricity substation to the north of A62 Castlegate and A62 Unna Way, Huddersfield	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site for construction
0E7 Notwork Doll Infrastructure Limite I	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the	Voc				Vac	Vec	Work No. 1C	
057 Network Rail Infrastructure Limited	north west of Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
Network Rail Infrastructure Limited / The	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
-058 Council of the Borough of Kirklees	commercial premises (Railway Arch 15, Viaduct Street, Huddersfield, HD1 5AW)	Yes				Yes	Yes	Work No. 1C	
	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the								
059 Network Rail Infrastructure Limited	north west of Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
-060 The Council of the Borough of Kirklees	Public road and footway (Viaduct Street, Huddersfield)		Yes				Yes		Working site for construction
								Provision of maintenance access for the	
								authorised works and attachment and maintenance of electrical equipment to the	
I-061 The Council of the Borough of Kirklees	Public roads (A62 Castlegate and A62 Unna Way, Huddersfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site for construction
		O.100 0111y	1	1	1	1	1		

			Acqu	isition			Purpose			
								Construction		
			Deverencent	Tomorowy	Drotostivo	Maintonanaa	Placing	Activities &		
Plot No	Freehold Owners	Current Land Use	Permanent Acquisition	Temporary possession / use	Protective Works only	Maintenance Access	permanent infrastructure	Mitigation Works	Explanation (permanent)	Explanation (temporary)
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
4-062	Network Rail Infrastructure Limited	commercial premises (Railway Arch 16, Viaduct Street, Huddersfield, HD1 5AW)	Yes				Yes	Yes	Work No. 1C	
	Network Rail Infrastructure Limited /Helmsley Securities Limited /David William Grice /	Commercial premises, access roads, verges, hardstanding, car parking, hedgerows								
4-063	Gareth Edwards Jones	and footways (Halfords Limited, Bradford Road, Huddersfield, HD1 6HU)		Yes				Yes		Working site for construction
4-064	The Council of the Borough of Kirklees	Public roads (A62 Castlegate and A62 Unna Way, Huddersfield)		Yes				Yes		Working site and access for construction
4-065	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
4-005										
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
4-066	Network Rail Infrastructure Limited	commercial premises (Railway Arch 17, Viaduct Street, Huddersfield, HD1 6AJ)	Yes				Yes	Yes	Work No. 1C	
4-067	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
4-007										
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
4-068	Network Rail Infrastructure Limited	commercial premises (Railway Arch 18, Viaduct Street, Huddersfield, HD1 6AJ)	Yes				Yes	Yes	Work No. 1C	
4-069	The Council of the Borough of Kirklees	Public road and footway (A641 Oxford Street, Huddersfield)		Voc				Voc		Working site and access for construction
4-009				Yes				Yes	Provision of maintenance access for the	
									authorised works and attachment and	
									maintenance of electrical equipment to the	
4-070	The Council of the Borough of Kirklees	Public road and footway (A641 Oxford Street, Huddersfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site for construction
4-071	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
									Provision of maintenance access for the	
									authorised works and attachment and	
4 072	The Coursell of the Devouch of Kirklass		Vee viehte enhu	Vee		No.		Vee	maintenance of electrical equipment to the	
4-072	The Council of the Borough of Kirklees	Public footway (Viaduct Street, Huddersfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site for construction
4-073	The Council of the Borough of Kirklees	Public road and footway (Viaduct Street, Huddersfield)		Yes				Yes		Working site and access for construction
									Provision of maintenance access for the	
	Network Rail Infrastructure Limited /Helmsley Securities Limited /David William Grice /								authorised works and attachment and maintenance of electrical equipment to the	
4-074	Gareth Edwards Jones	Access road, verge and hedgerow to the north of A641 Oxford Street, Huddersfield	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site for construction
	Network Rail Infrastructure Limited / The	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over public								
4-075	Council of the Borough of Kirklees	road, footway and verge (A641 Oxford Street, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
4-076 4-077	The Council of the Borough of Kirklees The Owner	Public road (A641 Bradford Road, Huddersfield) Access road and verge to the north of A641 Bradford Road, Huddersfield		Yes				Yes Yes		Working site for construction Working site for construction
4-077	Cleanland Limited	Access road to the north of A641 Bradford Road, Huddersfield		Yes Yes				Yes		Working site for construction
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) and								
4-079	Network Rail Infrastructure Limited	advertising hoarding to the west of Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
		Viaduat corpring railway, works and land (Undersfield to Dowshum, Line) over								
4-080	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 20, Viaduct Street, Huddersfield, HD1 6AJ)	Yes				Yes	Yes	Work No. 1C	
4-081	The Council of the Borough of Kirklees	Public road (Viaduct Street, Huddersfield)		Yes				Yes		Working site and access for construction
4-082	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the west of Viaduct Street, Huddersfield					Voc	Voc	Work No. 1C	
4-062			Yes				Yes	Yes		
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
4-083	Network Rail Infrastructure Limited	commercial premises (Railway Arch 21, Viaduct Street, Huddersfield, HD1 6AJ)	Yes				Yes	Yes	Work No. 1C	
									Provision of maintenance access for the authorised works and attachment and	
									maintenance of electrical equipment to the	
4-084	The Council of the Borough of Kirklees	Public road and footway (A641 Oxford Street, Huddersfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site for construction
4.005		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the west					Nee	No.	Work No. 10	
4-085 4-086	Network Rail Infrastructure Limited The Council of the Borough of Kirklees	of Viaduct Street, Huddersfield Public road (A641 Oxford Street, Huddersfield)	Yes	Yes			Yes	Yes Yes	Work No. 1C	Working site for construction
- 000										
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
4-087	Network Rail Infrastructure Limited	commercial premises (Railway Arch 22, Viaduct Street, Huddersfield, HD1 6AJ)	Yes	Vac			Yes	Yes	Work No. 1C	
4-088	Network Rail Infrastructure Limited	Hardstanding to the south east of A641 Bradford Road, Huddersfield		Yes				Yes	Provision of maintenance access for the	Working site for construction
									authorised works and attachment and	
									maintenance of electrical equipment to the	
4-089	The Council of the Borough of Kirklees	Public footway (Viaduct Street, Huddersfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site for construction

			Acqu	uisition		Purpose			
						Placing	Construction Activities &		
Plot No	Freehold Owners	Current Land Use	Permanent Acquisition	Temporary Protective possession / use Works only	Maintenance Access	permanent infrastructure	Mitigation Works	Explanation (permanent)	Explanation (temporary)
FIUL NO.			Acquisition		Access	innastructure	WUIKS		
4-090	Network Rail Infrastructure Limited	Hardstanding to the east of A641 Bradford Road, Huddersfield		Yes			Yes		Working site and access for construction
4-091	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the west of Viaduct Street, Huddersfield	Yes			Yes	Yes	Work No. 1C	
4 002	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over	Vac			Vac	Vec	Work No. 1C	
4-092		commercial premises (Railway Arch 23, Viaduct Street, Huddersfield, HD1 6AJ)	Yes			Yes	Yes	Work No. 1C	
4-093	The Council of the Borough of Kirklees	Public road and footways (Viaduct Street, Huddersfield)		Yes			Yes		Working site and access for construction
								Provision of maintenance access for the authorised works and attachment and	
								maintenance of electrical equipment to the	
4-094	Network Rail Infrastructure Limited	Hardstanding to the south east of A641 Bradford Road, Huddersfield	Yes - rights only	Yes	Yes		Yes	railway viaduct	Working site for construction
4 005	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the west of Viaduct Street, Huddersfield	Voc			Voc	Voc	Work No. 1C	
4-095		of viaduct Street, Huddersheid	Yes			Yes	Yes	WORK NO. IC	
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over							
4-096	Network Rail Infrastructure Limited	commercial premises (Railway Arch 24, Viaduct Street, Huddersfield, HD1 6AJ)	Yes			Yes	Yes	Work No. 1C	
								Provision of maintenance access for the authorised works and attachment and	
								maintenance of electrical equipment to the	
4-097	Network Rail Infrastructure Limited	Hardstanding to the east of A641 Bradford Road, Huddersfield	Yes - rights only	Yes	Yes		Yes	railway viaduct	Working site for construction
4-098	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the west of Viaduct Street, Huddersfield	Yes			Yes	Yes	Work No. 1C	
+ 050									
4-099	Network Rail Infrastructure Limited	Hardstanding to the east of A641 Bradford Road, Huddersfield		Yes			Yes		Working site and access for construction
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over							
4-100	Network Rail Infrastructure Limited	commercial premises (Railway Arch 25, Viaduct Street, Huddersfield, HD1 6AJ)	Yes			Yes	Yes	Work No. 1C	
								Provision of maintenance access for the	
								authorised works and attachment and	
4-101	Network Rail Infrastructure Limited	Hardstanding to the east of A641 Bradford Road, Huddersfield	Yes - rights only	Yes	Yes		Yes	maintenance of electrical equipment to the railway viaduct	Working site for construction
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the							
4-102	Network Rail Infrastructure Limited	north west of Viaduct Street, Huddersfield	Yes			Yes	Yes	Work No. 1C	
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over							
4-103	Network Rail Infrastructure Limited	commercial premises (Railway Arch 26, Viaduct Street, Huddersfield, HD1 6AJ)	Yes			Yes	Yes	Work No. 1C	
4-104	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 26, Viaduct Street, Huddersfield, HD1 6AJ)	Yes			Yes	Yes	Work No. 1C	
. 10 .		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the							
4-105	Network Rail Infrastructure Limited	north west of Viaduct Street, Huddersfield	Yes			Yes	Yes	Work No. 1C	
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over							
4-106	Network Rail Infrastructure Limited	commercial premises (Railway Arch 27, Viaduct Street, Huddersfield, HD1 6AJ)	Yes			Yes	Yes	Work No. 1C	
4 4 6 7	Natural Dall Information of the U.S.	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the west				No.	No.		
4-107	Network Rail Infrastructure Limited	of Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line),	Yes			Yes	Yes	Work No. 1C	
4-107a	Network Rail Infrastructure Limited	Huddersfield	Yes			Yes	Yes	Work No. 1C	
4 4 6 6		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over	Vee			No.	Vee		
4-108	Network Rail Infrastructure Limited	commercial premises (Railway Arch 28, Viaduct Street, Huddersfield)	Yes			Yes	Yes	Work No. 1C Provision of maintenance access for the	
								authorised works and attachment and	
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the						maintenance of electrical equipment to the	
4-109	Network Rail Infrastructure Limited	north west of Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the	Yes - rights only	Yes	Yes		Yes	railway viaduct	Working site for construction
4-110	Network Rail Infrastructure Limited	south of A641 Bradford Road, Huddersfield	Yes			Yes	Yes	Work No. 1C	
4-111	The Council of the Borough of Kirklees	Hardstanding to the east of Viaduct Street, Huddersfield		Yes			Yes		Working site for construction
								Provision of maintenance access for the authorised works and attachment and	
								maintenance of electrical equipment to the	
4-112	Network Rail Infrastructure Limited	Viaduct to the south of A641 Northgate, Huddersfield	Yes - rights only	Yes	Yes		Yes	railway viaduct	Working site for construction
5-001	The Council of the Borough of Kirklees	Public road, verge, footway and access splay (A641 Bradford Road, Huddersfield)		Yes			Yes		Working site for construction
F 000							Vee		
5-002	The Council of the Borough of Kirklees	Public road, verge, footways and access splay (A641 Bradford Road, Huddersfield)		Yes			Yes		Working site for construction

			Acqu	isition			Purpose			
							Dissing	Construction		
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / us		Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
	Network Rail Infrastructure Limited /Helmsley	,								
	Securities Limited /David William Grice /									
	Gareth Edwards Jones	Verge and access road (Halfords Limited, Bradford Road, Huddersfield, HD1 6HU)		Yes				Yes		Working site for construction
5-003	The Council of the Borough of Kirklees	Public road and footways (A641 Bradford Road, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
									Provision of maintenance access for the authorised works and attachment and	
		Hardstanding and car parking adjacent to operational railway (Huddersfield to							maintenance of electrical equipment to the	
5-003a	Network Rail Infrastructure Limited	Dewsbury Line) to the east of A641 Bradford Road, Huddersfield	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site for construction
0000										
		Hardstanding and car parking adjacent to operational railway (Huddersfield to								
5-003b	Network Rail Infrastructure Limited	Dewsbury Line) to the east of A641 Bradford Road, Huddersfield		Yes				Yes		Working site for construction
		Bridge (A641 Northgate Bridge, Huddersfield Viaduct, MVL3 Underbridge 92(9)),								
	Network Rail Infrastructure Limited / The	railway, works and land (Huddersfield to Dewsbury Line) over public road (A641								
5-004	Council of the Borough of Kirklees	Bradford Road), Huddersfield	Yes				Yes	Yes	Work No. 1C	
		Hardstanding beneath viaduct carrying railway, works and land (Huddersfield to								
5-004a	Network Rail Infrastructure Limited	Dewsbury Line) to the south of A641 Bradford Road, Huddersfield	Yes				Yes	Yes	Work No. 1C	
		Hardstanding honorth viaduat corning rollway, works and land (Used as field to								
	Notwork Pail Infractivistics Limited	Hardstanding beneath viaduct carrying railway, works and land (Huddersfield to	Voc				Vec	Vec	Work No. 1C	
5-0040	Network Rail Infrastructure Limited	Dewsbury Line) to the south of A641 Bradford Road, Huddersfield	Yes				Yes	Yes	Work No. 1C	
5-004c	Network Rail Infrastructure Limited	Railway arch 28 carrying railway, works and land (Huddersfield to Dewsbury line) to the south of Northgate (A641), Huddersfield	Yes				Yes	Yes	Work No. 1C	
J-004C		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line),	103						WORNO.IC	
5-004d	Network Rail Infrastructure Limited	Huddersfield	Yes				Yes	Yes	Work No. 1C	
- 55 70										
		Hardstanding and car parking carrying railway, works and land (Huddersfield to								
5-004e	Network Rail Infrastructure Limited	Dewsbury Line) to the east of A641 Bradford Road, Huddersfield	Yes				Yes	Yes	Work No. 1C	
		Public road and footways (A641 Bradford Road to Lower Viaduct Street,								
5-005	The Council of the Borough of Kirklees	Huddersfield)		Yes				Yes		Working site and access for construction
5-006	The Council of the Borough of Kirklees	Public road and footways (A641 Bradford Road, Huddersfield)	Yes				Yes	Yes	Work No. 1C	
									Provision of maintenance access for the	
									authorised works and attachment and	
									maintenance of electrical equipment to the	
5-006a	The Council of the Borough of Kirklees	Public footway (Viaduct Street, Huddersfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
									Provision of maintenance access for the	
									authorised works and attachment and	
									maintenance of electrical equipment to the	
	Network Rail Infrastructure Limited	Public footway and advertising hoardings (A641 Bradford Road, Huddersfield)	Yes - rights only			Yes		Yes	railway viaduct	Working site and access for construction
5-008	The Council of the Borough of Kirklees	Public road and footways (A641 Northgate, Huddersfield)		Yes				Yes		Working site for construction
	The Council of the Borough of Kirklees The Council of the Borough of Kirklees	Hardstanding and car park to the east of Viaduct Street, Huddersfield Public road, verge and footways (Viaduct Street, Huddersfield)		Yes Yes				Yes Yes		Working site for construction Working site for construction
5-0060	The council of the borough of kirklees	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the east								
5-009	Network Rail Infrastructure Limited	of A641 Bradford Road, Huddersfield	Yes				Yes	Yes	Work No. 1C	
5 005										
5-010	The Council of the Borough of Kirklees	Hardstanding and accessway to the rear of 2-6 Bradford Road, Huddersfield, HD1 6H	Y	Yes				Yes		Working site and access for construction
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
		commercial premises (Railway Arch 31, Lower Viaduct Street, Huddersfield, HD1								
5-011	Network Rail Infrastructure Limited	6BW)	Yes				Yes	Yes	Work No. 1C	
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
		commercial premises (Railway Arch 30, Lower Viaduct Street, Huddersfield, HD1								
5-012	Network Rail Infrastructure Limited	8BW)	Yes				Yes	Yes	Work No. 1C	
		Overbridge (Huddersfield Viaduct, MVL3 Bridge 92(9)), railway, works and land								
	Network Rail Infrastructure Limited / The	(Huddersfield to Dewsbury Line) over public road (A641 Bradford Road to Lower								
5-013	Council of the Borough of Kirklees	Viaduct Street), Huddersfield	Yes				Yes	Yes	Work No. 1C	
									Provision of maintenance access for the	
									authorised works and attachment and maintenance of electrical equipment to the	
5-014	Network Rail Infrastructure Limited	Public footways (A641 Bradford Road and Lower Viaduct Street, Huddersfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site for construction
									Provision of maintenance access for the	
									authorised works and attachment and	
		Hardstanding, accessway and premises to the rear of 2-6 Bradford Road,							maintenance of electrical equipment to the	
5-015	Network Rail Infrastructure Limited	Huddersfield	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
		Hardstanding, accessway and premises to the rear of 2-6 Bradford Road,							· · · · · · · · · · · · · · · · · · ·	
	The Council of the Borough of Kirklees	Huddersfield, HD1 6HY		Yes				Yes		Working site and access for construction
5-016		Drivete cor park and hardstanding adjaining commercial car lat (Derry Undersfield								
5-016		Private car park and hardstanding adjoining commercial car lot (Perrys Huddersfield								
	The Council of the Borough of Kirklees	Citroën, 124, Northgate, Huddersfield, HD1 6AP)		Yes				Yes		Working site for construction
5-017	The Council of the Borough of Kirklees The Council of the Borough of Kirklees			Yes				Yes		Working site for construction

-020 Network -021 Network -022 Network -023 Network -024 The Cour -025 The Cour -026 Network -027 Fairhold	old Owners ork Rail Infrastructure Limited ork Rail Infrastructure Limited ouncil of the Borough of Kirklees	Current Land UseViaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, HuddersfieldViaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 33, Lower Viaduct Street, Huddersfield, HD1 8BW)Hardstanding to the rear of Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1	Permanent Acquisition Yes Yes Yes - rights only Yes Yes	Temporary possession / use	Protective Works only	Maintenance Access	Placing permanent infrastructure Yes Yes	Construction Activities & Mitigation Works Yes Yes	Explanation (permanent) Work No. 1C Work No. 1C Provision of maintenance access for the authorised works and attachment and	Explanation (temporary)
-019 Network -020 Network -021 Network -022 Network -023 Network -024 The Cour -025 The Cour -026 Network -027 Fairhold	ork Rail Infrastructure Limited ork Rail Infrastructure Limited ork Rail Infrastructure Limited ork Rail Infrastructure Limited ork Rail Infrastructure Limited	Current Land UseViaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, HuddersfieldViaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 33, Lower Viaduct Street, Huddersfield, HD1 8BW)Hardstanding to the rear of Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BWViaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW)Public road and footways (Lower Viaduct Street, Huddersfield) and public footpath	Acquisition Yes Yes Yes - rights only Yes	possession / use		Access	permanent infrastructure Yes	Mitigation Works Yes	Work No. 1C Work No. 1C Provision of maintenance access for the authorised works and attachment and	Explanation (temporary)
-019 Network -020 Network -021 Network -022 Network -023 Network -024 The Cour -025 The Cour -026 Network -027 Fairhold	ork Rail Infrastructure Limited ork Rail Infrastructure Limited ork Rail Infrastructure Limited ork Rail Infrastructure Limited ork Rail Infrastructure Limited	Current Land UseViaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, HuddersfieldViaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 33, Lower Viaduct Street, Huddersfield, HD1 8BW)Hardstanding to the rear of Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BWViaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW)Public road and footways (Lower Viaduct Street, Huddersfield) and public footpath	Acquisition Yes Yes Yes - rights only Yes	possession / use		Access	Yes	Works Yes	Work No. 1C Work No. 1C Provision of maintenance access for the authorised works and attachment and	Explanation (temporary)
-020 Network -021 Network -022 Network -023 Network -024 The Cour -025 The Cour -026 Network -027 Fairhold	ork Rail Infrastructure Limited ork Rail Infrastructure Limited ork Rail Infrastructure Limited ork Rail Infrastructure Limited ouncil of the Borough of Kirklees	north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 33, Lower Viaduct Street, Huddersfield, HD1 8BW) Hardstanding to the rear of Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW) Public road and footways (Lower Viaduct Street, Huddersfield) and public footpath	Yes Yes - rights only Yes	Yes		Yes			Work No. 1C Provision of maintenance access for the authorised works and attachment and	
-020 Network -021 Network -022 Network -023 Network -024 The Cour -025 The Cour -026 Network -027 Fairhold	ork Rail Infrastructure Limited ork Rail Infrastructure Limited ork Rail Infrastructure Limited ork Rail Infrastructure Limited ouncil of the Borough of Kirklees	 Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 33, Lower Viaduct Street, Huddersfield, HD1 8BW) Hardstanding to the rear of Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW) Public road and footways (Lower Viaduct Street, Huddersfield) and public footpath 	Yes Yes - rights only Yes	Yes		Yes			Work No. 1C Provision of maintenance access for the authorised works and attachment and	
-021 Network -022 Network -023 Network -024 The Cour -025 The Cour -026 Network -027 Fairhold	ork Rail Infrastructure Limited ork Rail Infrastructure Limited ork Rail Infrastructure Limited ouncil of the Borough of Kirklees	 commercial premises (Railway Arch 33, Lower Viaduct Street, Huddersfield, HD1 8BW) Hardstanding to the rear of Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW) Public road and footways (Lower Viaduct Street, Huddersfield) and public footpath 	Yes - rights only Yes	Yes		Yes	Yes	Yes	Provision of maintenance access for the authorised works and attachment and	
-021 Network -022 Network -023 Network -024 The Cour -025 The Cour -026 Network -027 Fairhold	ork Rail Infrastructure Limited ork Rail Infrastructure Limited ork Rail Infrastructure Limited ouncil of the Borough of Kirklees	 8BW) Hardstanding to the rear of Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW) Public road and footways (Lower Viaduct Street, Huddersfield) and public footpath 	Yes - rights only Yes	Yes		Yes	Yes	Yes	Provision of maintenance access for the authorised works and attachment and	
-022 Network -023 Network -024 The Cour -025 The Cour -026 Network -027 Fairhold	ork Rail Infrastructure Limited ork Rail Infrastructure Limited ouncil of the Borough of Kirklees	 6BW Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW) Public road and footways (Lower Viaduct Street, Huddersfield) and public footpath 	Yes	Yes		Yes			authorised works and attachment and	
-022 Network -023 Network -024 The Cour -025 The Cour -026 Network -027 Fairhold	ork Rail Infrastructure Limited ork Rail Infrastructure Limited ouncil of the Borough of Kirklees	 6BW Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW) Public road and footways (Lower Viaduct Street, Huddersfield) and public footpath 	Yes	Yes		Yes				
-022 Network -023 Network -024 The Cour -025 The Cour -026 Network -027 Fairhold	ork Rail Infrastructure Limited ork Rail Infrastructure Limited ouncil of the Borough of Kirklees	 6BW Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW) Public road and footways (Lower Viaduct Street, Huddersfield) and public footpath 	Yes	Yes		Yes				
-022 Network -023 Network -024 The Cour -025 The Cour -026 Network -027 Fairhold	ork Rail Infrastructure Limited ork Rail Infrastructure Limited ouncil of the Borough of Kirklees	 Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW) Public road and footways (Lower Viaduct Street, Huddersfield) and public footpath 	Yes			165	1	Voc	maintenance of electrical equipment to the railway viaduct	Working site and access for construction
-023 Network -024 The Cour -025 The Cour -026 Network -027 Fairhold	ork Rail Infrastructure Limited Duncil of the Borough of Kirklees	north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW) Public road and footways (Lower Viaduct Street, Huddersfield) and public footpath						Yes		
-024 The Cour -025 The Cour -026 Network -027 Fairhold	ouncil of the Borough of Kirklees	commercial premises (Railway Arch 34, Lower Viaduct Street, Huddersfield, HD1 6BW) Public road and footways (Lower Viaduct Street, Huddersfield) and public footpath	Yes				Yes	Yes	Work No. 1C	
-024 The Cour -025 The Cour -026 Network -027 Fairhold	ouncil of the Borough of Kirklees	6BW) Public road and footways (Lower Viaduct Street, Huddersfield) and public footpath	Yes							
-024 The Cour -025 The Cour -026 Network -027 Fairhold	ouncil of the Borough of Kirklees	Public road and footways (Lower Viaduct Street, Huddersfield) and public footpath	Yes							
-025 The Cour -026 Network -027 Fairhold							Yes	Yes	Work No. 1C	
-025 The Cour -026 Network -027 Fairhold				Yes				Yes		Working site and access for construction
-026 Network -027 Fairhold	ouncil of the Borough of Kirklees									
-027 Fairhold		Storage unit and hardstanding (18 Bradford Road, Huddersfield, HD1 6HY)		Yes				Yes		Working site and access for construction
-027 Fairhold									Provision of maintenance access for the	
-027 Fairhold		Hardstanding to the rear of Railway Arch 35, Lower Viaduct Street, Huddersfield, HD1							authorised works and attachment and maintenance of electrical equipment to the	
-027 Fairhold	ork Rail Infrastructure Limited		Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
028 Network	ld Limited	Part of garden (70 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
-028 Network	ork Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the	N				Maa	Maa		
	ork Rail Infrastructure Limited	north west of Lower Viaduct Street, Huddersfield Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over	Yes				Yes	Yes	Work No. 1C	
		commercial premises (Railway Arch 35, Lower Viaduct Street, Huddersfield, HD1								
-029 Network	ork Rail Infrastructure Limited	6BW)	Yes				Yes	Yes	Work No. 1C	
									Provision of maintenance access for the	
		Used standing to the many of Deily and Arch 20. Lower Minduct Character Used see field, UD4							authorised works and attachment and	
-030 Network	ork Rail Infrastructure Limited	Hardstanding to the rear of Railway Arch 36, Lower Viaduct Street, Huddersfield, HD1 6BW	Yes - rights only	Ves		Yes		Yes	maintenance of electrical equipment to the railway viaduct	Working site and access for construction
			Tes - fights only							
-031 Istekhar	ar Hussain	Part of garden (72 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
-032 Fairhold	ld Limited	Part of garden (70 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
-033 Fairhold	ld Limited	Alleyway between 72 and 74 Alder Street, Fartown, Huddersfield, HD1 6HZ		Yes				Yes		Working site and access for construction
-034 Fairhold	ld Limited	Alleyway between 72 and 74 Alder Street, Fartown, Huddersfield, HD1 6HZ		Yes				Yes		Working site and access for construction
-035 Network	ork Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield	Voc				Vac	Vac	Work No. 1C	
			Yes				Yes	Yes		
-036 Fairhold	ld Limited	Part of garden (74 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
027		commercial premises (Railway Arch 36, Lower Viaduct Street, Huddersfield, HD1	Vac				Vac	Vac	Work No. 1C	
-037 Network	ork Rail Infrastructure Limited	6BW)	Yes				Yes	Yes	Work No. 1C	
-038 Mohamr	mmed Asaf	Part of garden (76 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
-039 Fairhold	ld Limited	Part of garden (74 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
-040 Istekhar	ar Hussain	Alleyway to the rear of 72 Alder Street, Fartown, Huddersfield, HD1 6HZ		Yes				Yes		Working site and access for construction
		Aneyway to the real of 72 Alder Street, Fartown, Huddersheld, HD1 0H2		103				103	Provision of maintenance access for the	
									authorised works and attachment and	
		Hardstanding to the rear of Railway Arch 37, Lower Viaduct Street, Huddersfield, HD1							maintenance of electrical equipment to the	
-041 Network	ork Rail Infrastructure Limited	8BW	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
									Provision of maintenance access for the authorised works and attachment and	
									maintenance of electrical equipment to the	
-042 Network	ork Rail Infrastructure Limited	Public footway adjoining arches 30-43 (Lower Viaduct Street, Huddersfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site for construction
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the								
-043 Network	ork Rail Infrastructure Limited	north west of Lower Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
1	nment Legal Department	Part of garden (78 Alder Street, Huddersfield, HD1 6HZ)		1	1			1		I. I

			Acq	uisition			Purpose			
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 37, Lower Viaduct Street, Huddersfield, HD1								
5-045	Network Rail Infrastructure Limited	8BW)	Yes				Yes	Yes	Work No. 1C	
5-046	Network Rail Infrastructure Limited	Commercial premises and hardstanding (Railway Arch 38, Lower Viaduct Street, Huddersfield, HD1 6BW)	Yes - rights only	Yes		Yes		Yes	Provision of maintenance access for the authorised works and attachment and maintenance of electrical equipment to the railway viaduct	Working site and access for construction
	Government Legal Department	Part of garden (80 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
5-048	Fairhold Limited	Part of garden (82 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
5-049	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
5-050	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 38, Lower Viaduct Street, Huddersfield, HD1 6BW)	Yes				Yes	Yes	Work No. 1C	
5-051	Fairhold Limited	Alleyway between 82 and 84 Alder Street, Huddersfield, HD1 6HZ		Yes				Yes		Working site and access for construction
5-052	Shahida Parveen	Part of garden (84 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
		Hardstanding and commercial premises (Railway Arch 39, Lower Viaduct Street,							Provision of maintenance access for the authorised works and attachment and maintenance of electrical equipment to the	
5-053	Network Rail Infrastructure Limited	Huddersfield, HD1 6BW)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
5-054	Fairhold Limited	Alleyway and garden (82 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
5-055	Kelvin Vallan Revel Jaffier	Part of garden (86 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
5-056	Shahida Parveen	Alleyway and garden (84 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
5-057	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 39, Lower Viaduct Street, Huddersfield, HD1								
5-058	Network Rail Infrastructure Limited	6BW)	Yes				Yes	Yes	Work No. 1C	
5-059	Nora Maria Quirke	Part of garden (88 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
		Commercial premises (Railway Arch 40, Lower Viaduct Street, Huddersfield, HD1							Provision of maintenance access for the authorised works and attachment and maintenance of electrical equipment to the	
5-060	Network Rail Infrastructure Limited	6BW)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
5-061	Fairhold Limited	Part of garden (90 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
5-062	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
5-063	Nora Maria Quirke	Part of garden (88 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
5-064	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 40, Lower Viaduct Street, Huddersfield, HD1 6BW)	Yes				Yes	Yes	Work No. 1C	
5-065	Naziran Begum	Part of garden (92 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
	Network Rail Infrastructure Limited	Commercial premises and hardstanding (Railway Arch 41, Lower Viaduct Street, Huddersfield, HD1 6BW)	Yes - rights only			Yes			Provision of maintenance access for the authorised works and attachment and maintenance of electrical equipment to the railway viaduct	
						103		Yes		
5-067	Fairhold Limited	Alleyway between 92 and 94 Alder Street, Huddersfield, HD1 6HZ		Yes				Yes		Working site and access for construction
5-068	Fairhold Limited	Part of garden (94 Alder Street, Huddersfield, HD1 6HZ) Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the		Yes				Yes		Working site and access for construction
5-069	Network Rail Infrastructure Limited	north west of Lower Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
F 070	Nobucedo Della la facilita da construcción da la da	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over commercial premises (Railway Arch 41, Lower Viaduct Street, Huddersfield, HD1	Ver				Vez	Vez	Work No. 10	
5-070	Network Rail Infrastructure Limited	6BW)	Yes				Yes	Yes	Work No. 1C	
5-071	Anne-Marie Louise Woodhead	Part of garden (96 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction

			Acqu	isition			Purpose			
								Construction		
							Placing	Activities &		
			Permanent	Temporary	Protective	Maintenance	permanent	Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use	e Works only	Access	infrastructure	Works	Explanation (permanent) Provision of maintenance access for the	Explanation (temporary)
									authorised works and attachment and	
		Hardstanding to the rear of Railway Arch 42, Lower Viaduct Street, Huddersfield, HD1							maintenance of electrical equipment to the	
5-072	Network Rail Infrastructure Limited	6BW	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
5-073	Fairhold Limited	Part of garden (98 Alder Street, Huddersfield, HD1 6HZ)		Yes				Yes		Working site and access for construction
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the								
5-074	Network Rail Infrastructure Limited	north west of Lower Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
5-075	Network Rail Infrastructure Limited	commercial premises (Railway Arch 42, Lower Viaduct Street, Huddersfield, HD1 6BW)	Yes				Yes	Yes	Work No. 1C	
5-075										
5-076	Barry Sykes Enterprises Limited	Alleyway adjoining 98 Alder Street, Huddersfield, HD1 6HZ		Yes				Yes		Working site and access for construction
		Commercial building and hardstanding (Parkview Cars, The Old Corn Store, Alder								
5-077	Barry Sykes Enterprises Limited	Street, Huddersfield, HD1 6HZ), and public footpath (HUD/338/10)		Yes				Yes		Working site and access for construction
									Provision of maintenance access for the	
									authorised works and attachment and	
F 070		Commercial premises and hardstanding (Railway Arch 43, Lower Viaduct Street,		N					maintenance of electrical equipment to the	1.4/
5-078	Network Rail Infrastructure Limited	Huddersfield, HD1 6BW) Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
5-079	Network Rail Infrastructure Limited	north west of Lower Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
5-075		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
		commercial premises (Railway Arch 43, Lower Viaduct Street, Huddersfield, HD1								
5-080	Network Rail Infrastructure Limited	6BW)	Yes				Yes	Yes	Work No. 1C	
									Provision of maintenance access for the	
									authorised works and attachment and	
		Hardstanding to the rear of Railway Arch 44, Lower Viaduct Street, Huddersfield, HD1							maintenance of electrical equipment to the	
5-081	Network Rail Infrastructure Limited	6BW	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
5-082	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the north west of Lower Viaduct Street, Huddersfield	Voc				Voc	Voc	Work No. 1C	
5-082		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over	Yes				Yes	Yes		
		commercial premises (Railway Arch 44, Lower Viaduct Street, Huddersfield, HD1								
5-083	Network Rail Infrastructure Limited	6BW)	Yes				Yes	Yes	Work No. 1C	
									Provision of maintenance access for the	
									authorised works and attachment and	
		Hardstanding to the rears of Railway Arch 45 and Railway Arch 46, Lower Viaduct							maintenance of electrical equipment to the	
5-084	Network Rail Infrastructure Limited	Street, Huddersfield, HD1 6BN and public footpath (HUD/338/10)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
5-085	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) and public footpath (HUD/338/10) to the east of Alder Street, Huddersfield	Voc				Voc	Voc	Work No. 1C	
5-085		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the	Yes				Yes	Yes	WORNO. IC	
5-086	Network Rail Infrastructure Limited	north west of Lower Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
5-087	Network Rail Infrastructure Limited	commercial premises (Railway Arch 45, Lower Viaduct Street, Huddersfield, HD1 6BN)	Yes				Yes	Yes	Work No. 1C	
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the								
5-088	Network Rail Infrastructure Limited	north of Lower Viaduct Street, Huddersfield	Yes				Yes	Yes	Work No. 1C	
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) over								
5-089	Network Rail Infrastructure Limited	commercial premises (Railway Arch 46, Lower Viaduct Street, Huddersfield, HD1 6BN and public footpath (HUD/338/10)	Yes				Yes	Yes	Work No. 1C	
5.005			103						Provision of maintenance access for the	
									authorised works and attachment and	
		Industrial yard and public footpath (HUD/338/10) to the east of Railway Arches 45 &							maintenance of electrical equipment to the	
5-090	Network Rail Infrastructure Limited	46, Lower Viaduct Street, Huddersfield, HD1 6BN	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
		Industrial yard to the east of Railway Arches 45 & 46, Lower Viaduct Street,								
5-091	Network Rail Infrastructure Limited	Huddersfield, HD1 6BN		Yes				Yes		Working site and access for construction
F 000	The Council of the Borough of Kirklees /	Alleyway adjoining commercial buildings to the east of Railway Arches 45 & 46, Lower	-	No.				No.		
5-092	Viewstone Limited	Viaduct Street, Huddersfield, HD1 6BN		Yes				Yes		Working site and access for construction
	The Council of the Borough of Kirklees /	Alleyway and public footpath (HUD/338/10) adjoining commercial buildings to the								
5-093	Viewstone Limited	east of Railway Arches 45 & 46, Lower Viaduct Street, Huddersfield, HD1 6BN		Yes				Yes		Working site and access for construction
	The Council of the Borough of Kirklees /	Alleyway and public footpath (HUD/338/10) adjoining industrial yard to the east of								
5-094	Viewstone Limited	Railway Arches 45 & 46, Lower Viaduct Street, Huddersfield, HD1 6BN		Yes				Yes		Working site and access for construction
		Railway, works and land (Huddersfield to Dewsbury Line) to the east of Alder Street,								
6-001	Network Rail Infrastructure Limited	Huddersfield	Yes				Yes	Yes	Work No. 1C	
	Network Dell's Graden and Statistics	Railway, works and land (Huddersfield to Dewsbury Line) to the east of Alder Street,	No.				No.	No.		
6-002	Network Rail Infrastructure Limited	Huddersfield	Yes				Yes	Yes	Work No. 2	

			Ac	quisition			Purpose			
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use		Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
6-003	The Council of the Borough of Kirklees	Public road and footways (Hillhouse Lane, Huddersfield)		Yes				Yes		Working site and access for construction
	Network Rail Infrastructure Limited	Woodland to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Worksite and access for construction and ancillary railway works	
0-004		Bridge (Hillhouse Lane, MVL3 Bridge 94) carrying railway, works and land								
6-005	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	(Huddersfield to Dewsbury Line) over public road and footway (Hillhouse Lane, Huddersfield)	Yes				Yes	Yes	Work No. 2	
6-006	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Work No. 2	
C 007	Nature de Dail la fue du rature l'inite d	Railway, works and land (Huddersfield to Dewsbury Line) to the east of Alder Street,	No.				N	N a a		
6-007	Network Rail Infrastructure Limited	Huddersfield	Yes				Yes	Yes	Work No. 2, Work No. 2A	
6-008	The Council of the Borough of Kirklees	Public road, footway and access splay (Alder Street, Huddersfield)		Yes				Yes		Working site and access for construction
6-009	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Work No. 2	
		Railway, works and land (Huddersfield to Dewsbury Line) to the east of Alder Street,								
6-010	Network Rail Infrastructure Limited	Huddersfield	Yes				Yes	Yes	Work No. 2, Work No. 2A	
6-011	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Woodland to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Worksite and access for construction and ancillary railway works	
		Railway, works and land (Huddersfield to Dewsbury Line) to the east of Alder Street,								
6-012	Network Rail Infrastructure Limited	Huddersfield	Yes				Yes	Yes	Work No. 2A Worksite and access for construction and	
6-013	Network Rail Infrastructure Limited	Commercial land and works yard to the east of Alder Street, Huddersfield	Yes				Yes	Yes	ancillary railway works	
C 014	The Council of the Descurb of William	Dublic read and factures (1990 and target budden field)		No.				No.		
6-014	The Council of the Borough of Kirklees	Public road and footways (Hillhouse Lane, Huddersfield)		Yes				Yes		Working site and access for construction
6-015	Viewstone Limited	Grass verge and advertising hoarding (Great Northern Street, Huddersfield) Public road, grass verge, footway and advertising hoarding (Great Northern Street,		Yes				Yes		Working site and access for construction
6-016	The Council of the Borough of Kirklees	Huddersfield)		Yes				Yes		Working site and access for construction
6-017	The Council of the Borough of Kirklees	Public road and footway (Alder Street, Huddersfield)		Yes				Yes		Working site and access for construction
6-018	The Council of the Borough of Kirklees	Public roads, verges and footways (Hillhouse Lane and Emerald Street, Huddersfield)		Yes				Yes		Access for construction
6-019	The Council of the Borough of Kirklees	Public road (Flint Street, Huddersfield)		Yes				Yes		Working site and access for construction
6-020	The Council of the Borough of Kirklees	Public road, verges and footway (Hillhouse Lane, Huddersfield)		Yes				Yes	Morticite and access for construction and	Working site and access for construction
6-021	Network Rail Infrastructure Limited	Access road, hardstanding, coal drop and scrubland to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Worksite and access for construction and ancillary railway works	
0 021									Worksite and access for construction and	
6-022	Network Rail Infrastructure Limited	Access road, building and industrial yard to the east of Alder Street, Huddersfield	Yes				Yes	Yes	ancillary railway works	
6-023	Network Rail Infrastructure Limited	Industrial yard and scrubland to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Work No. 2A	
6-024	The Council of the Borough of Kirklees	Public road, footways and access splay (Alder Street, Huddersfield)		Yes				Yes		Working site and access for construction
6-025	Network Rail Infrastructure Limited	Access road and woodland to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Work No. 2	
6-026	Network Rail Infrastructure Limited	Access road and woodland to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Worksite and access for construction and ancillary railway works	
0.020									Worksite and access for construction,	
									ancillary railway works and provision of	
6-027	Network Rail Infrastructure Limited	Access road, buildings and hardstanding to the east of Alder Street, Huddersfield	Yes				Yes	Yes	highway access	
		Industrial yard, commercial buildings and outbuildings to the east of Alder Street,							Worksite and access for construction, ancillary railway works and access to	
6-028	Network Rail Infrastructure Limited	Huddersfield	Yes				Yes	Yes	temporary platform	
6-029	Network Rail Infrastructure Limited	Access road and woodland to the east of Alder Street, Huddersfield	Vec				Voc	Vec	Worksite and access for construction and ancillary railway works	
0-029			Yes				Yes	Yes	Worksite and access for construction and	
6-030	Network Rail Infrastructure Limited	Industrial yard to the east of Alder Street, Huddersfield	Yes				Yes	Yes	ancillary railway works	
6-031	Network Rail Infrastructure Limited	Industrial yard to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Work No. 2 Worksite and access for construction and	
6-032	Network Rail Infrastructure Limited	Industrial yard and building to the east of Alder Street, Huddersfield	Yes				Yes	Yes	ancillary railway works	
6-033	The Council of the Borough of Kirklees	Private road and verges (Emerald Street, Huddersfield)		Yes				Yes		Access for construction
6-034 6-035	Network Rail Infrastructure Limited	Industrial yard to the east of Alder Street, Huddersfield Industrial yard and building to the east of Alder Street, Huddersfield	Yes Yes				Yes Yes	Yes Yes	Work No. 2A Work No. 2A	
6-035	Network Rail Infrastructure Limited	Scrubland to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Work No. 2A	
6-037	Network Rail Infrastructure Limited	Access road through industrial site to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Work No. 2A Worksite and access for construction and	
6-038	Network Rail Infrastructure Limited	Scrubland to the east of Alder Street, Huddersfield	Yes				Yes	Yes	ancillary railway works	

			Acc	quisition			Purpose			
					-		Placing	Construction Activities &		
Plot No	Freehold Owners	Current Land Use	Permanent Acquisition	Temporary possession / use	Protective Works only	Maintenance Access	permanent infrastructure	Mitigation Works	Explanation (permanent)	Explanation (temporary)
6-039	Network Rail Infrastructure Limited	Industrial yard to the east of Alder Street, Huddersfield	Yes	possession / use	WORKS ONLY	ALLESS	Yes	Yes	Work No. 2A	
6-040	Network Rail Infrastructure Limited	Hardstanding to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Work No. 2A	
		Access road and hardstanding associated with industrial site to the east of Alder							Worksite and access for construction and	
6-041	Network Rail Infrastructure Limited	Street, Huddersfield	Yes				Yes	Yes	ancillary railway works	
6-042	Network Rail Infrastructure Limited	Industrial yard and outbuildings to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Work No. 2A	
6-043	Network Rail Infrastructure Limited	Grass bank to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Work No. 2A	
									Worksite and access for construction,	
									ancillary railway works and access to	
6-044	Network Rail Infrastructure Limited	Grass bank to the east of Alder Street, Huddersfield	Yes				Yes	Yes	temporary platform	
6-045	Network Rail Infrastructure Limited	Industrial yard and outbuildings to the east of Alder Street, Huddersfield	Voc				Voc	Voc	Worksite and access for construction and ancillary railway works	
0-045			Yes				Yes	Yes	Worksite and access for construction,	
									ancillary railway works and access to	
6-046	Network Rail Infrastructure Limited	Industrial yard and outbuildings to the east of Alder Street, Huddersfield	Yes				Yes	Yes	temporary platform	
									Worksite and access for construction and	
6-047	Network Rail Infrastructure Limited	Scrubland to the east of Alder Street, Huddersfield	Yes				Yes	Yes	ancillary railway works	
6-048	Network Rail Infrastructure Limited	Hardstanding to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Work No. 2	
									Worksite and access for construction and	
6-049	Network Rail Infrastructure Limited	Industrial yard and outbuildings to the east of Alder Street, Huddersfield	Yes				Yes	Yes	ancillary railway works	
6-050	The Council of the Borough of Kirklees	Private road, verges (Emerald Street, Huddersfield) and woodland		Yes				Yes		Access for construction
									Worksite and access for construction and	
6-051	Network Rail Infrastructure Limited	Industrial yard and outbuildings to the east of Alder Street, Huddersfield	Yes				Yes	Yes	ancillary railway works	
6-052	Network Rail Infrastructure Limited	Industrial yard and outbuildings to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Work No. 2	
6-053	Network Rail Infrastructure Limited	Industrial yard to the east of Alder Street, Huddersfield	Yes				Yes	Yes	Work No. 2	
6-054	Network Rail Infrastructure Limited	Woodland to the north west of Emerald Street, Huddersfield		Yes				Yes		Access for construction
	Network Rail Infrastructure Limited	Industrial word and authoritations to the east of Alder Street Hunddersfield	Vac				Vee	Vee	Worksite and access for construction and	
6-055 6-056	Network Rail Infrastructure Limited	Industrial yard and outbuildings to the east of Alder Street, Huddersfield Industrial yard and outbuildings to the east of Alder Street, Huddersfield	Yes Yes				Yes Yes	Yes Yes	ancillary railway works Work No. 2	
0-030										
6-057	Network Rail Infrastructure Limited	Woodland and access track to the north east of Emerald Street, Huddersfield	Yes				Yes	Yes	Work No. 2	
		Scrubland, woodland and access track to the south west of Hammond Street,							Ancillary railway works and provision of	
6-058	Network Rail Infrastructure Limited	Huddersfield	Yes				Yes	Yes	temporary platform	
									Worksite and access for construction,	
		Scrubland, woodland and access track to the south west of Hammond Street,							ancillary railway works and access to	
6-059	Network Rail Infrastructure Limited	Huddersfield	Yes				Yes	Yes	temporary platform	
		Railway, works and land (Huddersfield to Dewsbury Line) to the south east of								
6-060	Network Rail Infrastructure Limited	Hammond Street, Huddersfield	Yes				Yes	Yes	Work No. 2	
		Scrubland, woodland and access track to the south west of Hammond Street,								
6-061	Network Rail Infrastructure Limited	Huddersfield	Yes				Yes	Yes	Work No. 2B	
6 062	Notwork Bail Infrastructura Limited	Scrubland, railway, works and land (Huddersfield to Dewsbury Line) to the south east					Vac	Voc	Work No. 2. Work No. 2P	
6-062	Network Rail Infrastructure Limited	of Hammond Street, Huddersfield Woodland, scrubland and access track to railway (Huddersfield to Dewsbury Line) to	Yes				Yes	Yes	Work No. 2, Work No. 2B Ancillary railway works and provision of	
7-001	Network Rail Infrastructure Limited	the south west of Red Doles Road, Huddersfield	Yes				Yes	Yes	temporary platform	
7-001		Scrubland, woodland and access track to railway (Huddersfield to Dewsbury Line) to								
7-002	Network Rail Infrastructure Limited	the south west of Red Doles Road, Huddersfield	Yes				Yes	Yes	Work No. 2B	
		Scrubland, railway, works and land (Huddersfield to Dewsbury Line), woodland and								
7-003	Network Rail Infrastructure Limited	hedgerow to the south west of Red Doles Road, Huddersfield	Yes				Yes	Yes	Work No. 2, Work No. 2B	
		Railway, works and land (Huddersfield to Dewsbury Line) and woodland to the south								
7-004	Network Rail Infrastructure Limited	west of Red Doles Road, Huddersfield	Yes				Yes	Yes	Work No. 2	
7 005	The Council of the Develoption of Million	Grassland, copses, hardstanding and access splay (Montgomery (Engravers) Limited,		Var				Var		Moding site and see a formation of
7-005	The Council of the Borough of Kirklees	Red Doles Road, Huddersfield, HD2 1AT)	1	Yes				Yes		Working site and access for construction
7-006	HVH (Cheshire) Limited	Public byway (HUD/58/10) open to all traffic and verge (Red Doles Road, Huddersfield)		Yes				Yes		Access for construction
7-000	Graham Ian Dawkins / Sharon Margaret	Public byway (HUD/58/10) open to all traffic and verge (Red Doles Road,								
7-007	Dawkins	Huddersfield)		Yes				Yes		Access for construction
		Public byway (HUD/58/10) open to all traffic and verge (Red Doles Road,								
7-008	Mariard Developments Limited	Huddersfield)		Yes				Yes		Access for construction
		Public byway (HUD/58/10) open to all traffic and verge (Red Doles Road,								
7-009	HVH (Cheshire) Limited	Huddersfield)		Yes				Yes		Access for construction
		Public byway (HUD/58/10) open to all traffic and verge (Red Doles Road,								
7-010	HVH (Cheshire) Limited	Huddersfield)		Yes				Yes		Access for construction
		Public byway (HUD/58/10) open to all traffic and verge (Red Doles Road,		Ţ						
7-011	Elana Janal Earnshaw	Huddersfield)		Yes				Yes		Access for construction
7.040		Public byway (HUD/58/10) open to all traffic and verge (Red Doles Road,						No.		
7-012	Balbir Singh	Huddersfield)		Yes				Yes		Working site and access for construction
7-013	Northern Taverns (Yorkshire) Limited	Verge (Red Doles Road, Huddersfield)		Yes				Vec		Working site and access for construction
, 013		דיישר אישר אישר אישר אישר אישר אישר אישר	1	103				Yes	1	

			Acc	quisition			Purpose			
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use Public byway (HUD/58/10) open to all traffic (Red Doles Road, Huddersfield), verge	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
7-014	The Council of the Borough of Kirklees	and public footpath (HUD/57/10)		Yes				Yes		Working site and access for construction
		Bridge (Red Doles Road, MVL3 Bridge 96), railway, works and land (Huddersfield to								
7.015	Network Rail Infrastructure Limited / The	Dewsbury Line) over private road, public footpath (HUD/57/10), verges and footway	Vac				Vac	Vee	Morth No. 2. Morth No. 2	
7-015	Council of the Borough of Kirklees	(Red Doles Road, Huddersfield) Railway bridge (Huddersfield to Dewsbury Line) to the east of Red Doles Road,	Yes				Yes	Yes	Work No. 2, Work No. 2	
7-016	Network Rail Infrastructure Limited	Huddersfield		Yes				Yes		Working site and access for construction
		Woodland adjacent to operational railway (Huddersfield to Dewsbury Line) to the								
7-017	Network Rail Infrastructure Limited	east of Red Doles Road, Huddersfield	Yes				Yes	Yes	Embankment reprofiling works	
7-018	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the north of Red Doles Road, Huddersfield	Yes				Yes	Yes	Work No. 2	
/ 010		Private road, verge and footway (Red Doles Road, Huddersfield) and public footpath								
7-019	The Council of the Borough of Kirklees	(HUD/57/10)		Yes				Yes		Working site and access for construction
		Private road, verges, footway (Red Doles Road, Huddersfield) and public footpath								
7-020 7-021	The Council of the Borough of Kirklees Sadeh Lok Limited	(HUD/57/10) Part of garden (8 Topaz Close, Huddersfield, HD2 1DP)		Yes Yes				Yes Yes		Working site and access for construction Access for construction
7-021	The Council of the Borough of Kirklees	Woodland and building to the north of Red Doles Road, Huddersfield	Yes	res			Yes	Yes	Work No. 2	
. 522		Woodland and public footpath (HUD/57/10) to the east of Red Doles Road,								
7-023	The Council of the Borough of Kirklees	Huddersfield		Yes				Yes		Working site and access for construction
	Network Rail Infrastructure Limited / Sadeh									
7-024	Lok Limited	Grass verge and hardstanding (Topaz Close, Huddersfield)		Yes				Yes		Working site and access for construction
7-025	Sadeh Lok Limited	Hardstanding and public road (Topaz Close, Huddersfield)		Vor				Voc		Working site and access for construction
7-025	The Council of the Borough of Kirklees	Woodland to the north of Red Doles Road, Huddersfield	Yes	Yes			Yes	Yes Yes	Work No. 2	Working site and access for construction
. 520										
7-027	The Council of the Borough of Kirklees	Woodland to the north of Red Doles Road, Huddersfield		Yes				Yes		Working site and access for construction
		Woodland, footway, public footpath (HUD/42/10) and National Cycle Network Route								
7-028	The Council of the Borough of Kirklees	69 to the north east of Red Doles Road, Huddersfield		Yes				Yes		Working site for construction
7-029 7-030	The Council of the Borough of Kirklees The Council of the Borough of Kirklees	Woodland to the north east of Red Doles Road, Huddersfield Woodland to the north east of Red Doles Road, Huddersfield		Yes Yes				Yes Yes		Working site for constructionWorking site for construction
7-030		Woodland and public footpath (HUD/42/10) to the north east of Red Doles Road,								
7-031	The Council of the Borough of Kirklees	Huddersfield		Yes				Yes		Working site for construction
	-									
7-032	The Council of the Borough of Kirklees	Woodland and access track to the north west of Old Fieldhouse Lane, Huddersfield		Yes				Yes		Working site for construction
7-033	The Council of the Borough of Kirklees	Woodland to the north west of Old Fieldhouse Lane, Huddersfield	Yes				Yes	Yes	Work No. 2	
7-034	The Council of the Borough of Kirklees	Woodland to the north west of Old Fieldhouse Lane, Huddersfield Bridge (Field House, MVL3 Bridge 98) public footpath (HUD/42/10) over railway,	Yes				Yes	Yes	Work No. 2	
		works and land (Huddersfield to Dewsbury Line) to the north east of Red Doles Road,								
7-035	Network Rail Infrastructure Limited	Huddersfield	Yes				Yes	Yes	Work No. 2, Work No. 3	
		Railway, works and land (Huddersfield to Dewsbury Line) to the north of Old								
7-036	Network Rail Infrastructure Limited	Fieldhouse Lane, Huddersfield	Yes				Yes	Yes	Work No. 2	
7-037 7-038	The Council of the Borough of Kirklees The Council of the Borough of Kirklees	Woodland to the north west of Old Fieldhouse Lane, HuddersfieldWoodland to the north west of Old Fieldhouse Lane, Huddersfield	Yes Yes				Yes Yes	Yes Yes	Work No. 3 Work No. 3	
7-038	The Council of the Borough of Kirklees	Woodland to the north west of Old Fieldhouse Lane, Huddersheld Woodland to the north east of Red Doles Road, Huddersfield	Yes				Yes	Yes	Work No. 2	
		Woodland and public footpath (HUD/42/10) to the north west of Old Fieldhouse	-				-	-		
7-040	The Council of the Borough of Kirklees	Lane, Huddersfield	Yes				Yes	Yes	Work No. 3	
7-041	The Council of the Borough of Kirklees	Woodland to the north west of Old Fieldhouse Lane, Huddersfield	Yes				Yes	Yes	Work No. 3	
7-042	The Council of the Borough of Kirklees	Woodland to the north west of Old Fieldhouse Lane, Huddersfield	Yes				Yes	Yes	Work No. 2	
7-043	The Council of the Borough of Kirklees	Woodland to the north west of Old Fieldhouse Lane, Huddersfield		Yes				Yes		Working site and access for construction
7-044	The Council of the Borough of Kirklees	Woodland to the north west of Old Fieldhouse Lane, Huddersfield		Yes				Yes		Working site and access for construction
7-045	Network Rail Infrastructure Limited	Woodland to the north west of Old Fieldhouse Lane, Huddersfield		Yes				Yes		Working site and access for construction
7-046	The Council of the Borough of Kirklees	Access track and public footpath (HUD/42/10) to the north west of Old Fieldhouse Lane, Huddersfield		Yes				Yes		Working site and access for construction
7-040		Woodland, access track and public footpath (HUD/42/10) to the north west of Old						103		
7-047	The Council of the Borough of Kirklees	Fieldhouse Lane, Huddersfield		Yes				Yes		Working site for construction
7-048	The Council of the Borough of Kirklees	Woodland to the south of Fieldhouse Bridge, Huddersfield		Yes				Yes		Working site and access for construction
7.040	The Council of the Descurb of With the	Woodland and graceland to the north wast of Old Statishering Lange Under Statis		Vac				Vac		Working site for construction
7-049	The Council of the Borough of Kirklees	Woodland and grassland to the north west of Old Fieldhouse Lane, Huddersfield		Yes				Yes		Working site for construction
7-050	The Council of the Borough of Kirklees	Woodland and grassland to the north west of Old Fieldhouse Lane, Huddersfield		Yes				Yes		Working site for construction
-		Bridge and lock (number 7) carrying public footpath (HUD/42/10) over canal								
7-051	Canal & River Trust	(Huddersfield Broad Canal, Huddersfield)		Yes				Yes		Access for construction
		Access track, public footpath (HUD/42/10) and public byway (HUD/41/10) to the								
7-052	The Owner	north east of Old Fieldhouse Lane, Huddersfield		Yes				Yes		Access for construction

Part No. Freehold Owners Current Land Use 265 The Council of the Borough of Kirkless Access track and public byway (HUD/41/10) to the north west of OH Fieldhouse 8 001 The Council of the Borough of Kirkless Woodland to the west of Peace Pit Lane, Deighton 8 002 The Council of the Borough of Kirkless Woodland to the west of Peace Pit Lane, Deighton 8 002 The Council of the Borough of Kirkless Woodland Scale Access Track and Relational Cycle Network Route 50 to the north of Huddensfield Brad Canal. Degiton 8 003 The Council of the Borough of Kirkless Woodland, access track and public byways (HUD/41/10 and HUD/41/20) to the north of Huddensfield Brad Canal. Degiton 9 008 The Council of the Borough of Kirkless Woodland, access track and public byways (HUD/41/10 and HUD/41/20) to the north west of OH Fieldhouse Lane, Degiton 8 006 The Council of the Borough of Kirkless Woodland to the north west of OH Fieldhouse Lane, Degiton 8 007 The Council of the Borough of Kirkless Woodland to the north west of OH Fieldhouse Lane, Degiton 8 008 The Council of the Borough of Kirkless Woodland to the north west of OH Fieldhouse Lane, Degiton 8 009 The Council of the Borough of Kirkless Woodland to the north west of OH Fieldhouse Lane, Degiton 8 010 <th>Acc</th> <th>cquisition</th> <th></th> <th></th> <th>Purpose</th> <th></th> <th></th> <th></th>	Acc	cquisition			Purpose			
763 The Council of the Borough of Kirkless Lane, Huddersfield 8.001 The Council of the Borough of Kirkless Woodland, access track, fordway, public forotpath (HUD/4/20, HUD/4/20, H	Dormonout	T	Drotostivo	Maintanana	Placing	Construction Activities &		
Access tock and public byway (HUD/41/10) to the north west of Old Fieldhouse 7033 The Council of the Borough of Kirkless Non-Huddersfield 8001 The Council of the Borough of Kirkless Woodland, access track, footway, public footpath; (HUD/41/20, HUD/41/20,	Permanent Acquisition	Temporary possession / use	Protective Works only	Maintenance Access	permanent infrastructure	Mitigation Works	Explanation (permanent)	Explanation (temporary)
800 The Council of the Borough of Kirklees Woodland to the west of Peace PL Lane, Deighton 801 The Council of the Borough of Kirklees Woodland, access track, footway, public footpath (HUD/44/20, HUD/44/20, HUD/44/2								
Woodland, access track, footway, public footpath; (HUD/44/20, HUD/44/20, HUD		Yes				Yes		Access for construction
8 HUD/4/4/0) and National Cycle Network Route 69 to the north of Huddersfield Broad 8 Woodland, access track and National Cycle Network Route 69 to the north of 8 Modeling, access track and National Cycle Network Route 69 to the north of 8 Huddersfield Broad Canal, Deighton 8 The Council of the Borough of Kirklees Woodland to the north of Huddersfield Broad Canal, Deighton 8 Modeling, access accel, works and land (Huddersfield Broad Canal, Deighton Notework Rail Infrastructure Limited 8 The Council of the Borough of Kirklees Woodland to the north of Huddersfield Broad Canal, Deighton 8 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8 The Council of the Borough of Kirklees Woodland to UMO/43/30, National Cycle Network Route 69 and verges to the north of Red Doles Road, Deighton 8 Network Rail Infrastructure Limited Broidge Ridings, MVL3 Bridge 29), railway, works and land (Huddersfield to Dewsbur Line) to the west of Whitacre 8 The Council of the Borough of Kirklees<		Yes				Yes		Working site and access for construction
8002 The Council of the Borough of Kirklees Canal, Deighton 8-003 The Council of the Borough of Kirklees Woodland, access track and National Cycle Network Route 69 to the north of Huddersfield to Dewsbury Line) to the north of Huddersfield Broad Canal, Deighton 8-004 Network Rail Infrastructure Limited Balway, works and land (Huddersfield Broad Canal, Deighton 8-005 The Council of the Borough of Kirklees Woodland, access raad, works yard, hardstanding and outbuilding to the north exit of the Huddersfield Broad Canal, Deighton 8-006 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-007 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-008 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-009 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-010 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-011 The Council of the Borough of Kirklees Public road, thotway, Old Fieldhouse Lane, Deighton 8-012 Council of the Borough of Kirklees Public road, thotway Sotto council of the Borough of Kirklees								
8-003 The Council of the Borough of Kirklees Huddersfield Broad Canal, Deighton 8-005 The Council of the Borough of Kirklees Woodland, access road, works yard, hardstanding and outbuilding to the north east of the Huddersfield Broad Canal, Deighton 8-005 The Council of the Borough of Kirklees Woodland, access road, works yard, hardstanding and outbuilding to the north east of the Huddersfield Broad Canal, Deighton 8-006 The Council of the Borough of Kirklees Woodland, access road, works yard, hardstanding and outbuilding to the north west of Old Fieldhouse Lane, Deighton 8-007 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-008 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-009 The Council of the Borough of Kirklees Public Contant, HUD/A4/30, National Cycle Network Route 69 and verges to the north of Red Doles Road, Deighton 8-011 The Council of the Borough of Kirklees Public Contant HUD/A4/30, National Cycle Network Route 69 and verges to the north of Red Doles Road, Deighton 8-012 Council of the Borough of Kirklees Public Contant HUD/A4/30, National Cycle Network Route 69 to the north of Red Doles Road, Deighton 8-013 The Council of the Borough of Kirklees Private road (Paece Pit Lane, Deighton) and public footpath (HUD/A4/30) <td>d</td> <td>Yes</td> <td></td> <td></td> <td></td> <td>Yes</td> <td></td> <td>Working site and access for construction</td>	d	Yes				Yes		Working site and access for construction
Railway, works and land (Huddersfield to Dewsbury Line) to the north of Huddersfiel 8-001 The Council of the Borough of Kirklees Woodland, access road, works yard, and stradistanding and outbuilding to the north east of the Huddersfield Broad Canal, Deighton 8-005 The Council of the Borough of Kirklees Woodland, access road, works yard, Andrastanding and outbuilding to the north east of the Huddersfield Broad Canal, Deighton 8-007 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-008 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-009 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-010 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-011 The Council of the Borough of Kirklees Public footpath (HUD/44/30), National Cycle Network Route 69 and verges to the north of Red Doles Road, Deighton 8-011 The Council of the Borough of Kirklees Woodland and National Cycle Network Route 69 to the north of Red Doles Road, Deighton 8-011 The Council of the Borough of Kirklees Woodland and Hational Cycle Network Route 69 to the west of Whitacre 8-012 Council of the Borough of Kirklees Prisvate road, copse (Peace Pi								
8-004 Network Rail Infrastructure Limited Brada Canal, Deighton 8-005 The Council of the Borough of Kirklees Woodland, access road, works yard, hardstanding and outbuilding to the north east of the Huddersfield Broad Canal, Deighton 8-006 The Council of the Borough of Kirklees Old Fieldhouse Lane, Deighton 8-007 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-008 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-009 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-001 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-003 The Council of the Borough of Kirklees HUD/41/30 and HUD/43/30, National Cycle Network Route 69 and verges to the north of Red Doles Road, Deighton 8-011 The Council of the Borough of Kirklees Bridge (Ridings, MVL3 Bridge 99), railway, works and land (Huddersfield to Dewsbur Line) over private road (Peace Pit Lane, Deighton) and public footpath (HUD/44/30) 8-012 Council of the Borough of Kirklees Private road, copse (Peace Pit Lane, Deighton) and public footpath (HUD/44/30) 8-013 The Council of the Borough of Kirklees Private road, copse (Peace Pit	Yes d				Yes	Yes	Work No. 2	
Woodland, access road, works yard, hardstanding and outbuilding to the north east of the Huddersfield Broad Canal, Deighton 8-007 The Council of the Borough of Kirklees Woodland cana, Deighton 8-008 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-009 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-009 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-001 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-011 The Council of the Borough of Kirklees Public forzad, footway (Old Fieldhouse Lane, Deighton) and public byways (HUD/41/2 8-011 The Council of the Borough of Kirklees Public forzad, footway (Old Fieldhouse Lane, Deighton) 8-012 Council of the Borough of Kirklees Bridge (Ridings, MVL3 Bridge 99), railway, works and land (Huddersfield Doewsburg) 8-013 The Council of the Borough of Kirklees Private road (Peace Pit Lane, Deighton) and public footpath (HUD/44/30) 8-014 Network Rail Infrastructure Limited Street, Deighton Railway, works and land (Huddersfield Broad Canal, east of Peace Pit Lane, Deighton) 8-015 The Council of the Bo	Yes				Yes	Yes	Work No. 2	
8-006 The Council of the Borough of Kirklees of the Huddensfield Broad Canal, Deighton 8-007 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-008 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-009 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-010 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-011 The Council of the Borough of Kirklees Public Tootpath (HUD/44/30), National Cycle Network Route 69 and verges to the north of Red Doles Road, Deighton 8-011 The Council of the Borough of Kirklees Public Tootpath (HUD/44/30), National Cycle Network Route 69 to the north of Red Doles Road, Deighton 8-013 The Council of the Borough of Kirklees Private road, copse (Peace Pit Lane, Deighton) and public footpath (HUD/44/30) 8-013 The Council of the Borough of Kirklees Private road, copse (Peace Pit Lane, Deighton) Privateroad, copse (Peace Pit Lane, Deighton) 8-014 Network Rail Infrastructure Limited Street, Deighton Woodland to the north of the Huddersfield Broad Canal, east of Peace Pit Lane, Deighton 8-015 The Council of the Borough of Kirklees	Yes				Yes	Yes	Work No. 2	
Access track and public byways (HUD/41/10 and HUD/41/20) to the north west of Old Fieldhouse Lane, Deighton 8-007 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-008 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-009 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-010 The Council of the Borough of Kirklees HUD/41/30 and HUD/43/30) 8-011 The Council of the Borough of Kirklees HUD/41/30 and HUD/43/30) 8-012 Council of the Borough of Kirklees Bridge (Ridings, MVL3 Bridge 99), railway, works and land (Huddersfield to Dewsbur Line] over private road (Pace Pit Lane, Deighton) and public footpath (HUD/44/30) 8-013 The Council of the Borough of Kirklees Deighton 8-014 Network Rail Infrastructure Limited Street, Deighton 8-015 The Council of the Borough of Kirklees Private road, copse (Pace Pit Lane, Deighton) and public footpath (HUD/44/30) 8-015 The Council of the Borough of Kirklees Woodland to the north of the Huddersfield Broad Canal, east of Peace Pit Lane, Deighton 8-015 The Council of the Borough of Kirklees Woodland to the north of Huddersfield Broad Canal, Deighton <								
8-007 The Council of the Borough of Kirklees Old Fieldhouse Lane, Deighton 8-008 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton) 8-009 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton) and public byways (HUD/41/2) 8-011 The Council of the Borough of Kirklees Public footpath (HUD/44/30) 8-011 The Council of the Borough of Kirklees Public footpath (HUD/44/30) 8-011 The Council of the Borough of Kirklees Public footpath (HUD/44/30) 8-011 The Council of the Borough of Kirklees Public footpath (HUD/44/30) 8-012 Council of the Borough of Kirklees Bridge (Ridings, MV13 Bridge 99), railway, works and land (Huddersfield to Dewsbur Line) over private road (Peace Pit Lane, Deighton) and public footpath (HUD/44/30) 8-014 Network Rail Infrastructure Limited Street, Deighton 8-015 The Council of the Borough of Kirklees Private road, copse (Peace Pit Lane, Deighton) and public footpath (HUD/44/30) 8-016 The Council of the Borough of Kirklees Private road (coke (number 6) carrying public footpath (HUD/44/30) and public byway 8-017 Canal & River Trust Bridge and lock (number 6) carrying public footpath (HUD/44/30) an		Yes				Yes		Working site and access for construction
8-008 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-008 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-010 The Council of the Borough of Kirklees HUD/41/20 and HUD/43/20). 8-011 The Council of the Borough of Kirklees HUD/41/20 and HUD/43/20). 8-012 Council of the Borough of Kirklees Public footpath (HUD/44/20). 8-013 The Council of the Borough of Kirklees Bridge (Ridings, MVL3 Bridge 99), railway, works and land (Huddersfield to Dewsbur Lune) over private road (Peace Pt Lane, Deighton) and public footpath (HUD/44/20). 8-013 The Council of the Borough of Kirklees Deighton 8-014 Network Rail Infrastructure Limited Street, Deighton 8-015 The Council of the Borough of Kirklees Private road, copse (Peace Pt Lane, Deighton) and public footpath (HUD/44/30). 8-016 The Council of the Borough of Kirklees Private road, copse (Peace Pt Lane, Deighton) and public footpath (HUD/44/30). 8-016 The Council of the Borough of Kirklees Private road and verge (Peace Pt Lane, Deighton). 8-017 Canal & River Trust Bridge and lock (number 6) carrying public footpath (HUD/44/30). 8-0		Yes				Yes		Access for construction
8-009 The Council of the Borough of Kirklees Woodland to the north west of Old Fieldhouse Lane, Deighton 8-009 The Council of the Borough of Kirklees HUD/41/30 and HUD/43/30 8-011 The Council of the Borough of Kirklees HUD/41/30, national Cycle Network Route 69 and verges to the north of Red Doles Road, Deighton 8-012 Network Rail Infrastructure Limited / The Council of the Borough of Kirklees Bridge (Ridings, MVL3 Bridge 99), railway, works and land (Huddersfield to Dewsbur Line) over private road (Peace Pit Lane, Deighton) and public footpath (HUD/44/30), Woodland and National Cycle Network Route 69 to the north of Red Doles Road, Seriet, Deighton) 8-012 The Council of the Borough of Kirklees Deighton 8-013 The Council of the Borough of Kirklees Private road, copse (Peace Pit Lane, Deighton) and public footpath (HUD/44/30) 8-014 Network Rail Infrastructure Limited Street, Deighton Street, Deighton 8-015 The Council of the Borough of Kirklees Private road, copse (Peace Pit Lane, Deighton) and public footpath (HUD/44/30) 8-016 The Council of the Borough of Kirklees Private road and verge (Peace Pit Lane, Deighton) and public byway (HUD/44/30) 8-017 Canal & River Trust Woodland to the north of Huddersfield Broad Canal, Deighton) 8-020 The Council of the Borough of Kirkl								
Public road, footway (Old Fieldhouse Lane, Deighton) and public byways (HUD/41/2 8-010 The Council of the Borough of Kirklees 8-011 The Council of the Borough of Kirklees 8-012 Network Rail Infrastructure Limited / The 8-013 The Council of the Borough of Kirklees 8-014 Council of the Borough of Kirklees 8-015 The Council of the Borough of Kirklees 8-014 Woodland and National Cycle Network Route 69 to the north of Red Doles Road, 8-013 The Council of the Borough of Kirklees 8-014 Network Rail Infrastructure Limited 8-015 The Council of the Borough of Kirklees 8-016 The Council of the Borough of Kirklees 8-016 The Council of the Borough of Kirklees 9-117 Canal & River Trust 8-016 The Council of the Borough of Kirklees 9-017 Canal & River Trust 8-018 The Council of the Borough of Kirklees 9-014 Woodland to the north of Huddersfield Broad Canal, east of Peace Pit Lane, Deighton 8-017 Canal & River Trust 8-018 The Council of the Borough of Kirklees Woodland to the north of Huddersfield Bro		Yes				Yes		Working site and access for construction
Public road, footway (Old Fieldhouse Lane, Deighton) and public byways (HUD/41/2 8-010 The Council of the Borough of Kirklees Public footpath (HUD/43/30) 8-011 The Council of the Borough of Kirklees Public footpath (HUD/44/30), National Cycle Network Route 69 and verges to the north of Red Doles Road, Deighton 8-012 Network Rail Infrastructure Limited / The Borough of Kirklees Bridge (Ridings, MVL3 Bridge 99), railway, works and land (Huddersfield to Dewsbur Line) over private road (Peace Pit Lane, Deighton) and public footpath (HUD/44/30) 8-013 The Council of the Borough of Kirklees Deighton 8-014 Network Rail Infrastructure Limited Street, Deighton 8-015 The Council of the Borough of Kirklees Private road, copse (Peace Pit Lane, Deighton) and public footpath (HUD/44/30) 8-016 The Council of the Borough of Kirklees Woodland to the north of the Huddersfield Broad Canal, east of Peace Pit Lane, Deighton 8-016 The Council of the Borough of Kirklees Woodland to the north of Huddersfield Broad Canal, Deighton) 8-017 Canal & River Trust Woodland to the north of Huddersfield Broad Canal, Deighton) 8-018 The Council of the Borough of Kirklees Woodland to the north of Huddersfield Broad Canal, Deighton) 8-019 Of Marino Bevilacqua / Loretta Anna Bevilacqua /		Yes				Yes		Working site and access for construction
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8-021Canal & River TrustVerge adjacent to canal towpath (Huddersfield Broad Canal) to the east of Peace Pit Lane, Deighton8-022The Council of the Borough of KirkleesFootball ground and woodland to the east of Peace Pit Lane, Deighton8-024The Council of the Borough of KirkleesWoodland to the north of Huddersfield Broad Canal, Deighton8-024The Council of the Borough of KirkleesWoodland to the north of Huddersfield Broad Canal, Deighton8-025The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of8-026The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of8-026The Council of the Borough of KirkleesPrivate road (Peace Pit Lane, Deighton)8-027The Council of the Borough of KirkleesPrivate road (Peace Pit Lane, Deighton) and public byways (HUD/43/40 and HUD/43/50)8-028The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of Whitacre Street, Deighton8-028The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of Whitacre Street, Deighton8-028The Council of the Borough of KirkleesRailway, works and land (Huddersfield to Dewsbury Line) to the north east of Peace Pit Lane, Deighton8-029Network Rail Infrastructure LimitedPit Lane, Deighton								
8-021Canal & River TrustLane, Deighton8-022The Council of the Borough of KirkleesFootball ground and woodland to the east of Peace Pit Lane, Deighton8-024The Council of the Borough of KirkleesWoodland to the north of Huddersfield Broad Canal, Deighton8-025The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of8-025The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of8-026The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of8-027The Council of the Borough of KirkleesPrivate road (Peace Pit Lane, Deighton)8-028The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of8-028The Council of the Borough of KirkleesPrivate road (Peace Pit Lane, Deighton) and public byways (HUD/43/40 and8-028The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of8-028The Council of the Borough of KirkleesRailway, works and land (Huddersfield to Dewsbury Line) to the north east of Peace8-029Network Rail Infrastructure LimitedRailway, works and land (Huddersfield to Dewsbury Line) to the north east of Peace		Yes				Yes		Access for construction
8-022 The Council of the Borough of Kirklees Football ground and woodland to the east of Peace Pit Lane, Deighton 8-024 The Council of the Borough of Kirklees Woodland to the north of Huddersfield Broad Canal, Deighton 8-024 The Council of the Borough of Kirklees Woodland, footway and National Cycle Network Route 69 to the west of 8-025 The Council of the Borough of Kirklees Whitacre Street, Deighton 8-026 The Council of the Borough of Kirklees Grassland, woodland, footway and National Cycle Network Route 69 to the west of 8-026 The Council of the Borough of Kirklees Whitacre Street, Deighton 8-027 The Council of the Borough of Kirklees Private road (Peace Pit Lane, Deighton) and public byways (HUD/43/40 and 8-027 The Council of the Borough of Kirklees HUD/43/50) 8-028 The Council of the Borough of Kirklees Grassland, woodland, footway and National Cycle Network Route 69 to the west of 8-028 The Council of the Borough of Kirklees Grassland, woodland, footway and National Cycle Network Route 69 to the west of 8-028 The Council of the Borough of Kirklees Railway, works and land (Huddersfield to Dewsbury Line) to the north east of Peace 8-029 Network Rail Infrastructure Limited Railway, works and land (Huddersfield to Dewsbury Line) to the north east of Peace		Yes				Yes		Access for construction
8-024 The Council of the Borough of Kirklees Woodland to the north of Huddersfield Broad Canal, Deighton 8-025 The Council of the Borough of Kirklees Grassland, woodland, footway and National Cycle Network Route 69 to the west of 8-025 The Council of the Borough of Kirklees Whitacre Street, Deighton 8-026 The Council of the Borough of Kirklees Grassland, woodland, footway and National Cycle Network Route 69 to the west of 8-026 The Council of the Borough of Kirklees Whitacre Street, Deighton 8-027 The Council of the Borough of Kirklees Private road (Peace Pit Lane, Deighton) and public byways (HUD/43/40 and 8-027 The Council of the Borough of Kirklees Grassland, woodland, footway and National Cycle Network Route 69 to the west of 8-028 The Council of the Borough of Kirklees Whitacre Street, Deighton 8-028 The Council of the Borough of Kirklees Whitacre Street, Deighton 8-029 Network Rail Infrastructure Limited Railway, works and land (Huddersfield to Dewsbury Line) to the north east of Peace 8-029 Network Rail Infrastructure Limited Pit Lane, Deighton								
8-025 The Council of the Borough of Kirklees Grassland, woodland, footway and National Cycle Network Route 69 to the west of Whitacre Street, Deighton 8-026 The Council of the Borough of Kirklees Grassland, woodland, footway and National Cycle Network Route 69 to the west of Whitacre Street, Deighton 8-026 The Council of the Borough of Kirklees Whitacre Street, Deighton 8-027 The Council of the Borough of Kirklees Private road (Peace Pit Lane, Deighton) and public byways (HUD/43/40 and HUD/43/50) 8-028 The Council of the Borough of Kirklees Grassland, woodland, footway and National Cycle Network Route 69 to the west of Whitacre Street, Deighton 8-028 The Council of the Borough of Kirklees Grassland, woodland, footway and National Cycle Network Route 69 to the west of Whitacre Street, Deighton 8-028 The Council of the Borough of Kirklees Railway, works and land (Huddersfield to Dewsbury Line) to the north east of Peace 8-029 Network Rail Infrastructure Limited Pit Lane, Deighton		Yes				Yes		Working site and access for construction
8-025The Council of the Borough of KirkleesWhitacre Street, Deighton8-026The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of Whitacre Street, Deighton8-027The Council of the Borough of KirkleesPrivate road (Peace Pit Lane, Deighton) and public byways (HUD/43/40 and HUD/43/50)8-028The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of Whitacre Street, Deighton8-028The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of Whitacre Street, Deighton8-029Network Rail Infrastructure LimitedRailway, works and land (Huddersfield to Dewsbury Line) to the north east of Peace Pit Lane, Deighton		Yes				Yes		Working site and access for construction
8-026The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of Whitacre Street, Deighton8-027The Council of the Borough of KirkleesPrivate road (Peace Pit Lane, Deighton) and public byways (HUD/43/40 and HUD/43/50)8-028The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of Whitacre Street, Deighton8-029Network Rail Infrastructure LimitedRailway, works and land (Huddersfield to Dewsbury Line) to the north east of Peace Pit Lane, Deighton		N				Nac		
8-026The Council of the Borough of KirkleesWhitacre Street, Deighton8-027The Council of the Borough of KirkleesPrivate road (Peace Pit Lane, Deighton) and public byways (HUD/43/40 and HUD/43/50)8-028The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of Whitacre Street, Deighton8-029Network Rail Infrastructure LimitedRailway, works and land (Huddersfield to Dewsbury Line) to the north east of Peace Pit Lane, Deighton		Yes				Yes		Working site and access for construction
8-027Private road (Peace Pit Lane, Deighton) and public byways (HUD/43/40 and HUD/43/50)8-028The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of Whitacre Street, Deighton8-029Network Rail Infrastructure LimitedRailway, works and land (Huddersfield to Dewsbury Line) to the north east of Peace Pit Lane, Deighton	Yes				Yes	Yes	Work No. 2	
8-028The Council of the Borough of KirkleesGrassland, woodland, footway and National Cycle Network Route 69 to the west of Whitacre Street, Deighton8-029Network Rail Infrastructure LimitedRailway, works and land (Huddersfield to Dewsbury Line) to the north east of Peace Pit Lane, Deighton								
8-028 The Council of the Borough of Kirklees Whitacre Street, Deighton 8-029 Railway, works and land (Huddersfield to Dewsbury Line) to the north east of Peace 8-029 Network Rail Infrastructure Limited Pit Lane, Deighton		Yes				Yes		Access for construction
8-029Reilway, works and land (Huddersfield to Dewsbury Line) to the north east of PeacePit Lane, Deighton	Vec				Voc	Voc	Work No. 5	
8-029 Network Rail Infrastructure Limited Pit Lane, Deighton	Yes				Yes	Yes	Work No. 5	
	Yes				Yes	Yes	Work No. 5	
	Yes				Yes	Yes	Work No. 5	
Grassland adjacent to operational railway (Huddersfield to Dewsbury Line) to the								
8-031 The Council of the Borough of Kirklees south west of Whitacre Street, Deighton		Yes				Yes		Working site and access for construction
9-001 The Council of the Borough of Kirklees Grassland and National Cycle Network Route 69 to the west of Whitacre Street,		Yes				Yes		Working site and access for construction
9-002 The Council of the Borough of Kirklees Grassland to the west of Whitacre Street, Deighton	Yes				Yes	Yes	Work No. 5	

			Acqu	uisition			Purpose			
								Construction		
			Dormonont	Tomporary	Drotostivo	Maintananaa	Placing	Activities &		
Plot No	Freehold Owners	Current Land Use	Permanent Acquisition	Temporary possession / use	Protective Works only	Maintenance Access	permanent infrastructure	Mitigation Works	Explanation (permanent)	Explanation (temporary)
9-003	The Council of the Borough of Kirklees	Grassland and woodland to the west of Whitacre Street, Deighton	Yes				Yes	Yes	Work No. 5	
		Railway, works and land (Huddersfield to Dewsbury Line) and woodland to the west								
9-004	Network Rail Infrastructure Limited	of Whitacre Street, Deighton	Yes				Yes	Yes	Work No. 5	
0.005	The Council of the Borough of Kirklees	Grassland, hardstanding and verges to the west of Whitacre Street, Deighton		Vac				Voc		Working site and access for construction
9-005		Grassiand, hardstanding and verges to the west of whitacre street, Deignton		Yes				Yes		
9-006	The Council of the Borough of Kirklees	Grassland and woodland to the north west of Leeds Road, Deighton		Yes				Yes		Working site and access for construction
0.007	The Council of the Derough of Kirkloop	Public road and facturary (W/bitagra Street, Deighten)		Vac				Vac		Working site and access for construction
9-007	The Council of the Borough of Kirklees	Public road and footways (Whitacre Street, Deighton)		Yes				Yes		and utility diversion works
	The Council of the Borough of Kirklees / The									Working site and access for construction
9-007a	Yorkshire Dream Limited	Public footway (Whitacre Street, Deighton)		Yes				Yes		and utility diversion works
9-008	Network Rail Infrastructure Limited	Track and platform (Deighton Train Station, Whitacre Street, Deighton)	Yes				Yes	Yes	Work No. 5	
9-009	Network Rail Infrastructure Limited	Track and platform to Deighton Train Station, Whitacre Street, Deighton	Yes				Yes	Yes	Work No. 5	
9-010	The Council of the Borough of Kirklees	Grassland and hardstanding to the west of Whitacre Street, Deighton	Yes				Yes	Yes	Worksite and access for construction and utility diversions	
5-010										
		Public road (Whitacre Street, Deighton), footways and National Cycle Network Route								Working site and access for construction
9-011	The Council of the Borough of Kirklees	69		Yes				Yes		and utility diversion works
									Worksite and access for construction and	
9-012	The Council of the Borough of Kirklees	Grassland to the south of Deighton Train Station, Deighton	Yes		No.		Yes	Yes	utility diversions	
9-013 9-014	Leah Patrice Fairhold (Huddersfield) Limited	House and garden (15A Whitacre Street, Deighton, HD2 1LX) House and garden (15 Whitacre Street, Deighton, HD2 1LX)			Yes Yes					
9-014			Yes - ground		165					
			anchor rights							
			and restrictive						Ground anchor rights and restrictive	
9-015	Fairhold (Huddersfield) Limited	Garage (13 Whitacre Street, Deighton, HD2 1LX)	covenants						covenants in connection with Work No. 5	
			Yes - ground							
			anchor rights						Cround anchor rights and restrictive	
9-016	Fairhold (Huddersfield) Limited	Garage (15 Whitacre Street, Deighton, HD2 1LX)	and restrictive covenants						Ground anchor rights and restrictive covenants in connection with Work No. 5	
5-010										
									Railway strengthening and stabilisation	
			Yes - acquisition						works and utility diversions	
			and restrictive						Protection and maintenance of railway	
9-017	Fairhold (Huddersfield) Limited	Driveway (13 Whitacre Street, Deighton, HD2 1LX)	covenants						strengthening and stabilisation works	
			Yes - ground anchor rights							
			and restrictive						Ground anchor rights and restrictive	
9-018	Fairhold (Huddersfield) Limited / Leah Patrice	Garage (15A Whitacre Street, Deighton, HD2 1LX)	covenants						covenants in connection with Work No. 5	
9-019	The Council of the Borough of Kirklees	Public road, footways and bus stop (Whitacre Street, Deighton)	Yes				Yes	Yes	Work No. 6	
			Yes - ground							
			anchor rights							
9-020	Fairhold (Huddersfield) Limited	Driveway (13 Whitacre Street, Deighton, HD2 1LX)	and restrictive covenants	Yes				Yes	Ground anchor rights and restrictive covenants in connection with Work No. 5	Working site for construction
5 620			Yes - ground							
			anchor rights							
			and restrictive						Ground anchor rights and restrictive	
9-021	Fairhold (Huddersfield) Limited	House and garden (13 Whitacre Street, Deighton, HD2 1LX)	covenants	Yes				Yes	covenants in connection with Work No. 5	Working site for construction
0.022	Notwork Poil Infrastructure Limited	Woodland, railway, works and land (Huddersfield to Dewsbury Line) to the west of	Voc				Voc	Voc	Provision of Deighton Station forecourt and	
9-022	Network Rail Infrastructure Limited	Whitacre Street, Deighton	Yes				Yes	Yes	access works Provision of Deighton Station forecourt and	
9-023	Network Rail Infrastructure Limited	Track to Deighton Train Station, Whitacre Street, Deighton	Yes				Yes	Yes	access works	
9-024	The Council of the Borough of Kirklees	Public road and verges (Glenfield Avenue, Deighton)	Yes				Yes	Yes	Utility diversions	
									Provision of Deighton Station forecourt and	
	Network Rail Infrastructure Limited	Grass verge to the west of Whitacre Street, Deighton	Yes				Yes	Yes	access works	
9-026	David Michael Wenzel / Paula Wenzel	House and garden (11 Whitacre Street, Deighton, HD2 1LY)	Voc		Yes		Vac	Voc	Litility diversions	
9-027 9-028	Together Housing Association Limited The Council of the Borough of Kirklees	Driveway (2 Lilac Court, Deighton, HD2 1GY) Public road (Whitacre Street, Deighton)	Yes Yes				Yes Yes	Yes Yes	Utility diversions Work No. 5, Work No. 6	
5-020	The council of the borough of KII KIEES									
									Railway strengthening and stabilisation	
			Yes - acquisition						works and utility diversions	
			and restrictive						Protection and maintenance of railway	
9-029	Together Housing Association Limited	Public road and footways (Lilac Court, Deighton)	covenants						strengthening and stabilisation works	
0.020	Network Rail Infrastructure Limited / The	Bridge (Whitacre Street, MVL3 Bridge 101), public road (Whiteacre Street) over railway, works and land (Huddersfield to Dewsbury Line), Deighton	Voc				Voc	Voc	Work No. 5. Mark No. 6	
9-030	Council of the Borough of Kirklees	ומוויימא, איטראס מווע ומווע (רועטעפרטופוע נט שפייטטערא בווופ), שפוצוונטוו	Yes				Yes	Yes	Work No. 5, Work No. 6	

			Acqu	isition			Purpose	Construction		
							Placing	Activities &		
			Permanent	Temporary	Protective	Maintenance	permanent	Mitigation		
ot No Er	reehold Owners	Current Land Use		possession / use		Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
			Yes - ground		Works only	Access	innastructure	WOIKS		
			anchor rights							
			and restrictive						Ground anchor rights and restrictive	
-031 To	ogether Housing Association Limited	Garden (10 Lilac Court, Deighton, HD2 1GY)		Yes				Yes	covenants in connection with Work No. 5	Working site for construction
				105			Yes	Yes		
032 To	ogether Housing Association Limited	Driveway and garden (4 Lilac Court, Deighton, HD2 1GY)	Yes				Yes	res	Utility diversions	
									Deile severate and an end at the ilineation	
									Railway strengthening and stabilisation	
			Yes - acquisition						works and utility diversions	
			and restrictive						Protection and maintenance of railway	
033 To	ogether Housing Association Limited	Driveway and garden (12 Lilac Court, Deighton, HD2 1GY)	covenants						strengthening and stabilisation works	
034 To	ogether Housing Association Limited	Driveway and garden (6 Lilac Court, Deighton, HD2 1GY)	Yes				Yes	Yes	Utility diversions	
			Yes - ground							
			anchor rights							
			and restrictive						Ground anchor rights and restrictive	
035 To	ogether Housing Association Limited	House (10 Lilac Court, Huddersfield, HD2 1GY)	covenants						covenants in connection with Work No. 5	
	ogether Housing Association Limited	Driveway and garden (1 Lilac Court, Deighton, HD2 1GY)	Yes				Yes	Yes	Utility diversions	
	ogether Housing Association Limited	Garden and verge (12 Lilac Court, Huddersfield, HD2 1GY)	Yes				Yes	Yes	Work No. 5	
	ofia Barbara Muraska	Driveway and garden (8 Lilac Court, Deighton, HD2 1GY)	Yes				Yes	Yes	Utility diversions	
20 20		שוויע אמי אווע במועבון נס בוומב כטעות, שבוצוונטוו, וושב בסדו						103		
			Yes - ground							
			anchor rights							
			and restrictive						Ground anchor rights and restrictive	
	ogether Housing Association Limited	House (12 Lilac Court, Deighton, HD2 1GY)	covenants						covenants in connection with Work No. 5	
-040 To	ogether Housing Association Limited	Driveway and garden (3 Lilac Court, Deighton, HD2 1GY)	Yes				Yes	Yes	Utility diversions	
		Railway, works and land (Huddersfield to Dewsbury Line) to the west of Whitacre								
-041 N	etwork Rail Infrastructure Limited	Street, Deighton	Yes				Yes	Yes	Work No. 5, Work No. 6	
		Railway, works and land (Huddersfield to Dewsbury Line) to the north east of								
042 N	etwork Rail Infrastructure Limited	Whitacre Street, Deighton	Yes				Yes	Yes	Work No. 5	
									Railway strengthening and stabilisation	
			Vac acquisition							
			Yes - acquisition						works and utility diversions	
			and restrictive						Protection and maintenance of railway	
-043 To	ogether Housing Association Limited	Driveway and garden (10 Lilac Court, Deighton, HD2 1GY)	covenants						strengthening and stabilisation works	
		Railway, works and land (Huddersfield to Dewsbury Line) to the west of Whitacre								
-044 N	etwork Rail Infrastructure Limited	Street, Deighton	Yes				Yes	Yes	Work No. 6	
-045 To	ogether Housing Association Limited	Driveway (5 Lilac Court, Deighton, HD2 1GY)	Yes				Yes	Yes	Utility diversions	
N	etwork Rail Infrastructure Limited / The	Bridge (Whitacre Street, MVL3 Bridge 101), public road (Whitacre Street, Deighton)								
046 C	ouncil of the Borough of Kirklees	over railway, works and land (Huddersfield to Dewsbury Line)	Yes				Yes	Yes	Work No. 5, Work No. 6	
									Railway strengthening and stabilisation	
			Yes - acquisition						works and utility diversions	
			and restrictive						Protection and maintenance of railway	
-047 To	ogether Housing Association Limited	Driveway (12 Lilac Court, Deighton, HD2 1GY)	covenants						strengthening and stabilisation works	
047 10		Driveway (12 Lilac Court, Deignton, HD2 167)	covenants							
	he Council of the Develop fitted in the									
	he Council of the Borough of Kirklees /Paula									
	Venzel /GCA Holdings Limited /David Michael									
048 W	Venzel / Fairhold (Huddersfield) Limited	Public road and footways (Whitacre Street, Deighton)	Yes				Yes	Yes	Work No. 6	
049 To	ogether Housing Association Limited	Driveway (7 Lilac Court, Deighton, HD2 1GY)	Yes				Yes	Yes	Utility diversions	
									Railway strengthening and stabilisation	
			Yes - acquisition						works and utility diversions	
			and restrictive						Protection and maintenance of railway	
-050 To	ogether Housing Association Limited	Driveway (9 Lilac Court, Deighton, HD2 1GY)	covenants						strengthening and stabilisation works	
										1
051 G	CA Holdings Limited	Grass bank and hardstanding to the north east of Whitacre Street, Deighton	Yes				Yes	Yes	Work No. 5	
	ogether Housing Association Limited	Public road and footways (Lilac Court, Deighton)					Yes		Work No. 5	
	ogether housing Association Limited	r ubiic roau anu rootways (Liiac Court, Deignton)	Yes				105	Yes		
									Railway strengthening and stabilisation	
			Yes - acquisition						works and utility diversions	
			and restrictive						Protection and maintenance of railway	
053 To	ogether Housing Association Limited	Driveway and garden (11 Lilac Court, Deighton, HD2 1GY)	covenants						strengthening and stabilisation works	
			Yes - ground							
			anchor rights							
			and restrictive						Ground anchor rights and restrictive	
	agothor Housing Association Limited	House (0 Libe Court Deighten UD2 101)							-	
	ogether Housing Association Limited	House (9 Lilac Court, Deighton, HD2 1GY)	covenants						covenants in connection with Work No. 5	1
055 N	etwork Rail Infrastructure Limited	Access track (Deighton Train Station, Whitacre Street, Deighton)	Yes				Yes	Yes	Work No. 6	ļ
									Provision of maintenance access for vehicle	Working site and access for construction
	CA Holdings Limited	Hardstanding and grass bank to the north east of Whitacre Street, Deighton	Yes - rights only	Vec		Yes		Yes	restraint barrier and fencing works	and vehicle restraint barrier works

		Acqu	isition			Purpose	Construction		
						Placing	Activities &		
		Permanent	Temporary	Protective	Maintenance	permanent	Mitigation		
Plot No. Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
		Yes - acquisition						Railway strengthening and stabilisation	
		and restrictive						works, utility diversions and provision of	
9-057 Together Housing Association Limited	Garden (11 Lilac Court, Deighton, HD2 1GY)	covenants						vehicular turning areas	
9-058 Network Rail Infrastructure Limited	Verge to the west of Whitacre Street, Deighton	Yes				Yes	Yes	Work No. 6	
		Yes - ground							
		anchor rights							
		and restrictive						Ground anchor rights and restrictive	
9-059 Together Housing Association Limited	House (11 Lilac Court, Deighton, HD2 1GY)	covenants						covenants in connection with Work No. 5	
9-060 Together Housing Association Limited	Garden and copse (11 Lilac Court, Deighton, HD2 1GY)	Yes				Yes	Yes	Work No. 5	
		Yes - ground							
		anchor rights							
		and restrictive	N					Ground anchor rights and restrictive	
0-061 Together Housing Association Limited	Part of garden (9 Lilac Court, Huddersfield, HD2 1GY)	covenants	Yes				Yes	covenants in connection with Work No. 5	Working site for construction
		Yes - ground							
		anchor rights and restrictive						Ground anchor rights and restrictive	
9-062 Joanne Travers	Part of garden (2 Glenfield Avenue, Deighton, HD2 1UG)	covenants						covenants in connection with Work No. 5	
9-062 GCA Holdings Limited	Grass bank to the north east of Whitacre Street, Deighton		Yes				Yes		Working site for construction
	Railway, works and land (Huddersfield to Dewsbury Line) and garden to the north								
9-064 Network Rail Infrastructure Limited	east of Lilac Court, Deighton	Yes				Yes	Yes	Work No. 5	
		Yes - ground							
		anchor rights							
		and restrictive						Ground anchor rights and restrictive	
9-065 The Council of the Borough of Kirklees	Part of garden (4 Glenfield Avenue, Deighton, HD2 1UG)	covenants						covenants in connection with Work No. 5	
Stenprop Industrials 4 Limited / The Council o	f								
9-066 the Borough of Kirklees	Hardstanding to the north east of Whitacre Street, Deighton		Yes				Yes		Working site for construction
		Yes - ground							
		anchor rights							
		and restrictive						Ground anchor rights and restrictive	
9-067 The Council of the Borough of Kirklees	Part of garden (6 Glenfield Avenue, Deighton, HD2 1UG)	covenants						covenants in connection with Work No. 5	
		Yes - ground							
		anchor rights							
B & H Capital Investors Limited / The Council		and restrictive						Ground anchor rights and restrictive	
9-068 of the Borough of Kirklees	Part of garden (8 Glenfield Avenue, Deighton, HD2 1UG)	covenants						covenants in connection with Work No. 5	
		Yes - ground							
In a for linear of / The Council of the Deveue		anchor rights							
Jennifer Jimenez / The Council of the Borough 9-069 of Kirklees		and restrictive						Ground anchor rights and restrictive covenants in connection with Work No. 5	
	Part of garden (10 Glenfield Avenue, Deighton, HD2 1UG)	covenants							
		Yes - ground anchor rights							
The Council of the Borough of Kirklees /Clare		and restrictive						Ground anchor rights and restrictive	
9-070 Hopper / Janet Crowther	Part of garden (12 Glenfield Avenue, Deighton, HD2 1UG)	covenants						covenants in connection with Work No. 5	
		Yes - ground							
		anchor rights							
		and restrictive						Ground anchor rights and restrictive	
9-071 The Council of the Borough of Kirklees	Part of garden (14 Glenfield Avenue, Deighton, HD2 1UG)	covenants						covenants in connection with Work No. 5	
		Yes - ground							
		anchor rights							
		and restrictive						Ground anchor rights and restrictive	
9-072 Kristy Jones / Roy Eugene Dunston	Part of garden (16 Glenfield Avenue, Deighton, HD2 1UG)	covenants						covenants in connection with Work No. 5	
		Yes - ground							
		anchor rights							
Pavol Cvanciger / The Council of the Borough		and restrictive						Ground anchor rights and restrictive	
9-073 of Kirklees	Part of garden (18 Glenfield Avenue, Deighton, HD2 1UG)	covenants						covenants in connection with Work No. 5	
		Yes - ground							
		anchor rights							
		and restrictive						Ground anchor rights and restrictive	
0-074 The Council of the Borough of Kirklees	Part of garden (20 Glenfield Avenue, Deighton, HD2 1UG)	covenants						covenants in connection with Work No. 5	
		Yes - ground							
		anchor rights							
Emma Louise Alexander / The Council of the		and restrictive						Ground anchor rights and restrictive	
9-075 Borough of Kirklees	Part of garden (22 Glenfield Avenue, Deighton, HD2 1UG)	covenants						covenants in connection with Work No. 5	
		Yes - ground							
		anchor rights							
		and restrictive						Ground anchor rights and restrictive	
9-076 The Council of the Borough of Kirklees	Part of garden (24 Glenfield Avenue, Deighton, HD2 1UG)	covenants						covenants in connection with Work No. 5	

			Acqu	isition			Purpose			
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
9-077	The Council of the Borough of Kirklees	Public road, footways and access splays (Whitacre Street, Deighton)	Yes - ground anchor rights	Yes				Yes		Working site and access for construction
	The Council of the Borough of Kirklees /Karen Binns / Terence Kenneth Binns	Part of garden (26 Glenfield Avenue, Deighton, HD2 1UG)	and restrictive covenants						Ground anchor rights and restrictive covenants in connection with Work No. 5	
	-	Hardstanding to the north of Whitacre Street, Deighton Hardstanding and commercial units (Units 2-5, Ellis Hill Trading Estate, Leeds Road,	Yes - rights only	Yes		Yes		Yes	Provision of maintenance access for vehicle restraint barrier and fencing works	Working site and access for construction and vehicle restraint barrier works
9-080	the Borough of Kirklees	Deighton, HD2 1UB)		Yes				Yes		Working site and access for construction
9-081	Stenprop Industrials 4 Limited / The Council of the Borough of Kirklees Stenprop Industrials 4 Limited / The Council of	Hardstanding to the west of A62 Leeds Road, Deighton		Yes				Yes		Working site and access for construction
		Hardstanding to the west of A62 Leeds Road, Deighton		Yes				Yes		Working site and access for construction
	-	Part of garden (74 Glenfield Avenue, Deighton, HD2 1UG)		Yes				Yes		Working site for construction
	-	Part of garden (76 Glenfield Avenue, Deighton, HD2 1UG) Part of garden (78 Glenfield Avenue, Deighton, HD2 1UG)		Yes Yes				Yes Yes		Working site for construction Working site for construction
	e e	Part of garden (80 Glenfield Avenue, Deighton, HD2 10G)		Yes			+	Yes		Working site for construction
		Part of garden (82 Glenfield Avenue, Deighton, HD2 1UG)		Yes				Yes		Working site for construction
	-	Part of garden (84 Glenfield Avenue, Deighton, HD2 1UG)		Yes				Yes		Working site for construction
9-089	-	Part of garden (78 Glenfield Avenue, Deighton, HD2 1UG)	Yes				Yes	Yes	Work No. 7	
9-090	The Council of the Borough of Kirklees	Grassed area, footway and public footpath (HUD/51/10) to the east of Glenfield Avenue, Deighton		Yes				Yes		Working site for construction
9-091		Railway, works and land (Huddersfield to Dewsbury Line) to the north east of Whitacre Street, Deighton	Yes				Yes	Yes	Work No. 5, Work No. 7	
		Part of garden (80 Glenfield Avenue, Deighton, HD2 1UG)	Yes				Yes	Yes	Work No. 7	
9-093		Hardstanding to the west of A62 Leeds Road, Deighton		Yes				Yes		Working site and access for construction
	Stenprop Industrials 4 Limited / The Council of			Vac				Vec		Working site and access for construction
		Hardstanding to the west of A62 Leeds Road, Deighton Part of garden (82 Glenfield Avenue, Deighton, HD2 1UG)	Yes	Yes			Yes	Yes Yes	Work No. 7	Working site and access for construction
	0	Part of garden (84 Glenfield Avenue, Deighton, HD2 10G)	Yes				Yes	Yes	Work No. 7	
9-097	Stenprop Industrials 4 Limited / The Council of the Borough of Kirklees			Yes				Yes		Working site for construction
9-098		Public road, verges and footways (A62 Leeds Road, Deighton)	Yes				Yes	Yes	Work No. 7	
	-	Hardstanding and access splay to the west of A62 Leeds Road, Deighton	Yes				Yes	Yes	Work No. 7	
9-100		Grassed area, footway, copse and public footpath (HUD/51/10) to the east of Glenfield Avenue, Deighton	Yes				Yes	Yes	Work No. 7	
	Stenprop Industrials 4 Limited / The Council of		Yes				Yes	Yes	Work No. 7	
	Stenprop Industrials 4 Limited / The Council of		Yes				Yes	Yes	Work No. 7	
	Stenprop Industrials 4 Limited / The Council of									
	The Council of the Borough of Kirklees	Hardstanding to the west of A62 Leeds Road, Deighton	Yes				Yes	Yes	Work No. 7	
	/Alternative Income Limited / Stenprop Industrials 4 Limited	Public road, verges and footways (A62 Leeds Road, Deighton)	Yes				Yes	Yes	Work No. 7	
	Landmark Development Projects (2000) Limited / The Council of the Borough of				1					
	Kirklees	Public road, verges and footways (A62 Leeds Road, Deighton) Public road, verge, footway (A62 Leeds Road, Deighton) and public footpath	Yes				Yes	Yes	Work No. 7	
9-106		(HUD/51/10)	Yes		<u> </u>		Yes	Yes	Work No. 7	
		Bridge (A62 Leeds Road, MVL3 Bridge 102), public road and footway (A62 Leeds Road) over railway, works and land (Huddersfield to Dewsbury Line), Deighton	Yes				Yes	Yes	Work No. 5, Work No. 7	
9-108	the Borough of Kirklees	Bridge (A62 Leeds Road, MVL3 Bridge 102), public road (A62 Leeds Road, Deighton) over scrubland adjacent to operational railway (Huddersfield to Dewsbury Line)	Yes				Yes	Yes	Work No. 5, Work No. 7	
	Landmark Development Projects (2000) Limited / The Council of the Borough of									
9-109		Public road, verges and footways (Neptune Way, Deighton)	Yes				Yes	Yes	Work No. 7	
	I Contraction of the second	Verge, hedgerow, grass bank and hardstanding to the east of A62 Leeds Road,	1	1						
9-110		Deighton	Yes				Yes	Yes	Work No. 7	

			Acquisi	tion			Purpose	Construction		
							Placing	Activities &		
			Permanent T	emporary	Protective	Maintenance	permanent	Mitigation		
lot No.	Freehold Owners	Current Land Use		ossession / use		Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
		Railway, works and land (Huddersfield to Dewsbury Line) to the east of A62 Leeds		•						
112	Network Rail Infrastructure Limited	Road, Deighton	Yes				Yes	Yes	Work No. 5, Work No. 7	
	Landmark Development Projects (2000)									
	Limited / The Council of the Borough of									
-113	Kirklees	Public footway (A62 Leeds Road, Deighton)	Yes				Yes	Yes	Work No. 5, Work No. 7	
		Copse to the east of A62 Leeds Road, Deighton	Yes				Yes	Yes	Work No. 5, Work No. 7	
-115	The Council of the Borough of Kirklees	Public road, verges and footways (Deighton Road, Deighton)	Yes				Yes	Yes	Work No. 7	
		Railway, works and land (Huddersfield to Dewsbury Line) to the east of A62 Leeds								
_		Road, Deighton	Yes				Yes	Yes	Work No. 5	
117	<u> </u>	Public road, footway and bus stop (A62 Leeds Road, Deighton)	Yes				Yes	Yes	Work No. 7	
-118		Copse to the east of A62 Leeds Road, Deighton Scrubland and copse adjacent to operational railway (Huddersfield to Dewsbury Line)	Yes				Yes	Yes	Work No. 5	
119		to the south east of A62 Leeds Road, Deighton	Yes				Yes	Yes	Work No. 5	
		Public road and footways (Deighton Road, Deighton)	Yes				Yes	Yes	Work No. 7	
	Zurich Assurance Limited	Copse and grassland to the east of A62 Leeds Road, Deighton	Yes				Yes	Yes	Work No. 5	
121				es - temporary						
		Commercial unit, hardstanding, outbuilding, access road and verges (Trident Business		se for access						
124		Park, Leeds Road, Deighton, HD2 1UA)		nly				Yes		Access for construction only
7	Landmark Development Projects (2000)			es - temporary						
	Limited / The Council of the Borough of			se for access						
125		Public road, verges and footways (Neptune Way, Deighton)		nly				Yes		Access for construction only
				es - temporary						
				se for access						
-126	Alternative Income Limited	Verge (Neptune Way, Deighton)		nly				Yes		Access for construction only
	Northern Powergrid (Yorkshire) plc	Electricity substation to the east of A62 Leeds Road, Deighton		es				Yes		Working site for construction
	Colin Hill / The Council of the Borough of									
128	Kirklees	Part of garden (682 Leeds Road, Deighton, HD2 1UL)	Y	es				Yes		Working site and access for construction
		Railway embankment (Huddersfield to Dewsbury Line) to the south east of A62 Leeds								
129	Network Rail Infrastructure Limited	Road, Deighton	Yes				Yes	Yes	Work No. 5	
130	Jack Richard McKenna	Part of garden and outbuilding (684 Leeds Road, Deighton, HD2 1UL)	Y	es				Yes		Working site and access for construction
			Yes - acquisition							
		Building and grassland adjacent to operational railway (Huddersfield to Dewsbury	and restrictive						Work No. 5. Protection and maintenance of	
-131	JJIG Limited	Line), Deighton	covenants				Yes		railway and railway electrical equipment	
-131a	JJIG Limited	Commercial building to the north of Neptune Way, Deighton		es				Yes		Working site and access for construction
		Commercial premises (Bargate Motors) and hardstanding (686 Leeds Road, Deighton,								
·132	Randhir Dayalbhai Patel / Saryu Randhir Patel	· · ·	Y	es				Yes		Working site and access for construction
	Richard Alexander Limited / The Official	Private car park and hedgerow adjacent to operational railway (Huddersfield to								
-133	Receiver	Dewsbury Line), to the east of A62 Leeds Road, Deighton	Y	es				Yes		Working site and access for construction
	Network Rail Infrastructure Limited / WPC	Hedgerow and hardstanding adjoining commercial building (Trident Business Park,								
-134	REIT Stretch 41 B.V.	Leeds Road, Deighton, HD2 1UA)	Yes				Yes	Yes	Work No. 5	
									Provision of maintenance access for the	
			Yes riskts and						authorised works and imposition of	
	Nature I. Dail Infrastructure Limited (18/DC	Llandsten din stadisising segren ansiel building (Tridant Dusinger Derly Lands Daad	Yes - rights and						restrictive covenants for the protection and	
	Network Rail Infrastructure Limited / WPC	Hardstanding adjoining commercial building (Trident Business Park, Leeds Road,	restrictive					Vee	maintenance of railway and railway	
-135	REIT Stretch 41 B.V.	Deighton, HD2 1UA)	covenants only Y					Yes	electrical equipment	Working site and access for construction
	Network Rail Infrastructure Limited / WPC	Private road (Neptune Road, Deighton) within the Trident Business Park (Leeds Road,		es - temporary se for access						
	REIT Stretch 41 B.V.	Deighton, HD2 1UA)						Voc		Access for construction only
-130			0	nly				Yes		
	Richard Alexander Limited / The Official	Forecourt and hardstanding associated with car dealership (Huddersfield							Provision of maintenance access for vehicle	Working site and access for construction
	Receiver	Volkswagen, Leeds Road, Deighton, HD2 1UL)	Yes - rights only	es		Yes		Yes	restraint barrier and fencing works	and vehicle restraint barrier works
0.001	The Official Receiver /Network Rail									
	Infrastructure Limited / Richard Alexander	Forecourt and hardstanding associated with car dealership (Huddersfield							Provision of maintenance access for vehicle	Working site and access for construction
0-002	Limited	Volkswagen, Leeds Road, Deighton, HD2 1UL)	Yes - rights only	es		Yes		Yes	restraint barrier and fencing works	and vehicle restraint barrier works
5 502										
	Richard Alexander Limited / The Official	Forecourt and hardstanding associated with car dealership (Huddersfield							Provision of maintenance access for vehicle	
	Receiver	Volkswagen, Leeds Road, Deighton, HD2 1UL)	Yes - rights only	es		Yes		Yes	restraint barrier and fencing works	Working site and access for construction
	Richard Alexander Limited / The Official	Forecourt and verge associated with car dealership (Huddersfield Volkswagen, Leeds								
		Road, Deighton, HD2 1UL)	Y	es				Yes		Working site and access for construction
		Railway, works and land (Huddersfield to Dewsbury Line) to the east of A62 Leeds								
0-005	Network Rail Infrastructure Limited	Road, Deighton	Yes				Yes	Yes	Work No. 5	
		Car park and hardstanding associated with car dealership (Huddersfield Volkswagen,								
0-006	Receiver	Leeds Road, Deighton, HD2 1UL)	Y	es				Yes		Working site and access for construction
		Copse, verge, hardstanding and car park associated with car dealership (Huddersfield								
	Vertu Motors (Property) Limited	Volkswagen, Leeds Road, Deighton, HD2 1UL)		es				Yes		Working site and access for construction

			Acqu	uisition		Purpose	Constraction		
						Placing	Construction Activities &		
Plot No	Freehold Owners	Current Land Use	Permanent Acquisition	Temporary Protective possession / use Works only	Maintenance Access	permanent infrastructure	Mitigation Works	Explanation (permanent)	Explanation (temporary)
	Network Rail Infrastructure Limited / WPC	Hedgerow and hardstanding adjoining commercial building (Trident Business Park,	Acquisition			innustructure			
10-008	REIT Stretch 41 B.V.	Leeds Road, Deighton, HD2 1UA)	Yes			Yes	Yes	Work No. 5	
	Richard Alexander Limited / The Official	Grass verge and commercial premises associated with car dealership (Huddersfield							
10-009	Receiver	Volkswagen, Leeds Road, Deighton, HD2 1UL)		Yes			Yes		Access for construction
	Network Rail Infrastructure Limited / WPC	Hardstanding adjoining commercial building (Trident Business Park, Leeds Road,	Yes - rights and restrictive					Provision of maintenance access for the authorised works, vehicle restraint barrier works and fencing works and imposition of restrictive covenants for the protection and maintenance of railway and railway	
10-010	REIT Stretch 41 B.V. Richard Alexander Limited / The Official	Deighton, HD2 1UA) Grass verge and commercial premises associated with car dealership (Huddersfield	covenants only	Yes			Yes	electrical equipment	Working site and access for construction
10-011	Receiver	Volkswagen, Leeds Road, Deighton, HD2 1UL)	Yes			Yes	Yes	Work No. 5	
10-012	The Official Receiver /Network Rail Infrastructure Limited / Richard Alexander	Grass verge and commercial premises associated with car dealership (Huddersfield Volkswagen, Leeds Road, Deighton, HD2 1UL)		Yes			Yes		Access for construction
	Infrastructure Limited / Richard Alexander	Commercial premises and hardstanding associated with car dealership (Huddersfield							
10-013	Limited	Volkswagen, Leeds Road, Deighton, HD2 1UL)	Yes			Yes	Yes	Work No. 5	
	Richard Alexander Limited / The Official	Commercial premises and hardstanding associated with car dealership (Huddersfield							
10-014	Receiver	Volkswagen, Leeds Road, Deighton, HD2 1UL)	Yes			Yes	Yes	Work No. 5	
		Private access track, woodland and culvert to the east of 754 Leeds Road, Deighton,							
10-015	Yorkshire Water Services Limited	HD2 1UL		Yes			Yes		Working site and access for construction
10-016	The Council of the Borough of Kirklees	Woodland to the north east of 754 Leeds Road, Deighton, HD2 1UL		Voc			Voc		Working site and access for construction
10-010		Car park (Vertu Volkswagen Car Dealership) adjacent to operational railway		Yes			Yes		
10-018	Vertu Motors (Property) Limited	(Huddersfield to Dewsbury Line), Deighton	Yes			Yes	Yes	Work No. 5	
	Yorkshire Water Services Limited	Woodland to the east of 754 Leeds Road, Deighton, HD2 1UL	Yes			Yes	Yes	Work No. 5	
		Woodland to the north east of 754 Leeds Road, Deighton, HD2 1UL, adjacent to							
10-022	The Council of the Borough of Kirklees	operational railway (Huddersfield to Dewsbury Line)	Yes			Yes	Yes	Work No. 5	
10.000	The Original	Woodland adjacent to operational railway (Huddersfield to Dewsbury Line) to the	N = =			No.	No.		
10-023	The Owner	west of the Huddersfield Broad Canal, Deighton	Yes			Yes	Yes	Work No. 5	
10-024	The Council of the Borough of Kirklees	Woodland to the east of Bradley Junction Industrial Estate, Leeds Road, Deighton		Yes			Yes		Working site and access for construction
	Network Rail Infrastructure Limited / WPC	Hedgerow and hardstanding adjoining commercial building (Trident Business Park,							
10-025	REIT Stretch 41 B.V.	Leeds Road, Deighton, HD2 1UA)	Yes			Yes	Yes	Track drainage and culvert works	
		Woodland and culvert adjacent to operational railway (Huddersfield to Dewsbury							
10-026	The Owner	Line) to the west of the Huddersfield Broad Canal, Deighton	Yes			Yes	Yes	Track drainage and culvert works	
10-027	The Council of the Borough of Kirklees	Car park and hardstanding associated with commercial premises to the south of the Bradley Junction Industrial Estate, Leeds Road, Deighton		Yes			Yes		Working site and access for construction
	Yorkshire Water Services Limited	Woodland and culvert to the west of Huddersfield Broad Canal, Deighton	Yes			Yes	Yes	Track drainage and culvert works	
10 010		Public road and footways at the south end of the Bradley Junction Industrial Estate,							
10-030	The Council of the Borough of Kirklees	Leeds Road, Deighton, HD2 1UR		Yes			Yes		Working site and access for construction
		Woodland adjacent to operational railway (Huddersfield to Dewsbury Line), to the							
10-031	The Council of the Borough of Kirklees	east of A62 Leeds Road, Deighton	Yes			Yes	Yes	Work No. 5	
10-032	Yorkshire Water Services Limited	Grassed area, hardstanding and apparatus associated with Pumping station, Leeds Road, Deighton, HD2 1UR		Yes			Yes		Working site and access for construction
10-032		Public footway (Calder Valley Greenway, Deighton) and National Cycle Network					103		
10-033	The Council of the Borough of Kirklees	Route 66		Yes			Yes		Working site and access for construction
	The Council of the Borough of Kirklees	Hardstanding associated with commercial premises (PBSC Limited, Bradley Junction Industrial Estate, Leeds Road, Deighton, HD2 1UR)	Yes - rights only	Yes	Yes		Yes	Provision of maintenance access for vehicle restraint barrier and fencing works	Working site and access for construction
10-035	The Council of the Borough of Kirklees	Woodland adjacent to operational railway (Huddersfield to Dewsbury Line), to the east of A62 Leeds Road, Deighton	Yes			Yes	Yes	Work No. 5, Work No. 8	
		Public footway (Calder Valley Greenway, Deighton) and National Cycle Network							
10-037	The Council of the Borough of Kirklees	Route 66	Yes			Yes	Yes	Work No. 5, Work No. 8	
		Railway, works and land (Huddersfield to Dewsbury Line) to the east of A62 Leeds							
10-038	Network Rail Infrastructure Limited	Road, Deighton	Yes			Yes	Yes	Work No. 5, Work No. 8	
		Bridge (Wheatley's, MVL3 Bridge 103), railway, works and land (Huddersfield to Dewsbury Line) and National Cycle Network Route 66 (Calder Valley Greenway,							
10-039	Network Rail Infrastructure Limited	Dewsbury Line) and National Cycle Network Route 66 (Calder Valley Greenway, Deighton)	Yes			Yes	Yes	Work No. 5, Work No. 8	
		Hardstanding associated with commercial premises (PBSC Limited, Bradley Junction							
10-040	The Council of the Borough of Kirklees	Industrial Estate, Leeds Road, Deighton, HD2 1UR)	Yes			Yes	Yes	Work No. 5, Work No. 8	
		Railway, works and land (Huddersfield to Dewsbury Line) to the east of A62 Leeds							
10-041	Network Rail Infrastructure Limited	Road, Deighton	Yes			Yes	Yes	Work No. 5	
10-042	Yorkshire Water Services Limited	Woodland and National Cycle Network Route 66 (Calder Valley Greenway, Deighton) adjacent to operational railway (Huddersfield to Dewsbury Line)		Yes			Yes		Working site and access for construction and creation of a new public right of way (cycleway)

		Acqu	iisition			Purpose			
		Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No. Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
10-043 Yorkshire Water Services Limited	Woodland and National Cycle Network Route 66 (Calder Valley Greenway, Deighton) to the west of Huddersfield Broad Canal, Deighton		Yes				Yes		Working site and access for construction
10-044 The Council of the Borough of Kirklees	Private access road, verges and hardstanding associated to commercial premises (Unit 1, 2 and 3, Bradley Junction Industrial Estate, Leeds Road, Deighton, HD2 1UR)	Yes - rights only	Yes		Yes		Yes	Provision of maintenance access for vehicle restraint barrier and fencing works	Working site and access for construction
10.045 Uservises Drenewtise (Verkehing) Limited	Woodland and grassland adjacent to operational railway (Huddersfield to Dewsbury		Vac				Vac		We while a site and according to a construction
10-045 Harrison Properties (Yorkshire) Limited	Line), to the north west of the Huddersfield Broad Canal and River Colne, Deighton		Yes				Yes		Working site and access for construction
	Copse adjacent to operational railway, works and land (Huddersfield to Dewsbury							Provision of maintenance access for vehicle	
10-046 The Council of the Borough of Kirklees	Line), south west of Station Road, Deighton	Yes - rights only	Yes		Yes		Yes	restraint barrier and fencing works	Working site and access for construction
								Provision of maintenance access for vehicle	Working site and access for construction
10-047 Medicare Chemists Limited	Copse and part of garden (Station House, 4 Station Road, Deighton, HD2 1US)	Yes - rights only	Yes		Yes		Yes	restraint barrier and fencing works	and vehicle restraint barrier works
10-048 Medicare Chemists Limited	Copse and hedgerow (Station House, 4 Station Road, Deighton, HD2 1US)	Yes				Yes	Yes	Work No. 5	
								Provision of maintenance access for vehicle	Working site and access for construction
10-049 Medicare Chemists Limited	Private road, copse and verges (Station Road, Deighton)	Yes - rights only	Yes		Yes		Yes	restraint barrier and fencing works	and vehicle restraint barrier works
10-050 Medicare Chemists Limited	Copse and verges adjacent to operational railway (Huddersfield to Dewsbury Line) to the east of A62 Leeds Road, Deighton	Yes				Yes	Yes	Work No. 5	
								Provision of construction access for the	
								authorised works and provision of	
10-051 Yorkshire Water Services Limited	Public road and footways (Station Road, Deighton)	Yes - rights only			Yes			maintenance access for vehicle restraint barrier and fencing works	
								Provision of construction access for the	
								authorised works and provision of	
10-052 The Council of the Borough of Kirklees	Public road and footways (Station Road, Deighton)	Yes - rights only			Yes			maintenance access for vehicle restraint barrier and fencing works	
	Woodland adjacent to operational railway (Huddersfield to Dewsbury Line)								
10-053 Harrison Properties (Yorkshire) Limited	associated with The Former Bradley Water Treatment Works, DeightonRailway, works and land (Huddersfield to Dewsbury Line) to the east of A62 Leeds		Yes				Yes		Working site and access for construction
10-054 Network Rail Infrastructure Limited	Road, Deighton	Yes				Yes	Yes	Provision of railway infrastructure	
								Provision of construction access for the	
								authorised works and provision of maintenance access for vehicle restraint	
10-055 Yorkshire Water Services Limited	Public road (Station Road, Deighton)	Yes - rights only			Yes			barrier and fencing works	
10-056 Network Rail Infrastructure Limited	Road bridge (Bradley's No. 2 (BBW/1), MVL3 Bridge 105), carrying private road (Station Road, Deighton) over operational railway (Huddersfield to Dewsbury Line)	Yes				Yes	Yes	Provision of railway infrastructure and access for maintenance	
	Railway, works and land (Huddersfield to Dewsbury Line) to the east of A62 Leeds								
10-057 Network Rail Infrastructure Limited	Road, Deighton	Yes				Yes	Yes	Work No. 9A	
10-058 Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the east of Station Road, Deighton	Yes				Yes	Yes	Provision of railway infrastructure	
10.050 Network Deil Jeferstructure Limited	Road bridge (Bradley's No. 2 (BBW/1), MVL3 Bridge 105) carrying private road	No.				Vee	Maa		
10-059 Network Rail Infrastructure Limited	 (Station Road, Deighton) over operational railway (Huddersfield to Dewsbury Line) Railway, works and land (Huddersfield to Dewsbury Line) to the east of Station Road, 	Yes				Yes	Yes	Work No. 9A	
10-060 Network Rail Infrastructure Limited	Deighton	Yes				Yes	Yes	Work No. 9A	
10-061 Taurus Investment Limited	Woodland associated with commercial premises (Mamas & Papas Huddersfield Eactory, Huddersfield) to the east of Station Road, Deighton		Ves				Vec		Working site and access for construction
	Factory, Huddersfield) to the east of Station Road, Deighton		Yes				Yes		working site and access for construction
	Hardstanding and industrial site access adjacent to operation railway (Huddersfield to								
10-062 Harrison Properties (Yorkshire) Limited	Dewsbury Line) to the of south west of Station Road, Deighton		Yes				Yes		Access for construction
								Provision of construction access for the	
								authorised works and utility diversions and	
10-063 Harrison Properties (Yorkshire) Limited	Private road, footway and hardstanding (Station Road, Deighton)	Yes - rights only			Vec			provision of maintenance access for vehicle restraint barrier and utility works	
					Yes				
								Provision of construction access for the	
								authorised works and utility diversions and provision of maintenance access for vehicle	
10-064 SJL3 Limited	Private road, verges and footway (Station Road, Deighton)	Yes - rights only			Yes			restraint barrier and utility works	
	Railway, works and land (Huddersfield to Dewsbury Line) to the south east of A62				Yes				
10-064 SJL3 Limited 11-001 Network Rail Infrastructure Limited		Yes - rights only Yes			Yes	Yes	Yes	Provision of railway infrastructure	

		Acq	uisition			Purpose	Construction		
						Placing	Construction Activities &		
		Permanent	Temporary	Protective	Maintenance	permanent	Mitigation		
lot No. Freehold Owners	Current Land Use	Acquisition	possession / use		Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
	Railway, works and land (Huddersfield to Dewsbury Line) to the south east of A62	Acquisition		Works only	Access	innustructure	VV OT KS		
1-003 Network Rail Infrastructure Limited	Leeds Road, Bradley	Yes				Yes	Yes	Work No. 9A	
								Provision of construction access for the	
								authorised works and utility diversions and	
								provision of maintenance access for vehicle	
L1-004 SJL3 Limited	Private road and footway (Station Road, Bradley)	Yes - rights only	,		Yes			restraint barrier and utility works	
	Woodland and commercial premises (Mamas & Papas Huddersfield Factory Shop)								
11-005 Taurus Investment Limited	adjacent to operational railway (Huddersfield to Dewsbury Line), Bradley	Yes				Yes	Yes	Provision of railway infrastructure	
11.000 Tourne louis the ent limited	Woodland and commercial premises (Mamas & Papas Huddersfield Factory Shop) to					No.	No.		
L1-006 Taurus Investment Limited	the north east of A62 Leeds Road, Bradley	Yes				Yes	Yes	Provision of railway infrastructure	
Citiclient (Cpf) Nominees Limited / Citiclient								Provision of maintenance access for vehicle	
L1-007 (Cpf) Nominees No 2 Limited	Private road, verge and footway (Station Road, Bradley)	Yes - rights only	Ves		Yes		Yes	restraint barrier and utility works	Working site and access for construction
	Railway, works and land (Huddersfield to Dewsbury Line) to the south west of B6118								
L1-008 Network Rail Infrastructure Limited	Colne Bridge Road, Bradley		Yes				Yes		Working site and access for construction
			Yes - temporary						
			use for access						
11-009 Taurus Investment Limited	Private access road to the south west of B6118 Colne Bridge Road, Bradley		only				Yes		Access for construction only
11-010 Taurus Investment Limited	Verge and hardstanding to the south west of B6118 Colne Bridge Road, Bradley		Yes				Yes		Working site and access for construction
11-011 Taurus Investment Limited	Electricity substation to the south west of B6118 Colne Bridge Road, Bradley		Yes				Yes		Working site and access for construction
			Yes - temporary use for access						
L1-012 Taurus Investment Limited	Public road (B6118 Colne Bridge Road, Bradley)		only				Yes		Access for construction only
Citiclient (Cpf) Nominees Limited / Citiclient							105		
11-013 (Cpf) Nominees No 2 Limited	Woodland to the north of Station Road, Bradley	Yes				Yes	Yes	Work No. 9A	
Citiclient (Cpf) Nominees Limited / Citiclient								Provision of construction and maintenance	
11-014 (Cpf) Nominees No 2 Limited	Electricity substation to the north of Station Road, Bradley	Yes - rights only	Yes		Yes		Yes	access for the authorised works	Working site and access for construction
									Working site and access for construction
11-015 The Council of the Borough of Kirklees	Public road, verge and footway (B6118 Colne Bridge Road, Bradley)		Yes				Yes		and utility diversion works
Citiclient (Cpf) Nominees Limited / Citiclient		N a a				No.	No.		
11-016 (Cpf) Nominees No 2 Limited	Verge (Station Road, Bradley)	Yes				Yes	Yes	Work No. 9A	
									Working site and access for construction
11-017 Taurus Investment Limited	Public road and roundabout (B6118 Colne Bridge Road, Bradley)		Yes				Yes		and utility diversion works
The Owner /Derrick Gomersall / Taurus	Verge and gated access walkway to electricity substation, east of Colne Bridge Road,								Working site and access for construction
11-018 Investment Limited	Bradley		Yes				Yes		and utility diversion works
	Carpark, verges, copse, footways and private access roads associated with								
11-019 Taurus Investment Limited	commercial premises, east of the B6118 Colne Bridge Road roundabout, Bradley		Yes				Yes		Working site and access for construction
									Working site and access for construction
11-020 The Council of the Borough of Kirklees	Public road, roundabout and verge (B6118 Colne Bridge Road, Bradley)		Yes				Yes		and utility diversion works
11-021 Frank Marshall Estates Limited	Public footway (B6118 Colne Bridge Road Roundabout, Bradley)	Yes				Yes	Yes	Work No. 10	
11-022 Taurus Investment Limited	Electricity substation to the east of B6118 Colne Bridge Road, Bradley		Yes				Yes		Working site and access for construction
									Working site and access for construction
11-023 Derrick Gomersall	Public road, roundabout, footway and verge (B6118 Colne Bridge Road, Bradley)		Yes				Yes		and utility diversion works
L1-024 Taurus Investment Limited	Public road and roundabout (B6118 Colne Bridge Road, Bradley)	Yes				Yes	Yes	Work No. 10	
									Working site and access for any trust
11-025 Taurus Investment Limited	Public road, footways and roundabout (B6118 Colne Bridge Road, Bradley)		Ves				Vec		Working site and access for construction and utility diversion works
The Council of the Borough of Kirklees /Frank			Yes				Yes		
Marshall Estates Limited / Taurus Investment									
L1-026 Limited	Public road, verges and footways (B6118 Colne Bridge Road, Bradley)	Yes				Yes	Yes	Work No. 10	
11-027 Frank Marshall Estates Limited	Grass verge to the east of the B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 10	
11-028 Derrick Gomersall	Public road, roundabout, footway and verge (B6118 Colne Bridge Road, Bradley)	Yes				Yes	Yes	Work No. 10	
11-029 Taurus Investment Limited	Public footway and verge (B6118 Colne Bridge Road, Bradley)	Yes				Yes	Yes	Work No. 10	
11-030 Frank Marshall Estates Limited	Public footway (B6118 Colne Bridge Road Roundabout, Bradley)	Yes				Yes	Yes	Work No. 10	

			Ac	quisition		Purpose					
Plot No	Freehold Owners	Current Land Use	Permanent Acquisition	Temporary possession / use	Protective Works only	Maintenance Access	Placing permanent infrastructure	Construction Activities & Mitigation Works	Explanation (permanent)	Explanation (temporary)	
1101110.			Acquisition								
	Taurus Investment Limited	Copses, hardstanding and verge to the east of B6118 Colne Bridge Road, BradleyPrivate road, verges, car park, copse, hardstanding, electricity pylon and overhead	Yes				Yes	Yes	Work No. 10		
11-032	Taurus Investment Limited	cables to the east of B6118 Colne Bridge Road, Bradley Grassed land and copse associated with commercial premises (Colne Bridge Business		Yes				Yes		Access for construction	
11-033	Frank Marshall Estates Limited	Park), west of B6118 Colne Bridge Road, Bradley		Yes				Yes		Working site and access for construction	
11-034	The Council of the Borough of Kirklees	Public road, footways and bus stop (Leeds Road, Bradley)		Yes				Yes		Access for construction and environmental mitigation works	
	The Council of the Borough of Kirklees	Bridge carrying public road and footway (Leeds Road, Bradley) over river, bed and banks thereof (River Calder)		Yes				Yes		Access for construction and environmental mitigation works	
11-036	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Overbridge (B6118 Bridge Road, MVL3 Overbridge 107), public road and footway (B6118 Colne Bridge Road, Bradley) over railway, works and land (Huddersfield to Dewsbury Line)	Yes				Yes	Yes	Work No. 9A, Work No. 10		
	Citiclient (Cpf) Nominees Limited / Citiclient (Cpf) Nominees No 2 Limited	Private road, verge and footway (Station Road, Bradley)	Yes				Yes	Yes	Utility diversions		
11 020	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) and access track, Bradley	Voc				Voc	Voc	Work No. 9A, Work No. 10		
	The Council of the Borough of Kirklees /The Council of the Borough of Kirklees /The	Railway, works and land (Huddersheld to Dewsbury Line) and access track, bradley	Yes				Yes	Yes	WORK NO. 9A, WORK NO. 10		
	Council of the Borough of Kirklees / The Council of the Borough of Kirklees	Bridge carrying public road and footway (A62 Leeds Road) over river, bed and banks (River Calder, Bradley)		Yes				Yes		Access for construction and environmental mitigation works	
	Citiclient (Cpf) Nominees Limited / Citiclient	Hardstanding to the west of P6118 Colne Bridge Boad, Bradley		Vec				Vac		Working site and access for construction	
	(Cpf) Nominees No 2 Limited Citiclient (Cpf) Nominees Limited / Citiclient	Hardstanding to the west of B6118 Colne Bridge Road, Bradley		Yes				Yes		Working site and access for construction	
11-041	(Cpf) Nominees No 2 Limited The Owner /Network Rail Infrastructure	Hardstanding and verge to the west of B6118 Colne Bridge Road, BradleyOverbridge (B6118 Bridge Road, MVL3 Bridge 107), public road and footway (B6118	Yes				Yes	Yes	Work No. 10		
	Limited / The Council of the Borough of	Colne Bridge Road) over access track leading to operational railway, works and land									
11-042	Kirklees The Council of the Borough of Kirklees /Keyland Developments Limited /Citiclient	(Huddersfield to Dewsbury Line), Bradley	Yes				Yes	Yes	Work No. 10		
	(Cpf) Nominees Limited / Citiclient (Cpf)										
11-043	Nominees No 2 Limited	Public road and footway (B6118 Colne Bridge Road, Bradley)	Yes				Yes	Yes	Work No. 10		
11-044	Network Rail Infrastructure Limited	Bridge (B6118 Bridge Road, MVL3 Bridge 107), railway, works and land (Huddersfield to Dewsbury Line) to the east of B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 9A, Work No. 10		
11-045	Keyland Developments Limited	Private access road and verge to the east of B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 10		
						_					
11-046	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line), access track and electricity	Voc				Voc	Voc	Work No. 9A		
	The Council of the Borough of Kirklees	substation to the north east of B6118 Colne Bridge Road, BradleyCopse and bank to the north east of B6118 Colne Bridge Road, Bradley	Yes Yes				Yes Yes	Yes Yes	Work No. 10		
		Private access road, hardstanding, grass bank associated with commercial premises (Mamas & Papas) and overhead cables to the east of B6118 Colne Bridge Road,								Working site and access for construction	
11-048	Taurus Investment Limited	Bradley		Yes				Yes		and utility diversion works	
11-049	Keyland Developments Limited	Woodland adjacent to the operational railway (Huddersfield to Dewsbury Line) to the north east of B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 10		
11-050	Keyland Developments Limited	Woodland and canal banks (Huddersfield Broad Canal) to the east of B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Provision of railway infrastructure, access, for maintenance and utility diversions		
									Provision of railway infrastructure and		
	Keyland Developments Limited Keyland Developments Limited	Private access road to the east of B6118 Colne Bridge Road, Bradley Woodland to the east of B6118 Colne Bridge Road, Bradley	Yes Yes				Yes Yes	Yes Yes	access for maintenance Work No. 10		
11-053	The Owner	Woodland to the north east of B6118 Colne Bridge Road, adjacent to the operational railway (Huddersfield to Dewsbury Line), Bradley	Yes				Yes	Yes	Provision of railway infrastructure, access, for maintenance and utility diversions		
11-054	Canal & River Trust	Woodland to the north east of B6118 Colne Bridge Road, adjacent to the operational railway (Huddersfield to Dewsbury Line), Bradley	Yes				Yes	Yes	Provision of railway infrastructure, access, for maintenance and utility diversions		
11-055	The Council of the Borough of Kirklees	Public road splay (unnamed road) leading to private road associated with industrial premises, north east of B6118 Colne Bridge Road, Bradley		Yes				Yes		Access for construction	
11-000	The council of the borough of KIINEES	Private road, overhead cables and verges (unnamed road) associated with industrial								Working site and access for construction	
11-056	Cyril Balmforth	premises, north east from B6118 Colne Bridge Road, Bradley		Yes				Yes		and utility diversion works	
11-057	Canal & River Trust	Canal, towpath and verge (Calder and Hebble Navigation) to the north east of B6118 Colne Bridge Road, Bradley		Yes				Yes		Working site and access for construction	
11.059	Canal & River Trust	Canal, towpath and verge (Calder and Hebble Navigation) to the north east of B6118 Colne Bridge Road, Bradley		Yes				Yes		Working site and access for construction	

		Acqu	iisition			Purpose				
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / us	se Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
11-059	Canal & River Trust	Towpath and verge (Calder and Hebble Navigation) to the north east of B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 9A	
11-060	Cyril Balmforth	Hedgerow adjacent to industrial buildings to the north east of B6118 Colne Bridge Road, Bradley		Yes				Yes		Working site and access for construction
	Canal & River Trust	Canal, towpath and grassed area (Huddersfield Broad Canal), Bradley	Yes				Yes	Yes	Work No. 9A	
	Canal & River Trust / Network Rail	Bridge (Huddersfield Broad Canal, MVL3 Underbridge 108S), railway, works and land (Huddersfield to Dewsbury Line) and overhead cables over canal (Huddersfield Broad								
11-062	Infrastructure Limited	Canal) to the north east of B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 9A	
11-063	Canal & River Trust	Canal, towpath (Huddersfield Broad Canal), scrubland and overhead cables to the east of B6118 Colne Bridge Road, Bradley		Yes				Yes		Working site and access for construction and utility diversion works
11-064	Canal & River Trust	Canal, towpath and overhead cables (Huddersfield Broad Canal, Bradley)	Yes				Yes	Yes	Work No. 9A	
11-065	Cyril Balmforth	Hardstanding, copse and overhead cables to the north east of B6118 Colne Bridge Road, Bradley Railway, works and land (Huddersfield to Dewsbury Line) and overhead cables to the	Yes - rights only	Yes		Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction and utility diversion works
11-066	Network Rail Infrastructure Limited	west of River Colne, Bradley	Yes				Yes	Yes	Work No. 9A	
11-067	Yorkshire Water Services Limited	Woodland and grassland to the north east of B6118 Colne Bridge Road, Bradley		Yes				Yes		Working site and access for construction
11-068	Cyril Balmforth	Hardstanding, outbuildings and overhead cables to the north east of B6118 Colne Bridge Road, Bradley		Yes				Yes		Working site and access for construction and utility diversion works
11.000	Curil Delmforth	Hardstanding and overhead cables to the north east of B6118 Colne Bridge Road,	Vac				Noc	Vac	Work No. 9A	
	Cyril Balmforth Anthony Stephen Heathcote	Bradley Private road, verges and overhead cables (Mill Lane, Bradley)	Yes	Yes			Yes	Yes Yes	WORK NO. 9A	Access for construction
	Anthony Stephen Heathcote	Scrubland, copse and verge adjacent to Mill Lane, Bradley		Yes				Yes		Access for construction
11-072	Cyril Balmforth	Copse, hardstanding and overhead cables to the west of the River Colne, Bradley		Yes				Yes		Working site and access for construction and utility diversion works
11-073	Wendy Anne Pearson /E.B. Consultants Limited / Gary Pearson	Commercial warehouse building, outbuilding and scrubland to the north east of B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 9A	
	Wendy Anne Pearson /E.B. Consultants	Commercial warehouse building, outbuilding and scrubland to the north east of							Provision of maintenance access for the	
11-074	Limited / Gary Pearson Wendy Anne Pearson /E.B. Consultants	B6118 Colne Bridge Road, BradleyHardstanding and outbuildings to the north east of B6118 Colne Bridge Road,	Yes - rights only	Yes		Yes		Yes	authorised works	Working site and access for construction
11-075	Limited / Gary Pearson	Huddersfield		Yes				Yes		Working site and access for construction
11-076	Cyril Balmforth	Copse and overhead cables to the west of River Colne, Bradley		Yes				Yes		Working site and access for construction and utility diversion works
										Working site and access for construction
11-077	Anthony Stephen Heathcote	Hardstanding, copse and overhead cables to the north east of Mill Lane, Bradley		Yes				Yes		and utility diversion works
11-078	Yorkshire Water Services Limited	Access track and hardstanding to the north east of Colne Bridge Road, Bradley		Yes				Yes		Working site and access for construction
11-079	Anthony Stephen Heathcote	Hardstanding, private road and overhead cables (Mill Lane, Bradley)		Yes				Yes		Working site and access for construction and utility diversion works
11-080	Anthony Stephen Heathcote	Hardstanding and overhead cables to the north west of Mill Lane, Bradley		Yes				Yes		Working site and access for construction and utility diversion works
11-081	Anthony Stephen Heathcote	Hardstanding, grassland and overhead cables to the north of Bog Green Lane, Bradley	,	Yes				Yes		Working site and access for construction and utility diversion works
	Anthony Stephen Heathcote / The Coal Authority	Hardstanding and overhead cables to the north of Bog Green Lane, Bradley		Yes				Yes		Working site and access for construction and utility diversion works
	Zarina Alli Butt /Sohaib Akib Butt /Amina Calsoom Butt / Sohaib Akib Butt	Garden, private access road, hardstanding and overhead cables (The Manor House, Bog Green Lane, Bradley, HD5 0RF)		Yes				Yes		Working site and access for construction and utility diversion works
	Anthony Stephen Heathcote / The Coal Authority	Commercial building, hardstanding and overhead cables to the east of Mill Lane, Bradley		Yes				Yes		Working site and access for construction and utility diversion works
	Anthony Stephen Heathcote / The Coal Authority	Scrubland and overhead cables to the rear of building at Mill Lane, Bradley		Yes				Yes		Working site and access for construction and utility diversion works
11-086	The Council of the Borough of Kirklees	Public road, footways and overhead cables (Bog Green Lane, Bradley)		Yes				Yes		Working site and access for construction and utility diversion works

			Acq	uisition			Purpose			
							Placing	Construction Activities &		
Plot No.	Freehold Owners	Current Land Use	Permanent Acquisition	Temporary possession / use	Protective Works only	Maintenance Access	permanent infrastructure	Mitigation Works	Explanation (permanent)	Explanation (temporary)
	Zarina Alli Butt /Amina Calsoom Butt / Sohaib									Working site and access for construction
11-087	Akib Butt	Utilities access and copse to the north of B6118 Bog Green Lane, Bradley		Yes				Yes		and utility diversion works
11-088	Louise Jane Bell	Agricultural grassland, electricity pylon and overhead cables to the south of B6118 Bog Green Lane, Bradley		Yes				Yes		Working site and access for construction and utility diversion works
11-089	Fairhold (Huddersfield) Limited	Utilities access, hardstanding and overhead cables to the north of Bog Green Lane, Bradley		Yes				Yes		Working site and access for construction and utility diversion works
11-090	Anthony Stephen Heathcote	Hardstanding, copse and grassland to the north of B6118 Bog Green Lane, Bradley		Yes				Yes		Access for construction
11-091	Zarina Alli Butt /Sohaib Akib Butt /Amina Calsoom Butt / Sohaib Akib Butt	Hardstanding and private access road to the north of B6118 Bog Green Lane, Bradley	,	Yes				Yes		Working site and access for construction and utility diversion works
	Anthony Stephen Heathcote									Access for construction
11-092		Hardstanding, copse and overhead cables to the north east of Mill Lane, Bradley		Yes				Yes		
12-001	Yorkshire Water Services Limited	Access track, grassland and copse to the east of B6118 Colne Bridge Road, Bradley Railway, works and land (Huddorsfield to Dowchury Line) to the east of B6118 Colne		Yes				Yes		Working site and access for construction
12-002	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the east of B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 9A	
12 002	Network Rail Infrastructure Limited	Access track and grassland adjacent to operational railway (Huddersfield to Dewsbury					Voc	Noc	Work No. 9A	
12-003		Line) to the east of B6118 Colne Bridge Road, Bradley Bridge (Colne Viaduct, MVL3 Underbridge 109), railway, works and land	Yes				Yes	Yes	WORK NO. 9A	
12-004	Network Rail Infrastructure Limited	(Huddersfield to Dewsbury Line) over access track to the east of B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 9A	
12-005	Yorkshire Water Services Limited Wendy Anne Pearson /E.B. Consultants	Copse, scrubland and access track to the east of B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 9A	
12-006	· · · ·	Grassland and hardstanding to the east of B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 9A	
12-007	Wendy Anne Pearson /E.B. Consultants Limited / Gary Pearson	Copse, hardstanding and access track adjacent to the River Colne, Bradley	Yes - rights only	Yes		Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction
	Wendy Anne Pearson /E.B. Consultants									
12-008	Limited / Gary Pearson	Hardstanding at industrial site to the east of B6118 Colne Bridge Road, Bradley		Yes				Yes		Working site and access for construction
12-009	Yorkshire Water Services Limited	Access track, verges and gantry to the east of B6118 Colne Bridge Road, Bradley		Yes				Yes		Working site and access for construction
12-010	Yorkshire Water Services Limited	Scrubland and access track adjacent to the River Colne, Bradley	Yes - rights only	Yes		Yes		Yes	Provision of maintenance access for the authorised works	Working site and access for construction
12-011	Network Rail Infrastructure Limited	Grassland and copse to the east of B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 9A	
		Railway, works and land (Huddersfield to Dewsbury Line) to the north east of B6118								
12-012	Network Rail Infrastructure Limited	Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 9A	
12-013	Anthony Stephen Heathcote / Yorkshire Water Services Limited	River, bed and banks thereof (River Colne, Bradley)		Yes				Yes		Working site and access for construction
12.014	Anthony Stephen Heathcote / Yorkshire Water			N				N		
12-014	Services Limited Yorkshire Water Services Limited /Anthony	River, bed and banks thereof (River Colne, Bradley)		Yes				Yes		Working site and access for construction
12.015		Bridge (Colne Viaduct, MVL3 Overbridge 109), railway, works and land (Huddersfield					Vec	Vec	Work No. 9A	
12-015	Infrastructure Limited Anthony Stephen Heathcote / Yorkshire Water	to Dewsbury Line) over river, bed and banks thereof (River Colne, Bradley)	Yes				Yes	Yes	WOR NO. 9A	
12-016		River, bed and banks thereof (River Colne, Bradley)	Yes				Yes	Yes	Work No. 9A	
12-017	Anthony Stephen Heathcote Yorkshire Water Services Limited /Anthony	Grassland and woodland to the north east of Mill Lane, Bradley		Yes				Yes		Working site and access for construction
12-018	Stephen Heathcote / Network Rail Infrastructure Limited	Bridge (Colne Viaduct, MVL3 Overbridge 109), railway, works and land (Huddersfield to Dewsbury Line) over river, bed and banks thereof (River Colne, Bradley)	Yes				Yes	Yes	Work No. 9C	
12-019	Yorkshire Water Services Limited	Grass verge and gantry to the east of River Colne, Bradley		Yes				Yes		Working site and access for construction
	Yorkshire Water Services Limited /Anthony									
12-020	Stephen Heathcote / Network Rail Infrastructure Limited	Bridge (Colne Viaduct, MVL3 Overbridge 109), railway, works and land (Huddersfield to Dewsbury Line) over river, bed and banks thereof (River Colne, Bradley)	Yes				Yes	Yes	Work No. 9B	
			-							
12-021	Yorkshire Water Services Limited	Woodland, outbuilding and grassland forming Heaton Lodge Sewerage Works, Bradley	Yes				Yes	Yes	Worksite and access for construction and provision of accommodation access	
	Anthony Stephen Heathcote / Yorkshire Water	-								
12-022	Services Limited	River, bed and banks thereof (River Colne, Bradley)	Yes				Yes	Yes	Work No. 9B	
12-023	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) and woodland to the east o B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 9C	
12 02 4		Railway, works and land (Huddersfield to Dewsbury Line) and woodland to the east o					Vac	Vac	Work No. 0P	
12-024	Network Rail Infrastructure Limited	B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 9B	

			Aco	quisition			Purpose			
			7.00	, unstront			Placing	Construction Activities &		
			Permanent	Temporary	Protective	Maintenance	permanent	Mitigation		
	Freehold Owners	Current Land Use	Acquisition	possession / use	e Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
12-025	Anthony Stephen Heathcote	Grassland and woodland to the east of Mill Lane, Bradley	Yes				Yes	Yes	Work No. 9B	
12-026	Denise Moon	Woodland and part of garden (The Mansion House, Heaton Lodge, Bog Green Lane, Bradley)	Yes				Yes	Yes	Work No. 9B	
	The Owner	Woodland to the north east of B6118 Colne Bridge Road, Bradley	Yes				Yes	Yes	Work No. 9B	
12 027	1	Grassland and woodland forming part of garden (The Mansion House, Heaton Lodge,								
12-028	Denise Moon	Bog Green Lane, Bradley, HD5 0RF)		Yes				Yes		Working site and access for construction
		Private access road, grassland and woodland forming Heaton Lodge Sewerage Works,							Worksite and access for construction and	
12-029	Yorkshire Water Services Limited	Bradley	Yes				Yes	Yes	provision of accommodation access	
12 020	The Coal Authority /Laurie Paul Moon / Susan Denise Moon		Vac				Voc	Voc	Diversion of overhead electric cables	
12-050		Bog Green Lane, Bradley, HD5 0RF)	Yes				Yes	Yes		
		Public road, verge, footway (B6118 Bog Green Lane, Bradley) and National Cycle								Working site and access for construction
12-031	The Council of the Borough of Kirklees	Network Route 66		Yes				Yes		and temporary highway works
	Yorkshire Water Services Limited	Private road and verges to the east of B6118 Bog Green Lane, Bradley		Yes				Yes		Access for construction
									Worksite and access for construction and	
12-033	Yorkshire Water Services Limited	Grassland and copse forming Heaton Lodge Sewerage Works, Bradley	Yes				Yes	Yes	provision of accommodation access	
12-034	The Council of the Borough of Kirklees	Woodland adjoining private road to the east of B6118 Bog Green Lane, Bradley		Yes				Yes		Access for construction
									Worksite and access for construction and	
12-035	Yorkshire Water Services Limited	Private access road and grass verge forming Heaton Lodge Sewerage Works, Bradley	Yes				Yes	Yes	provision of accommodation access	
12 035		Bridge (Parks, MVL4 Overbridge 1), private road and verges over railway, works and								
		land (Huddersfield to Dewsbury Line) to the south of Heaton Lodge Sewerage Works,								
12-036	Network Rail Infrastructure Limited	Bradley	Yes				Yes	Yes	Work No. 9C, Work No. 11	
12-037	Barbara Ellis	Agricultural field to the north east of B6118 Bog Green Lane, Bradley		Yes				Yes		Working site and access for construction
12 029	Yorkshire Water Services Limited	Grassland, access road and copse at Heaton Lodge Sewerage Works, Bradley	Vac				Voc	Voc	Worksite and access for construction and provision of accommodation access	
12-058		Railway works and land (Huddersfield to Dewsbury Line) to the south of Heaton	Yes				Yes	Yes		
12-039	Network Rail Infrastructure Limited	Lodge Sewerage Works, Bradley	Yes				Yes	Yes	Work No. 9C, Work No. 11	
									Worksite and access for construction and	
12-040	Yorkshire Water Services Limited	Access road forming Heaton Lodge Sewerage Works, Bradley	Yes				Yes	Yes	provision of accommodation access	
		Bridge (Parks, MVL3 Overbridge 110), private road and verges over railway, works								
12 041	Natural, Dail Infrastructura Limitad	and land (Huddersfield to Dewsbury Line) to the south of Heaton Lodge Sewerage	No.				No.	Vee	Morth No. OD. Morth No. 11	
12-041	Network Rail Infrastructure Limited	Works, Bradley	Yes				Yes	Yes	Work No. 9B, Work No. 11	
	The Coal Authority /Laurie Paul Moon / Susan	Footway and verge forming unnamed private road leading to Heaton Lodge Sewerage							Worksite and access for construction and	
12-042	Denise Moon	Works, Bradley	Yes				Yes	Yes	provision of accommodation access	
		Railway works and land (Huddersfield to Dewsbury Line) to the south of Heaton							P	
12-043	Network Rail Infrastructure Limited	Lodge Sewerage Works, Bradley	Yes				Yes	Yes	Work No. 9B, Work No. 11	
									Worksite and access for construction,	
12.044	Varlahing Mater Consistent	Assessment and badaparent landing to Usetan Lades Courses Martha Dradlar	No.				No.	No.	provision of accommodation access and	
	Yorkshire Water Services Limited Yorkshire Water Services Limited	Access road and hedgerow leading to Heaton Lodge Sewerage Works, Bradley Access road and copse forming Heaton Lodge Sewerage Works, Bradley	Yes	Yes			Yes	Yes Yes	diversion of overhead electric cables	Access for construction
12-045		Railway, works and land (Huddersfield to Dewsbury Line) to the south east of Heaton								
12-046	Network Rail Infrastructure Limited	Lodge Sewerage Works, Bradley	Yes				Yes	Yes	Work No. 9C	
									Worksite and access for construction,	
	The Coal Authority /Laurie Paul Moon / Susan								provision of accommodation access and	
	Denise Moon	Lodge Sewerage Works, Bradley	Yes				Yes	Yes	diversion of overhead electric cables	
12-048	Hazel Dransfield / Jane Atkinson	Agricultural field to the south of Heaton Lodge Sewerage Works, Bradley	Yes				Yes	Yes	Work No. 9B	Access for construction and highway
12-0/10	Yorkshire Water Services Limited	Access road and hedgerow leading to Heaton Lodge Sewerage Works, Bradley		Yes				Yes		Access for construction and highway alteration works
12 045		I see tous and neagerow leading to nearon Louge Sewerage Works, Dradley								
12-050	Hazel Dransfield / Jane Atkinson	Agricultural field and copse to the south of Heaton Lodge Sewerage Works, Bradley	Yes				Yes	Yes	Diversion of overhead electric cables	
		Railway, works and land (Huddersfield to Dewsbury Line) to the south east of Heaton								
12-051	Network Rail Infrastructure Limited	Lodge Sewerage Works, Bradley	Yes				Yes	Yes	Work No. 9B	
	Hazel Dransfield / Jane Atkinson	Agricultural field and copse to the south of Heaton Lodge Sewerage Works, Bradley		Yes				Yes		Working site and access for construction
12-053	Yorkshire Water Services Limited	Access road forming Heaton Lodge Sewerage Works, Bradley		Yes				Yes		Access for construction
12-054	Yorkshire Water Services Limited	Scrubland and copse forming Heaton Lodge Sewerage Works, Bradley		Yes				Yes		Working site and access for construction
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			Acqui	sition			Purpose			
				· · ·	Protective		Placing permanent	Construction Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
	Amanda Jane Smith Yorkshire Water Services Limited	Private access road adjacent to Heaton Lodge, Colne Bridge, Bradley, HD5 ORF Access road (Heaton Lodge Sewerage Works, Bradley)		Yes Yes				Yes Yes		Access for construction Access for construction
12-057	The Owner	Private access road adjacent to Coppin Croft, 312 Bog Green Lane, Bradley, HD5 ORF Woodland and National Cycle Network Route 66 to the north west of Paul Lane,		Yes				Yes		Access for construction
12-058	The Council of the Borough of Kirklees	Bradley		Yes				Yes		Working site and access for construction
12-059	The Council of the Borough of Kirklees	Private access road to the north east of B6118 Bog Green Lane, Bradley		Yes				Yes		Working site and access for construction
12-060	Hazel Dransfield / Jane Atkinson	Agricultural fields, copse and hedgerow (Helm Farm, Paul Lane, Bradley, HD5 0PU)	Yes				Yes	Yes	Diversion of overhead electric cables	
12-061	Hazel Dransfield / Jane Atkinson	Agricultural land and hedgerows to the north west of Helm Lane, Bradley		Yes				Yes		Working site and access for construction
12-062	Hazel Dransfield / Jane Atkinson	Agricultural fields and hedgerow (Helm Farm, Paul Lane, Bradley, HD5 0PU) Railway, works and land (Huddersfield to Dewsbury Line) and disused underpass to	Yes				Yes	Yes	Work No. 9B	
12-063	Network Rail Infrastructure Limited	the south west of A644 Huddersfield Road, Bradley	Yes				Yes	Yes	Provision of railway infrastructure	
	Network Rail Infrastructure Limited Kirkburton Parish Council / The Council of the	Railway, works and land (Huddersfield to Dewsbury Line) to the south of A644 Huddersfield Road, Bradley	Yes				Yes	Yes	Provision of railway infrastructure	
12-065	Borough of Kirklees Kirkburton Parish Council / The Council of the	Woodland to the east of Paul Lane, Bradley		Yes				Yes		Environmental mitigation works
	Borough of Kirklees	Woodland to the south of Helm Lane, Mirfield		Yes				Yes		Environmental mitigation works
	Hazel Dransfield / Jane Atkinson	Agricultural field to the north of Helm Lane, Mirfield	Mar	Yes			Maria	Yes		Working site and access for construction
13-003	Hazel Dransfield / Jane Atkinson	Agricultural field to the north of Helm Lane, Mirfield Railway, works and land (Huddersfield to Dewsbury Line), private access road (Helm	Yes				Yes	Yes	Work No. 9B	
13-004	Network Rail Infrastructure Limited	Lane, Mirfield), woodland and outbuilding Railway, works and land (Huddersfield to Dewsbury Line), woodland to the north of	Yes				Yes	Yes	Work No. 9B	
13-005	Network Rail Infrastructure Limited	Helm lane, Mirfield Railway, works and land (Huddersfield to Dewsbury Line), woodland to the north of	Yes				Yes	Yes	Work No. 9C	
	Network Rail Infrastructure Limited	Helm lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11A	
	Hazel Dransfield / Jane Atkinson James William Lee	Agricultural field to the north of Helm Lane, Mirfield Grassland to the north of Helm Lane, Mirfield	Yes Yes				Yes Yes	Yes	Work No. 9B, Work No. 11A Work No. 9B, Work No. 11A	
13 000										
13-009	James William Lee	Grassland, outbuildings and hardstanding to the north of Helm Lane, Mirfield Agricultural field, outbuildings, access road and grass verge to the north of Helm	Yes				Yes	Yes	Work No. 9B	
13-010	Jean France	Lane, Mirfield	Yes				Yes	Yes	Work No. 9B	
	Jean France Network Rail Infrastructure Limited	Agricultural field to the north of Helm Lane, Mirfield Scrubland to the north of Helm Lane, Mirfield	Yes	Yes			Yes	Yes Yes	Work No. 9B	Working site and access for construction
		Woodland and canal footpath (Calder and Hebble Navigation) to the south west of							Provision for maintenance of track drainage	
	Canal & River Trust James William Lee / Network Rail	A644 Huddersfield Road, Mirfield	Yes - rights only	Yes		Yes		Yes	works	Working site and access for construction
	-	Outbuilding and grassland to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B	
	Christopher Coop / James Robert Fearnley James William Lee / Network Rail	Woodland and public footpath (KIR/240/10) to the north west of Helm Lane, Mirfield		Yes				Yes		Working site and access for construction
	Infrastructure Limited	Grassland to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11A	
	James William Lee	Access track and grass verge to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B	
	Network Rail Infrastructure Limited	Woodland and grassy knoll to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B Work No. 9B	
	James William Lee Jean France	Private access road and septic tank to the north of Helm Lane, Mirfield Agricultural field to the north of Helm Lane, Mirfield	Yes Yes				Yes Yes	Yes	Work No. 9B Work No. 11A	
	James William Lee	Hardstanding to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11A	
13-022	Network Rail Infrastructure Limited	House and garden (3 Heaton Lodge Cottages, Helm Lane, Mirfield, HD5 OBX)	Yes				Yes	Yes	Work No. 9B, Work No. 11A	
13-023	Network Rail Infrastructure Limited	House and garden (3 Heaton Lodge Cottages, Helm Lane, Mirfield, HD5 0BX)	Yes				Yes	Yes	Work No. 9B	
		Hedgerow to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B	
	Jean France	Agricultural field to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11A	
	James William Lee	Hedgerow to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11A	
	James William Lee Jean France	Access track and grass verge to the north of Helm Lane, Mirfield Agricultural field to the north of Helm Lane, Mirfield	Yes				Yes	Yes Yes	Work No. 9B, Work No. 11A Work No. 9B, Work No. 11A	
	Anne Innes / Paul Nicholson	House and garden (2 Heaton Lodge Cottages, Helm Lane, Mirfield, HD5 0BX)	Yes				Yes	Yes	Work No. 9B	
	James William Lee	Hedgerow to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11A	
13-031	James William Lee	Access track and grass verge to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11A	

			Acqu	isition			Purpose			
								Construction		
			Pormanont	Tomporany	Protective	Maintenance	Placing	Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Permanent Acquisition	Temporary possession / use		Access	permanent infrastructure	Works	Explanation (permanent)	Explanation (temporary)
12.022	Anne Innes (Devil Nick slave	Have and contain (2 Haster Lader Cattered Hale Long Minfield HDC ODV)	Vee				No.	No.	Mark No. OD Mark No. 114	
	Anne Innes / Paul Nicholson Jean France	House and garden (2 Heaton Lodge Cottages, Helm Lane, Mirfield, HD5 0BX) Agricultural field to the north of Helm Lane, Mirfield	Yes Yes				Yes Yes	Yes Yes	Work No. 9B, Work No. 11A Work No. 11A, Work No. 11B	
13-033		Garden, access road, footway and hedgerow (1 Heaton Lodge Cottages, Helm Lane,					165	103		
13-034	Peter Stephen Newton	Mirfield, HD5 0BX)	Yes				Yes	Yes	Work No. 9B, Work No. 11A	
		Garden, access road, footway and hedgerow (1 Heaton Lodge Cottages, Helm Lane,								
13-035	Peter Stephen Newton	Mirfield, HD5 0BX)	Yes				Yes	Yes	Work No. 11A, Work No. 11B	
13-036	Anne Innes / Paul Nicholson	House and garden (2 Heaton Lodge Cottages, Helm Lane, Mirfield, HD5 0BX)	Yes				Yes	Yes	Work No. 9B, Work No. 11A, Work No. 11B	
15 050		Hardstanding, forming access to the rear of 2 Heaton Lodge Cottages, Mirfield, HD5								
13-037	James William Lee	OBX	Yes				Yes	Yes	Work No. 9B, Work No. 11A	
13-038	Jean France	Agricultural field to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 11B	
12.020		Hardstanding, forming access to the rear of 2 Heaton Lodge Cottages, Mirfield, HD5	Vac				Vaa	Vac	Mark No. OD Mark No. 114 Mark No. 110	
13-039	James William Lee	OBX	Yes				Yes	Yes	Work No. 9B, Work No. 11A, Work No. 11B	
		Railway, works and land (Huddersfield to Dewsbury Line), access track, public								
13-040	Network Rail Infrastructure Limited	footpath KIR/240/10 and scrubland to the north of Helm lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11A, Work No. 11B	
	Jean France	Agricultural field to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11B	
	James William Lee	Hedgerow to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11B	
13-043	James William Lee	Access track and grass verge to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11B	
13-044	Peter Stephen Newton	Access track to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11A, Work No. 11B	
13-045	Peter Stephen Newton	Access track and public footpath (KIR/240/10) to the north of Helm Lane, Mirfield Access track, hedgerow and public footpath (KIR/240/10) to the north of Helm Lane,	Yes				Yes	Yes	Work No. 9B, Work No. 11B	
13-046	James William Lee	Mirfield	Yes				Yes	Yes	Work No. 11B	
		Access track, hedgerow and public footpath (KIR/240/10) to the north of Helm Lane,								
13-047	Peter Stephen Newton	Mirfield	Yes				Yes	Yes	Work No. 11B	
13-048	Peter Stephen Newton	Access track and public footpath (KIR/240/10) to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11A, Work No. 11B	
									Provision for maintenance of the authorised	
13-049	Peter Stephen Newton	Access track and public footpath (KIR/240/10) to the north of Helm Lane, Mirfield	Yes - rights only	Yes		Yes		Yes	works	Working site and access for construction
12.050	Datas Stanban Noutan	Access track and public factmeth (KID /240/10) to the parth of Light Lang. Mirfield	Vac				Vac	Vec	Work No. OD Work No. 11D	
13-050	Peter Stephen Newton	Access track and public footpath (KIR/240/10) to the north of Helm Lane, Mirfield Railway, works and land (Huddersfield to Dewsbury Line) and public footpath	Yes				Yes	Yes	Work No. 9B, Work No. 11B	
13-051	Network Rail Infrastructure Limited	(KIR/240/10) to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11B	
	Robin Nicholas Field	Agricultural field to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11B	
13-053	Network Rail Infrastructure Limited	Hardstanding to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11B	
	Robin Nicholas Field	Agricultural field and copse to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B	
	Robin Nicholas Field	Agricultural field to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11B	
13-056	Robin Nicholas Field	Agricultural field to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 11B	
13-057	Robin Nicholas Field	Agricultural field to the north of Helm Lane, Mirfield		Yes				Yes		Working site and access for construction
13-058	Network Rail Infrastructure Limited	Hardstanding to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B	
10.050		Underpass carrying public footpath (KIR/240/10) beneath railway, works and land								
13-059	Network Rail Infrastructure Limited	(Huddersfield to Dewsbury Line) to the north of Heaton Lodge Cottages, Mirfield Railway works and land (Huddersfield to Dewsbury Line) to the north of Heaton	Yes				Yes	Yes	Work No. 9B, Work No. 11B	
13-060	Network Rail Infrastructure Limited	Lodge Cottages, Mirfield	Yes				Yes	Yes	Work No. 9C, Work No. 12	
		Footbridge (Heaton Lodge Footbridge, MVL4 Footbridge 4) and underpass (Helm								
		Lane, MVN2 Underbridge 188) carrying public footpath (KIR/240/10) over and								
		beneath railway, works and land (Huddersfield to Dewsbury Line) to the north of								
13-061	Network Rail Infrastructure Limited	Heaton Lodge Cottages, Mirfield	Yes				Yes	Yes	Work No. 9C	
		Underpass carrying public footpath (KIR/240/10) beneath railway, works and land								
13-062	Network Rail Infrastructure Limited	(Huddersfield to Dewsbury Line) to the north of Heaton Lodge Cottages, Mirfield	Yes				Yes	Yes	Work No. 9B	
		Underpass carrying public footpath (KIR/240/10) beneath railway, works and land								
13-063	Network Rail Infrastructure Limited	(Huddersfield to Dewsbury Line) to the north of Heaton Lodge Cottages, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11A, Work No. 11B	
		Underpass carrying public footpath (KIR/240/10) beneath railway, works and land								
13-064	Network Rail Infrastructure Limited	(Huddersfield to Dewsbury Line) to the north of Heaton Lodge Cottages, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11B	
		Footbridge carrying public footpath (KIR/240/10) over railway, works and land								
13-065	Network Rail Infrastructure Limited	(Huddersfield to Dewsbury Line) to the north of Heaton Lodge Cottages, Mirfield	Yes				Yes	Yes	Work No. 9C	
13-066	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9C	
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		Acqu	uisition			Purpose			
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Plot No. Freehold Owners	Current Land Use	Permanent Acquisition	Temporary possession / use	Protective Works only	Maintenance Access	permanent infrastructure	Mitigation Works	Explanation (permanent)	Explanation (temporary)
	Railway, works and land (Huddersfield to Dewsbury Line) to the north of Helm Lane,								
3-067 Network Rail Infrastructure Limited	Mirfield	Yes				Yes	Yes	Work No. 9C, Work No. 11B	
	Railway, works and land (Huddersfield to Dewsbury Line) to the north of Helm Lane,								
13-068 Network Rail Infrastructure Limited	Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11B	
L3-069 Robin Nicholas Field	Agricultural field and copse to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 11B	
L3-070 Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the north of Helm Lane, Mirfield	Vac				Vac	Vac	Work No. 9C	
Adrienne Barbara Wheeler / David Andrew		Yes				Yes	Yes	WORKING. 9C	
3-071 Wheeler	Equine arena to the north west of Helm Lane, Mirfield		Yes				Yes		Working site and access for construction
	Footbridge (Heaton Lodge Footbridge, MVL4 Footbridge 4) carrying public footpath								
	(KIR/240/10) over railway, works and land (Huddersfield to Dewsbury Line) to the								
3-072 Network Rail Infrastructure Limited	north of Heaton Lodge Cottages, Mirfield	Yes				Yes	Yes	Work No. 9C, Work No. 12	
	Railway, works and land (Huddersfield to Dewsbury Line) to the north of Helm Lane,								
3-073 Network Rail Infrastructure Limited	Mirfield	Yes				Yes	Yes	Work No. 9C, Work No. 12	
	Railway, works and land (Huddersfield to Dewsbury Line) to the north of Helm Lane,								
3-074 Network Rail Infrastructure Limited	Mirfield	Yes				Yes	Yes	Work No. 9B	
3-075 Robin Nicholas Field	Agricultural field to the north of Helm Lane, Mirfield Agricultural field to the north of Helm Lane, Mirfield	Yes				Yes Yes	Yes	Footpath diversion works Work No. 9B, Work No. 13	
.3-076Robin Nicholas Field.3-077Robin Nicholas Field	Agricultural field to the north of Helm Lane, Mirfield	Yes Yes				Yes	Yes Yes	Work No. 9B, Work No. 13	
	Railway, works and land (Huddersfield to Dewsbury Line) to the north of Helm Lane,	165					165		
L3-078 Network Rail Infrastructure Limited	Mirfield	Yes				Yes	Yes	Work No. 9B, Work No. 13	
13-079 Robin Nicholas Field	Agricultural field and copse to the north of Helm Lane, Mirfield	Yes				Yes	Yes	Work No. 9B	
	Railway, works and land (Huddersfield to Dewsbury Line) to the north of Helm Lane,								
13-080 Network Rail Infrastructure Limited	Mirfield	Yes				Yes	Yes	Work No. 9C, Work No. 13	
	Railway, works and land (Huddersfield to Dewsbury Line) to the north of Helm Lane,								
13-081 Network Rail Infrastructure Limited	Mirfield	Yes				Yes	Yes	Work No. 9B	
13-082 Margaret Mary Simpson	Woodland forming part of garden (The Old Smithy, Helm Lane, Mirfield, HD5 0PX)	Yes				Yes	Yes	Work No. 9B	
	Mandler d formeine neutraf panden /The Old Creither Holes Lange Minfield, UDE ODV)	No.				No.	No.		
13-083 Margaret Mary Simpson	Woodland forming part of garden (The Old Smithy, Helm Lane, Mirfield, HD5 0PX)Railway, works and land (Huddersfield to Dewsbury Line) to the north of Helm Lane,	Yes				Yes	Yes	Work No. 9D	
13-084 Network Rail Infrastructure Limited	Mirfield	Yes				Yes	Yes	Work No. 9D	
13-085 Angela Barker / David Barker	Copse to the north of Helm Lane, Mirfield		Yes				Yes		Working site and access for construction
13-086 Peter David Swaine / Sheila Swaine	Hedgerow forming garden (1 Wheatley Terrace, Mirfield, HD5 0PX)		Yes				Yes		Working site and access for construction
13-087 Anthony Bryan Sunderland	Copse to the north of Helm Lane, Mirfield		Yes				Yes		Working site and access for construction
13-088 Angela Barker / David Barker	Copse to the west of Wood Lane, Mirfield Bridges (Wood Lane, MVL4 Underbridge 5 and Wood Lane, MVL2 Underbridge 190)		Yes				Yes		Working site and access for construction
Network Rail Infrastructure Limited / The	carrying railway, works and land (Huddersfield to Dewsbury Line) over public road								
13-089 Council of the Borough of Kirklees	and verge (Wood Lane, Mirfield)	Yes				Yes	Yes	Work No. 9D	
	Railway, works and land (Huddersfield to Dewsbury Line) to the east of Wood Lane,								
13-090 Network Rail Infrastructure Limited	Mirfield	Yes				Yes	Yes	Work No. 9D	
Network Rail Infrastructure Limited / Steven									
13-091 Charles Douthwaite	Copse to the east of Wood Lane, Mirfield		Yes				Yes		Working site and access for construction
	Railway, works and land (Huddersfield to Dewsbury Line) to the east of Wood Lane,								
13-092 Network Rail Infrastructure Limited	Mirfield	Yes				Yes	Yes	Track drainage works	
Network Rail Infrastructure Limited / Steven	Grassland, copse, public bridleway (KIR/251/10) and National Cycle Network Route		Vec				Var		
14-001Charles Douthwaite14-002Network Rail Infrastructure Limited	66 to the east of Wood Lane, Mirfield Operational railway (Huddersfield to Dewsbury Line), Mirfield	Yes	Yes			Yes	Yes Yes	Work No. 9D	Working site and access for construction
	Railway works and land (Huddersfield to Dewsbury Line) to the south west of A644	103				103	103		
14-003 Network Rail Infrastructure Limited	Huddersfield Road, Mirfield	Yes				Yes	Yes	Track drainage works	
14-004 Jane Louise Ireland / Rosemary Elizabeth Carr	Woodland and grassland to the north west of Woodend Road, Mirfield		Yes				Yes		Working site and access for construction
14-005 Network Rail Infrastructure Limited	Operational railway (Huddersfield to Dewsbury Line), Mirfield	Yes				Yes	Yes	Work No. 14	
Network Rail Infrastructure Limited / Steven	Grassland, copse, access track and National Cycle Network Route 66 to the east of								
14-006 Charles Douthwaite	Woodend Road, Mirfield	Yes				Yes	Yes	Track drainage and culvert works	
								Provision of construction access for the	
14-007 Gleeson Regeneration Limited	Access track, woodland and copse to the west of Woodend Road, Mirfield	Yes - rights only			Yes			authorised works	
Notwork Dail Infrastructure Limited / Charge	Woodland grass hank footway public bridleway (KID/251/10 and MID/106/10) and								
Network Rail Infrastructure Limited / Steven L5-001 Charles Douthwaite	Woodland, grass bank, footway, public bridleway (KIR/251/10 and MIR/106/10) and National Cycle Network Route 66 to the west of Woodend Road, Mirfield		Yes				Yes		Working site and access for construction
	Railway, works and land (Huddersfield to Dewsbury Line) to the west of Woodend						103		

			Acqu	isition			Purpose			
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
15-003		Private access road (Calder View), access track, verges, copse and grassland, adjacent to operational railway (Huddersfield to Dewsbury Line), Mirfield	Yes - rights only			Yes			Provision of construction and maintenance access for the authorised works	
15-004	The Council of the Borough of Kirklees	Access track, verges and grass bank to the south west of Woodend Road, Mirfield Woodland, grass bank, footway, public bridleway (MIR/106/10) and National Cycle		Yes				Yes		Working site and access for construction
15-005	Jane Louise Ireland / Rosemary Elizabeth Carr	Network Route 66 to the west of Woodend Road, Mirfield		Yes				Yes		Working site and access for construction
15-006	Jane Louise Ireland / Rosemary Elizabeth Carr	Public road (Woodend Road, Mirfield), hardstanding, grass bank, public bridleway (MIR/106/10) and National Cycle Network Route 66	Yes - rights only	Yes		Yes		Yes	Provision for maintenance of the authorised works	Working site and access for construction
15-007	Jane Louise Ireland / Rosemary Elizabeth Carr	Public road (Woodend Road, Mirfield), hardstanding, grass bank, public bridleway (MIR/106/10) and National Cycle Network Route 66	Yes - rights only	Yes		Yes		Yes	Provision for maintenance of the authorised works	Working site and access for construction and temporary highway works
15-008	Network Rail Infrastructure Limited	Bridge (Woodend Road, MVN2 Overbridge 191), access road and footway over railway, works and land (Huddersfield to Dewsbury Line) to the north west of Woodend Road, Mirfield	Yes				Yes	Yes	Work No. 14	
15-009	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) and bridge (Mirfield Viaduct, MVN2 Underbridge 192) to the north of Woodend Road, Mirfield	Yes				Yes	Yes	Work No. 14	
15-010	Gleeson Regeneration Limited	Access road and verges (Woodend Road, Mirfield)	Yes				Yes	Yes	Work No. 14	
15-011	Gleeson Regeneration Limited	Access road (Woodend Road), verges, copse and grassland, adjacent to operational railway (Huddersfield to Dewsbury Line), Mirfield Copse and grassland, adjacent to operational railway (Huddersfield to Dewsbury	Yes - rights only	Yes		Yes		Yes	Provision for construction and maintenance of the authorised works	Working site and access for construction
15-012	Gleeson Regeneration Limited	Line), Mirfield	Yes				Yes	Yes	Work No. 14 Provision for construction and maintenance	
15-013	Northern Powergrid (Yorkshire) plc	Electricity substation to the north of Woodend Road, Mirfield	Yes - rights only			Yes			of the authorised works	
15-014	Jane Louise Ireland / Rosemary Elizabeth Carr	Grass bank and woodland to the north of Woodend Road, Mirfield		Yes				Yes		Working site and access for construction
15-015	The Council of the Borough of Kirklees	Grass bank to the south of Woodend Road, Mirfield		Yes				Yes		Working site and access for construction
15-016	Jane Louise Ireland / Rosemary Elizabeth Carr	Disused underpass to the north of Woodend Road, Mirfield	Yes				Yes	Yes	Track drainage and culvert works	
15-017	Hopton Care Cottages Limited	Private road, grass verge and bank at Calder View (Hopton Cottage Care Home, Mirfield)	Yes - rights only			Yes			Provision of construction and maintenance access for the authorised works	
15-018	Century Homes Limited / Marrtree Developments Limited	Grassland to the north of Woodend Road, Mirfield		Yes				Yes		Working site and access for construction and temporary highway works
15-019	John Walton Dodgson / Marian Dodgson	Agricultural field to the south of Woodend Road, Mirfield		Yes				Yes		Working site and access for construction and temporary highway works
15-020	The Council of the Borough of Kirklees	Football field to the south of Woodend Road, Mirfield		Yes				Yes		Working site and access for construction and temporary highway works
15-021	Jane Louise Ireland / Rosemary Elizabeth Carr	Scrubland, copse and outbuilding associated with 2A to 2G Chadwick Fold Lane, Mirfield, WF14 8PW		Yes				Yes		Access for construction
15-022	Hopton Care Cottages Limited	Works yard and hardstanding to the south of Calder View, Mirfield		Yes				Yes		Working site and access for construction
									Provision of maintenance access for the authorised works and attachment and maintenance of electrical equipment to the	
15-023	Hopton Care Cottages Limited	Works yard and hardstanding to the south of Calder View, Mirfield	Yes - rights only	Yes		Yes		Yes	railway viaduct Provision of maintenance access for the	Working site and access for construction
15-024	Jane Louise Ireland / Rosemary Elizabeth Carr	Scrubland, copse and outbuilding associated with 2A to 2G Chadwick Fold Lane, Mirfield, WF14 8PW	Yes - rights only	Yes		Yes		Yes	 authorised works and attachment and maintenance of electrical equipment to the railway viaduct Provision of maintenance access for the 	Working site and access for construction
15-025		Railway, works and land (Huddersfield to Dewsbury Line) to the south of Calder View, Mirfield	Yes - rights only	Yes		Yes		Yes	authorised works and attachment and maintenance of electrical equipment to the railway viaduct	Working site and access for construction
15-026	Rosemary Elizabeth Carr /Jane Louise Ireland / Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the south of Calder View, Mirfield	Yes				Yes	Yes	Work No. 14	
15-027		Access road, verges, grassland, hardstanding, copse and footways (Calder View, Mirfield)	Yes - rights only	Yes		Yes		Yes	Provision of maintenance access for the authorised works and attachment and maintenance of electrical equipment to the railway viaduct	Working site and access for construction

			Acqu	uisition			Purpose			
							Diastas	Construction		
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use		Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
		Bridge (Mirfield Viaduct, MVN2 Overbridge 192), railway, works and land								
	Gleeson Regeneration Limited / Network Rail	(Huddersfield to Dewsbury Line) over private roads, verges and footways (Calder								
15-028	Infrastructure Limited	View, Chadwick Fold Lane, Mirfield)	Yes				Yes	Yes	Work No. 14 Provision of maintenance access for the	
									authorised works and attachment and	
		Access roads, verges, grassland and footways (Calder View and Chadwick Fold Lane,							maintenance of electrical equipment to the	
15-029	Gleeson Regeneration Limited	Mirfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
									Provision of maintenance access for the	
									authorised works and attachment and maintenance of electrical equipment to the	
15-030	Gleeson Regeneration Limited	Private road, verge and footways (Chadwick Fold Lane, Mirfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
							_		Provision of maintenance access for the	
15-031	Jane Louise Ireland / Rosemary Elizabeth Carr	Private road, verge and hardstanding (Chadwick Fold Lane, Mirfield)	Yes - rights only	Yes		Yes		Yes	authorised works	Working site and access for construction
15-032	Jane Louise Ireland / Rosemany Elizabeth Carr	Car park and hardstanding at Calder Close, Mirfield		Yes				Yes		Working site and access for construction
13-032									Provision of maintenance access for the	
									authorised works and attachment and	
									maintenance of electrical equipment to the	
15-033	Jane Louise Ireland / Rosemary Elizabeth Carr	Car park and hardstanding at Calder Close, Mirfield	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
									Provision of construction and maintenance	
15-034	The Council of the Borough of Kirklees	Private roads (Calder View and Chadwick Fold Lane, Mirfield)	Yes - rights only			Yes			access for the authorised works	
15-035	Gleeson Regeneration Limited	Private road and verge (Chadwick Fold Lane, Mirfield)		Yes				Yes	Provision of maintenance access for the	Working site and access for construction
									authorised works and attachment and	
									maintenance of electrical equipment to the	
15-036	Gleeson Regeneration Limited	Private road and verge (Chadwick Fold Lane, Mirfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
15 027	Jana Louisa Iraland / Recompry Elizabeth Carr	Verge and scrubland (Chadwick Fold Lane, Mirfield)		Vac				Voc		Working site and access for construction
15-037		Verge and scrubland (Chadwick Fold Lane, Mirfield)		Yes				Yes	Provision of maintenance access for the	
									authorised works and attachment and	
									maintenance of electrical equipment to the	
15-038	Jane Louise Ireland / Rosemary Elizabeth Carr	Verge and scrubland (Chadwick Fold Lane, Mirfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
15-039	lane Louise Ireland / Rosemary Elizabeth Carr	Verge and scrubland (Chadwick Fold Lane, Mirfield)		Yes				Yes		Working site and access for construction
10 000		Bridge (Mirfield Viaduct, MVN2 Underbridge 192A), railway, works and land								
		(Huddersfield to Dewsbury Line) over river, bed and banks thereof (River Calder,								
15-040	Network Rail Infrastructure Limited	Mirfield)	Yes				Yes	Yes	Work No. 14	
									Provision of maintenance access for the authorised works and attachment and	
									maintenance of electrical equipment to the	
15-041	Jane Louise Ireland / Rosemary Elizabeth Carr	Verge and scrubland (Chadwick Fold Lane, Mirfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
		Bridge (Mirfield Viaduct, MVN2 Underbridge 192A), railway, works and land								
15-042	Carr /Jane Louise Ireland / Network Rail Infrastructure Limited	(Huddersfield to Dewsbury Line) over river, bed and banks thereof (River Calder, Mirfield)	Yes				Yes	Yes	Work No. 14	
15-042							Tes		Provision of maintenance access for the	
									authorised works and attachment and	
	The Kingdom Hall Trust /Jane Louise Ireland /								maintenance of electrical equipment to the	
15-043	· · ·	River, bed and banks thereof and bridge (River Calder, Mirfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
15-044	The Kingdom Hall Trust /Jane Louise Ireland / Rosemary Elizabeth Carr	River, bed and banks thereof and bridge (River Calder, Mirfield)		Yes				Yes		Working site and access for construction
-	•	Woodland and riverbank adjacent to River Calder to the east of Chadwick Fold Lane,								
16-001	Jane Louise Ireland / Rosemary Elizabeth Carr	Mirfield		Yes				Yes		Working site and access for construction
									Provision of maintenance access for the authorised works and attachment and	
		Scrubland and riverbank adjacent to River Calder to the east of Chadwick Fold Lane,							maintenance of electrical equipment to the	
16-002	Jane Louise Ireland / Rosemary Elizabeth Carr		Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
		Bridge (Mirfield Viaduct, MVN2 Underbridge 192), railway, works and land								
16-002	Rosemary Elizabeth Carr /Jane Louise Ireland / Network Rail Infrastructure Limited	(Huddersfield to Dewsbury Line) over scrubland and riverbank adjacent to River Calder to the east of Chadwick Fold Lane, Mirfield	Voc				Voc	Vec	Work No. 14	
10-003		Bridge (Mirfield Viaduct, MVN2 Underbridge 192), railway, works and land	Yes				Yes	Yes	VVOIK NO. 14	
	Carr /Jane Louise Ireland / Network Rail	(Huddersfield to Dewsbury Line) over river, bed and banks thereof and scrubland								
16-004	Infrastructure Limited	(River Calder, Mirfield)	Yes				Yes	Yes	Work No. 14	
									Provision of maintenance access for the	
		River, bed and banks thereof (River Calder), bridge (Mirfield Viaduct, MVN2							authorised works and attachment and	
	The Kingdom Hall Trust /Jane Louise Ireland /	INVELUEU AUU DAUKS MELEDI KIVELLAMELL MIDDE UVII MELI VIAMULT WORK?							maintenance of electrical equipment to the	

			Acqu	isition			Purpose			
							Diantan	Construction		
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use		Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
									Provision of maintenance access for the	
									authorised works and attachment and	
10.000	The Kingdom Hall Trust /Jane Louise Ireland /	River, bed and banks thereof (River Calder), bridge (Mirfield Viaduct, MVN2	Vac vichta anhu	Vaa		Vec		Vec	maintenance of electrical equipment to the	Monthing site and according to a construction
16-006	Rosemary Elizabeth Carr The Kingdom Hall Trust /Jane Louise Ireland /	Underbridge 192) and scrubland to the west of Newgate, Mirfield River, bed and banks thereof (River Calder), scrubland and woodland to the west of	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
16-007	Rosemary Elizabeth Carr	Newgate, Mirfield		Yes				Yes		Working site and access for construction
	The Kingdom Hall Trust /Jane Louise Ireland /	River, bed and banks thereof (River Calder) and woodland to the west of Newgate,								
16-008	Rosemary Elizabeth Carr	Mirfield		Yes				Yes		Working site and access for construction
16-009		Scrubland and riverbank adjacent to River Calder to the south of Newgate, Mirfield		Yes				Yes		Working site and access for construction
16-010	Mirfield Congregation of Jehovah's Witnesses / The Kingdom Hall Trust	Car park and hardstanding at the Kingdom Hall of Jehovah's Witnesses, Mirfield		Yes				Yes		Working site and access for construction
10-010									Provision of maintenance access for the	
									authorised works and attachment and	
	Mirfield Congregation of Jehovah's Witnesses								maintenance of electrical equipment to the	
16-011	/ The Kingdom Hall Trust	Scrubland adjacent to the Kingdom Hall of Jehovah's Witnesses, Mirfield	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
16.012	Lodgord Management Community in the	Hardstanding, access track and disused land to the south of Back Station Road,		Vac				Vac		Working site and second for easter the
10-012	Ledgard Management Company Limited Mirfield Congregation of Jehovah's Witnesses	Mirfield Access road to car park and hardstanding at the Kingdom Hall of Jehovah's Witnesses,		Yes				Yes		Working site and access for construction
16-013	/ The Kingdom Hall Trust	Mirfield		Yes				Yes		Access for construction
									Provision of maintenance access for the	
									authorised works and attachment and	
									maintenance of electrical equipment to the	
16-014	The Council of the Borough of Kirklees	Public road and footways (Newgate, Mirfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
	Network Rail Infrastructure Limited / The	Bridge (Mirfield Viaduct, MVN2 Underbridge 192A), railway, works and land								
16-015	Council of the Borough of Kirklees	(Huddersfield to Dewsbury Line) over public road and footways (Newgate, Mirfield)	Yes				Yes	Yes	Work No. 14	
									Provision of maintenance access for the	
									authorised works and attachment and	
									maintenance of electrical equipment to the	
16-016	The Council of the Borough of Kirklees	Public road and footways (Newgate, Mirfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
		Public road, verge, footways (Back Station Road, Mirfield), hardstanding and National								Working site and access for construction
16-017	Binks Vertical Limited	Cycle Network Route 66		Yes				Yes		and temporary highway works
		Public footway (Newgate, Mirfield)	Yes				Yes	Yes	Work No. 14	
		Railway, works and land (Huddersfield to Dewsbury Line) adjoining Mirfield Train								
16-019	Network Rail Infrastructure Limited	Station	Yes				Yes	Yes	Work No. 14	
16-020	Grif051 Limited	Grass verge to the south of Back Station Road, Mirfield		Voc				Yes		Working site and access for construction
10-020		Hardstanding adjoining electricity substation to the north west of Ledgard Wharf,		Yes						
16-021	Grif051 Limited	Mirfield		Yes				Yes		Working site and access for construction
		Private road and hardstanding associated with commercial premises (Jewson Limited,								
		Mirfield) adjacent to operational railway (Huddersfield to Dewsbury Line) and							Provision of maintenance access for vehicle	
	Network Rail Infrastructure Limited	Mirfield Train Station	Yes - rights only	Yes		Yes		Yes	restraint barrier and fencing works	Working site and access for construction
16-023 16-024	Binks Vertical Limited Network Rail Infrastructure Limited	Public footway (Back Station Road, Mirfield) Mirfield Train Station, Mirfield	Yes				Yes Yes	Yes Yes	Work No. 14 Work No. 14	
		Public road, footways (Back Station Road, Mirfield) and National Cycle Network Route								
16-025	Binks Vertical Limited	66		Yes				Yes		Working site and access for construction
16-026	Mirfield Development Company Limited	Public road and footway (Brewery Wharf, Mirfield)		Yes				Yes		Working site and access for construction
16-027	The Council of the Borough of Kirklees	Public road, footways (Station Road, Mirfield) and National Cycle Network 66		Ves				Voc		Working site and access for construction
10-027	The council of the borough of KITRIEES	Works and land associated with operational railway (Huddersfield to Dewsbury Line)		Yes				Yes		
16-028	Network Rail Infrastructure Limited	to the north of Mirfield Train Station		Yes				Yes		Working site and access for construction
		Public road, footways (Station Road, Mirfield), public footpath (MIR/99/10) and								
16-029	The Council of the Borough of Kirklees	National Cycle Network Route 66		Yes				Yes		Working site and access for construction
16.020	Canal & Pivor Truct	Canal and towpath (Calder And Hebble Navigation Mirfield Cut, Mirfield), adjacent to Lowlands Road, Mirfield		Voc				Voc		Working site and access for construction
10-030	Canal & River Trust			Yes				Yes	Provision of maintenance access for the	Working site and access for construction
16-031	The Council of the Borough of Kirklees	Public road, verge and footways (Lowlands Road, Mirfield)	Yes - rights only	Yes		Yes		Yes	authorised works	Working site and access for construction
			0							
16-032	The Council of the Borough of Kirklees	Public road and footways (Hopton New Road, Mirfield)		Yes				Yes		Working site and access for construction
		Public road, footways (Hopton New Road, Mirfield) and National Cycle Network								
16-033	The Council of the Borough of Kirklees	Route 66		Yes				Yes		Working site and access for construction
16-03/	Lidl Great Britain Limited	Public footways, verges (Station Road and Lowlands Road, Mirfield) and commercial premises (Lidl, Station Road, Mirfield, WF14 8PT)	Yes				Yes	Yes	Highway diversion works	
10 004			103	<u> </u>	1		105	103		I

			Acqu	lisition		Purpose		
			Permanent	Temporary Protective	Maintenance	Placing permanent	Construction Activities & Mitigation	
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use Works only	Access	infrastructure	Works	Explanation (permanent) Explanation (temporary)
	Network Rail Infrastructure Limited / The Council of the Borough of Kirklees	Bridge (Station Road, MVN2 Overbridge 193), railway, works and land (Huddersfield to Dewsbury Line) over public road, footways and National Cycle Network Route 66 (Station Road, Mirfield) to the south east of Mirfield Train Station	Yes			Yes	Yes	Work No. 14
16-036	Lidl Great Britain Limited	Access road (Lidl, Station Road, Mirfield, WF14 8PT)		Yes			Yes	Working site and access for construction
16-037	Lidl Great Britain Limited	Public footway (Lowlands Road, Mirfield) and grass verge (Lidl, Station Road, Mirfield, WF14 8PT)		Yes			Yes	Working site and access for construction
16-038	Lidl Great Britain Limited	Public footway (Station Road, Mirfield)		Yes			Yes	Working site and access for construction
16-039	Lidl Great Britain Limited	Scrubland at commercial premises associated with Lidl (Station Road, Mirfield, WF14 8PT)		Yes			Yes	Working site and access for construction
16-040	Network Rail Infrastructure Limited	Maintenance depot, scrubland and railway, works and land (Huddersfield to Dewsbury Line) to the east of Mirfield Train Station	Yes			Yes	Yes	Worksite and access for construction and maintenance compound
	New Hall Properties (Hagg Lane) Limited	Agricultural field to the east of Hopton New Road, Mirfield		Yes			Yes	Working site and access for construction
	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the east of Mirfield Train Station	Voc			Voc		Work No. 14
16-042		Station	Yes			Yes	Yes	Provision of Mirfield Station forecourt and
	The Council of the Borough of Kirklees Network Rail Infrastructure Limited	Public road and footway (Hopton New Road, Mirfield) Mirfield Train Station, Mirfield	Yes Yes			Yes Yes	Yes Yes	access works Work No. 14
10-044		Railway, works and land (Huddersfield to Dewsbury Line) to the east of Hopton New	165					
16-045	Network Rail Infrastructure Limited	Road, Mirfield Access road, banked verge and advertising hoardings to the east of Hopton New	Yes			Yes	Yes	Work No. 14 Provision of Mirfield Station forecourt and
16-046	Network Rail Infrastructure Limited	Road, Mirfield	Yes			Yes	Yes	access works
16-047	Network Rail Infrastructure Limited	Access road to commercial units and car park at Mirfield Train Station, Mirfield	Yes			Yes	Yes	Provision of Mirfield Station forecourt and access works
16-048	Network Rail Infrastructure Limited	Scrubland to the east of Hopton New Road, Mirfield	Yes			Yes	Yes	Provision of Mirfield Station forecourt and access works
16-049	Network Rail Infrastructure Limited	Railway maintenance depot to the east of Mirfield Train Station, Mirfield	Yes			Yes	Yes	Worksite and access for construction and maintenance compound
16-050	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the east of Hopton New Road, Mirfield	Yes			Yes	Yes	Work No. 14
16-051	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the south east of Mirfield Train Station	Yes			Yes	Yes	Work No. 14
10.052	Nature de Dail Infrantsurature Linsita d	Scrubland and hardstanding adjacent to operational railway (Huddersfield to	Vee			Vac	Vec	Provision of Mirfield Station forecourt and
	Network Rail Infrastructure Limited	Dewsbury Line) to the east of Hopton New Road, MirfieldCanal and towpath (Calder And Hebble Navigation Mirfield Cut, Mirfield) adjacent to	Yes			Yes	Yes	access works
	Canal & River Trust Network Rail Infrastructure Limited	Lowlands Road, Mirfield Private access road (Hurst Lane, Mirfield) and public footpath (MIR/50/10)	Yes	Yes		Yes	Yes Yes	Working site and access for construction Work No. 14
10-034		Bridge (Hurst Lane, MVN2 Underbridge 194), railway, works and land (Huddersfield to Dewsbury Line) over access road (Hurst Lane, Mirfield) and public footpaths						
	Network Rail Infrastructure Limited GWSN Limited / Network Rail Infrastructure	(MIR/50/10 and MIR/50/20) Grassland and copse adjacent to operational railway (Huddersfield to Dewsbury Line)	Yes			Yes	Yes	Work No. 14
16-056		and to the south west of Hurst Lane public road, Mirfield	Yes			Yes	Yes	Work No. 14
16-057	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the south of Hurst Lane, Mirfield	Yes			Yes	Yes	Work No. 14
16-058	Network Rail Infrastructure Limited	Copse, access track and public footpath (MIR/50/20) over underground access road (Hurst Lane, Mirfield)	Yes			Yes	Yes	Worksite and access for construction and maintenance compound
								Provision of construction and maintenance
	The Owner	Private road and footways (Hurst Lane, Mirfield) and public footpath (MIR/50/20)	Yes - rights only		Yes			access for the authorised works
16-060	GWSN Limited / Network Rail Infrastructure Limited	Woodland and access track adjacent to operational railway (Huddersfield to Dewsbury Line), Mirfield	Yes			Yes	Yes	Worksite and access for construction and maintenance compound
	Jayne Mann /Anthony Stuart Mann / Investace							Provision of construction and maintenance
16-061	Pension Trustees Limited	Private road and footways (Hurst Lane, Mirfield) and public footpath (MIR/50/20)	Yes - rights only		Yes			access for the authorised works
16-063	Julie Lee / Robert Lee	Private road and footways (Hurst Lane, Mirfield) and public footpath (MIR/50/20)	Yes - rights only		Yes			Provision of construction and maintenance access for the authorised works
	The British Bung Manufacturing Company							Provision of construction and maintenance
16-064	Limited	Private road and footways (Hurst Lane, Mirfield) and public footpath (MIR/50/20) Bridge (Gill Bridge 14) carrying road (Hurst Lane, Mirfield) over the Calder and Hebble	Yes - rights only		Yes			access for the authorised works
16-065	Canal & River Trust	Bridge (Gill Bridge 14) carrying road (Hurst Lane, Mirfield) over the Calder and Hebble Navigation (Mirfield Cut) and public footpath (MIR/50/20)		Yes			Yes	Working site and access for construction
16-066	Canal & River Trust	Canal and towpath (Calder And Hebble Navigation Mirfield Cut, Mirfield) to the east of Hurst Lane, Mirfield		Yes			Yes	Working site and access for construction

	Acquisition			Purpose						
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No.	Freehold Owners GWSN Limited / Network Rail Infrastructure	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
16-068		Woodland to the east of Hurst Lane, Mirfield		Yes				Yes		Working site and access for construction
17-001		Grassland, copses and scrubland to the north of the River Calder, Mirfield		Yes				Yes		Working site and access for construction
17-002	GWSN Limited / Network Rail Infrastructure Limited	Grassland and woodland to the north of River Calder, Mirfield	Yes				Yes	Yes	Work No. 14	
	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line), Mirfield	Yes				Yes	Yes	Work No. 14	
	GWSN Limited / Network Rail Infrastructure								Worksite and access for construction and	
17-004	Limited	Woodland and access track to the east of Hurst Lane, Mirfield	Yes				Yes	Yes	maintenance compound	
17-005	GWSN Limited / Network Rail Infrastructure Limited	Woodland to the east of Hurst Lane, Mirfield		Yes				Yes		Working site and access for construction and environmental mitigation works
17-006	New Hall Properties (Hagg Lane) Limited	Agricultural field to the north of the River Calder, MirfieldBridge (Lowland/Hurst Lane, MVN2 Underbridge 195) carrying railway, works and		Yes				Yes		Working site and access for construction
		land (Huddersfield to Dewsbury Line) over underpass to the north of the River Calder	,							
	Network Rail Infrastructure Limited	Mirfield	Yes				Yes	Yes	Work No. 14	
17-008		Railway, works and land (Huddersfield to Dewsbury Line), Mirfield	Yes				Yes	Yes	Work No. 14	
17-009	Environment Agency / Network Rail Infrastructure Limited	Riverbank (River Calder) to the south of operational railway (Huddersfield to Dewsbury Line), Mirfield		Yes				Yes		Working site and access for construction
	Sian Elizabeth Glover /Neale Robert Aldersley /Environment Agency /Beverley Aldersley / Danny Mark Glover			Yes				Yes		Working site and access for construction
	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line), Mirfield	Yes				Yes	Yes	Work No. 14	
18-002	GWSN Limited / Network Rail Infrastructure Limited	Woodland to the north of the River Calder, Mirfield	Yes				Yes	Yes	Work No. 14	
10-002	GWSN Limited / Network Rail Infrastructure									
18-003	Limited	Grassland and woodland to the north of the River Calder, Mirfield		Yes				Yes		Working site and access for construction
18-004	New Hall Properties (Hagg Lane) Limited Environment Agency / Network Rail	Agricultural field to the north of the River Calder, Mirfield		Yes				Yes		Working site and access for construction
18-005	Infrastructure Limited	Riverbank (River Calder) to the west of Steanard Lane, Mirfield		Yes				Yes		Working site and access for construction
	Sian Elizabeth Glover /Neale Robert Aldersley /Environment Agency /Beverley Aldersley /									
18-006	Danny Mark Glover Environment Agency / Network Rail	River, bed and banks thereof (River Calder) to the west of Steanard Lane, Mirfield		Yes				Yes		Working site and access for construction
18-007	Infrastructure Limited	Riverbank (River Calder) to the west of Steanard Lane, Mirfield	Yes				Yes	Yes	Work No. 14	
	Sian Elizabeth Glover /Neale Robert Aldersley /Beverley Aldersley / Danny Mark Glover	Riverbank (River Calder) to the west of Steanard Lane, Mirfield		Yes				Yes		Working site and access for construction
18-009	The Council of the Borough of Kirklees	Public road, verge and footway (Steanard Lane, Mirfield)		Yes				Yes		Working site and access for construction
	Sian Elizabeth Glover /Neale Robert Aldersley /Beverley Aldersley / Danny Mark Glover	Agricultural field to the south east of Steanard Lane, Mirfield		Yes				Yes	Provision of maintenance access for the	Working site and access for construction
	Sian Elizabeth Glover /Neale Robert Aldersley /Environment Agency /Beverley Aldersley /								authorised works and attachment and maintenance of electrical equipment to the	
18-011	Danny Mark Glover	River, bed and banks thereof (River Calder) to the west of Steanard Lane, Mirfield	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
	Network Rail Infrastructure Limited	Riverbank (River Calder) to the west of Steanard Lane, Mirfield		Yes				Yes		Working site and access for construction
	Network Rail Infrastructure Limited	Riverbank (River Calder) to the west of Steanard Lane, Mirfield	Yes				Yes	Yes	Work No. 14	
		Bridge (Wheatley's, MVN2 Underbridge 196) carrying railway, works and land (Hudderfield to Dewsbury Line) over river, bed and banks thereof (River Calder, Mirfield)	Yes				Yes	Yes	Work No. 14 Provision of maintenance access for the	
	Sian Elizabeth Glover /Neale Robert Aldersley /Haltermann Limited /Beverley Aldersley /								authorised works and attachment and maintenance of electrical equipment to the	
18-015	Danny Mark Glover	River, bed and banks thereof (River Calder) to the west of Steanard Lane, Mirfield	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
	Sian Elizabeth Glover /Neale Robert Aldersley /Haltermann Limited /Beverley Aldersley / Danny Mark Glover	River, bed and banks thereof (River Calder) to the west of Steanard Lane, Mirfield		Yes				Yes		Working site and access for construction

			Acqu	isition			Purpose			
								Construction		
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Activities & Mitigation		
lot No.	Freehold Owners	Current Land Use	Acquisition	possession / use		Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
	Samuel Taylor Fox /Richard James Collins									
	Addy /Patricia Helen Addy /Joseph Henry Fox / Nicholas Charles Addy	Grassland and copse to the south east of Steanard Lane, Mirfield		Yes				Yes		Working site and access for construction
5-017								165	Provision of maintenance access for the	
									authorised works and attachment and	
									maintenance of electrical equipment to the	
8-018	The Council of the Borough of Kirklees	Public road, verge and footway (Steanard Lane, Mirfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
	Network Rail Infrastructure Limited / The	Bridge (Steanard Lane, MVN2 Underbridge 197) carrying railway, works and land (Huddersfield to Dewsbury Line) over public road and footway (Steanard Lane,								
8-019	Council of the Borough of Kirklees	Mirfield)	Yes				Yes	Yes	Work No. 14	
									Provision of maintenance access for the	
									authorised works and attachment and	
									maintenance of electrical equipment to the	
3-020	The Council of the Borough of Kirklees	Public road, verge and footway (Steanard Lane, Mirfield)	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
8-021	Network Rail Infrastructure Limited	Bridge (Steanard Lane, MVN2 Underbridge 198), railway, works and land (Huddersfield to Dewsbury Line) to the east of Steanard Lane, Mirfield	Yes				Yes	Yes	Work No. 14	
-021								105		
3-022	The Council of the Borough of Kirklees	Public road, verge, access splay and footway (Steanard Lane, Mirfield)		Yes				Yes		Working site and access for construction
	The Council of the Borough of Kirklees	Public footway (Steanard Lane, Mirfield)	Yes				Yes	Yes	Work No. 14	
		Railway, works and land (Huddersfield to Dewsbury Line) to the east of Steanard								
3-024	Network Rail Infrastructure Limited	Lane, Mirfield	Yes				Yes	Yes	Work No. 14 Provision of maintenance access for the	
									authorised works and attachment and	
									maintenance of electrical equipment to the	
3-025	Dr Reddy's Laboratory (UK) Limited	Hardstanding, grassland and verge to the east of Steanard Lane, Mirfield	Yes - rights only	Yes		Yes		Yes	railway viaduct	Working site and access for construction
3-026	Alan Chappelow	Grassland, woodland and hardstanding to the west of Sands Lane, Mirfield		Yes				Yes		Working site and access for construction
700	Alan Chappelow	Woodland to the east of Steanard Lane, Mirfield	Voc				Voc	Voc	Provision of railway infrastructure and track drainage and culvert works	
8-027			Yes Yes - ground				Yes	Yes		
	Samuel Taylor Fox /Richard James Collins		anchor rights							
	Addy /Patricia Helen Addy /Joseph Henry Fox		and restrictive						Ground anchor rights and restrictive	
	/ Nicholas Charles Addy	Grassland to the west of Sands Lane, Mirfield	covenants	Yes				Yes	covenants in connection with Work No. 14	Working site and access for construction
8-029	Alan Chappelow	Grassland to the west of Sands Lane, Mirfield	Yes				Yes	Yes	Work No. 14	
8-030	The Council of the Borough of Kirklees	Public road, verge and footway (Sands Lane, Mirfield) and public bridleway (MIR/76/10)	Yes - rights only	Vec		Yes		Yes	Provision of maintenance access for the authorised works	Access for construction
8-030			Tes - fights only						Provision of maintenance access for the	
8-031	Alan Chappelow / Helen Chappelow	Access road and public bridleway (MIR/76/10) to the east of Sands Lane, Mirfield	Yes - rights only	Yes		Yes		Yes	authorised works	Working site and access for construction
8-032	Alan Chappelow	Private access road and hardstanding to the east of Sands Lane, Mirfield		Yes				Yes		Working site and access for construction
2 0 2 2	The Owner	Private road, verge and footway (Sands Lane, Mirfield)	Yes - rights only	Voc		Voc		Voc	Provision of maintenance access for the authorised works	Access for construction
5-035		Filvate road, verge and rootway (Sands Lane, Winneld)	res - rights only			Yes		Yes	Work No. 14, land acquired at railway level	
8-034	The Owner	Private road, verge and footway (Sands Lane, Mirfield)	Yes				Yes	Yes	only	
	Network Rail Infrastructure Limited / The	Bridge (Sands Lane, MVN2 Overbridge 199), private road (Sands Lane) over railway,							Work No. 14, land acquired at railway level	
8-035	Owner	works and land (Huddersfield to Dewsbury Line), Mirfield	Yes				Yes	Yes	only	
8-036	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the east of Sands Lane, Mirfield	Yes				Yes	Yes	Work No. 14	
0-030			103						Provision of maintenance access for the	
8-037	The Owner	Private road, verge and footway (Sands Lane, Mirfield)	Yes - rights only	Yes		Yes		Yes	authorised works	Access for construction
			Yes - ground							
			anchor rights							
	Anne Margaret Freeman / Clifford Nigel	Graceland and concerts the east of Sanda Lana Minfield	and restrictive	Vac				Voc	Ground anchor rights and restrictive	Working cite and access for accession
0-038	Freeman	Grassland and copse to the east of Sands Lane, Mirfield Access track, copse and public bridleway (MIR/76/10) to the east of Sands Lane,	covenants	Yes				Yes	covenants in connection with Work No. 14	vvorking site and access for construction
8-039	Network Rail Infrastructure Limited	Mirfield	Yes				Yes	Yes	Work No. 14	
	Northern Powergrid (Yorkshire) plc	Electricity substation to the east of Sands Lane, Mirfield	Yes				Yes	Yes	Work No. 14	
	Samuel Taylor Fox /Richard James Collins									
	Addy /Patricia Helen Addy /Joseph Henry Fox	Grassland to the east of Sands Lane, Mirfield	Ver				Vec	Vor	Work No. 14	
0-041	/ Nicholas Charles Addy	Access track, copse and public bridleway (MIR/76/10) to the east of Sands Lane,	Yes				Yes	Yes	VVOIK NO. 14	
8-042	Network Rail Infrastructure Limited	Mirfield	Yes				Yes	Yes	Work No. 15	
		Railway, works and land (Huddersfield to Dewsbury Line) to the east of Sands Lane,								
	Network Rail Infrastructure Limited	Mirfield	Yes	1	1	1	Yes	Yes	Work No. 15	

		Acquisition				Purpose				
							Placing	Construction Activities &		
			Permanent	Temporary	Protective	Maintenance	permanent	Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
	Samuel Taylor Fox /Richard James Collins Addy /Patricia Helen Addy /Joseph Henry Fox									
18-044	/ Nicholas Charles Addy	Grassland and copse to the east of Sands Lane, Mirfield	Yes				Yes	Yes	Work No. 15	
19-001	Network Rail Infrastructure Limited	Access track, copse and public bridleway (MIR/76/10) to the east of Sands Lane, Mirfield	Yes				Yes	Yes	Work No. 15	
19-002	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the east of Sands Lane, Mirfield	Yes				Yes	Yes	Work No. 15	
	Samuel Taylor Fox /Richard James Collins									
	Addy /Patricia Helen Addy /Joseph Henry Fox									
19-003	/ Nicholas Charles Addy	Woodland and access track to the east of Sands Lane, Mirfield Grassland, copse, access track, quarry and public footpath (MIR/75/10) to the east of	Yes				Yes	Yes	Work No. 15	
19-004	Alan Chappelow	Sands Lane, Mirfield		Yes				Yes		Working site and access for construction
19-005	The Owner	Woodland and public footpath (MIR/75/10) to the south of the River Calder, Mirfield		Yes				Yes		Working site and access for construction
19-006	Alan Chappelow / Foxford Holdings Limited	River, bed and banks thereof (River Calder) to the east of Sands Lane, Mirfield		Yes				Yes		Working site and access for construction
	Samuel Taylor Fox /Richard James Collins									
19-007	Addy /Patricia Helen Addy /Joseph Henry Fox / Nicholas Charles Addy	Creasiand woodland access track and badgarow to the cast of Sands Lana Mirfield		Vec				Vec		Marking site and access for construction
	Alan Chappelow	Grassland, woodland, access track and hedgerow to the east of Sands Lane, Mirfield Grassland to the east of Sands Lane, Mirfield	Yes	Yes			Yes	Yes	Work No. 15	Working site and access for construction
19 000										
19-009	Network Rail Infrastructure Limited	Woodland, public footpath (MIR/75/10) and public bridleways (DEW/1a/10, MIR/76/10 and MIR/76/20) to the south of the River Calder, Mirfield	Yes				Yes	Yes	Work No. 15	
	Foxford Holdings Limited	Riverbank (River Calder), woodland and towpath to the west of Calder Road, Dewsbury		Yes				Yes		Working site and access for construction
19-010										
19-011	Foxford Holdings Limited	Grassland to the west of Calder Road, Dewsbury		Yes				Yes		Working site and access for construction
19-012	Samuel Taylor Fox /Richard James Collins Addy /Patricia Helen Addy /Joseph Henry Fox / Nicholas Charles Addy	Woodland to the east of Sands Lane, Mirfield	Voc				Vor	Yes	Work No. 15	
	The Council of the Borough of Kirklees	Woodland (Lady Wood, Mirfield) and public bridleways (DEW/1/10 and DEW/1a/10)	Yes				Yes	Yes	Work No. 15	
19-013							Yes		WORKING. 15	
19-014	The Council of the Borough of Kirklees	Woodland (Lady Wood, Mirfield) and public bridleway (DEW/1/10)		Yes				Yes		Working site and access for construction
		Bridge (Hunger Hill, MVN2 Underbridge 201) carrying public bridleway (DEW/1a/10) over railway, works and land (Huddersfield to Dewsbury Line) to the west of Calder								
19-015	Network Rail Infrastructure Limited	Road, Mirfield	Yes				Yes	Yes	Work No. 15	
19-016	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the west of Calder Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
19-017	The Council of the Borough of Kirklees	Woodland (Lady Wood, Ravensthorpe) and public bridleway (DEW/1/10, DEW/1a/10 and DEW/3/10)	Yes				Yes	Yes	Work No. 15	
		Access track and public bridleway (DEW/3/10) to the south west of Ravensthorpe								
19-018	The Owner	Road, DewsburyWoodland, grassland, access track and public bridleway (DEW/3/10) to the south	Yes				Yes	Yes	Work No. 15	
19-020	The Council of the Borough of Kirklees	west of Ravensthorpe Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
19-021	The Council of the Borough of Kirklees	Woodland to the south west of Ravensthorpe Road, Dewsbury		Yes				Yes		Working site and access for construction
19-023	The Council of the Borough of Kirklees	Woodland to the south west of Ravensthorpe Road, Ravensthorpe		Yes				Yes		Working site and access for construction
19-024	Foxford Holdings Limited	Hardstanding (Thornhill Works, Calder Road, Dewsbury)	Yes				Yes	Yes	Work No. 15	
19-025	Dewsbury Riverside Limited	Agricultural land, hedgerow, electricity pylon and overhead cables to the south of Ravensthorpe Road, Dewsbury	Yes				Yes	Yes	Replacement open space and diversion of overhead electric cables	
	Dewsbury Riverside Limited	Agricultural field to the south of Ravensthorpe Road, Dewsbury	Yes				Yes	Yes	Replacement open space and worksite and access for construction	
		Woodland, grassland and overhead cables to the south west of Ravensthorpe Road,							Highway diversion works and utility	
19-027	The Council of the Borough of Kirklees	Ravensthorpe	Yes				Yes	Yes	diversions	
19-028	The Council of the Borough of Kirklees	Woodland, grassland and overhead cables to the south west of Ravensthorpe Road, Ravensthorpe		Yes				Yes		Working site and access for construction and utility diversion works
10.020	Northorn Doworgrid (Vorkehing) als	Hardstanding (Thornhill Marks, Colder Dood, Dowshure)		Voc				Voc		Working site and access for construction
19-029	Northern Powergrid (Yorkshire) plc	Hardstanding (Thornhill Works, Calder Road, Dewsbury)		Yes				Yes		and utility diversion works

			Acq	uisition			Purpose			
							Distant	Construction		
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use		Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
									Replacement open space, worksite and	
10.020	Devueloum, Diverside Linsited	Agricultural field, hedgerow and overhead cables to the south west of Ravensthorpe	Vac				Vac	Vee	access for construction and diversion of	
19-030	Dewsbury Riverside Limited	Road, RavensthorpeAgricultural field, woodland and overhead cables to the south west of Ravensthorpe	Yes				Yes	Yes	overhead electric cables	
19-031	Dewsbury Riverside Limited	Road, Ravensthorpe	Yes				Yes	Yes	Work No. 15	
10 022	The Council of the Borough of Kirklees	Woodland, grassland and overhead cables to the south of Ravensthorpe Road,		Voc				Vac		Working site and access for construction and utility diversion works
19-032	The Council of the Borough of Kirklees	Ravensthorpe Agricultural field, woodland and overhead cables to the south west of Ravensthorpe		Yes				Yes		
19-033	Dewsbury Riverside Limited	Road, Ravensthorpe	Yes				Yes	Yes	Work No. 15	
		Agricultural field, hedgerow and overhead cables to the south west of Ravensthorpe								
19-034	Dewsbury Riverside Limited Thomas Fawcett /Northern Powergrid	Road, Ravensthorpe	Yes				Yes	Yes	Highway diversion works	
	(Yorkshire) plc /Allan James Davies / Andrew	Agricultural field and overhead cables to the south of Ravensthorpe Road,								Working site and access for construction
19-035	David Wriglesworth	Ravensthorpe		Yes				Yes		and utility diversion works
		Agricultural field, hedgerow and overhead cables to the south west of Ravensthorpe								
19-036	Dewsbury Riverside Limited	Road, Ravensthorpe Agricultural field, woodland, electricity pylons and overhead cables to the south of	Yes				Yes	Yes	Utility diversions Provision of Ravensthorpe Station forecourt	
19-037	Dewsbury Riverside Limited	Ravensthorpe Road, Dewsbury	Yes				Yes	Yes	and access works	
		v Agricultural field, electricity pylon and overhead cables to the south of Ravensthorpe								Working site and access for construction
19-038	David Wriglesworth	Road, Ravensthorpe Agricultural field and overhead cables to the south west of Ravensthorpe Road,		Yes				Yes	Provision of Ravensthorpe Station forecourt	and utility diversion works
19-039	Dewsbury Riverside Limited	Ravensthorpe	Yes				Yes	Yes	and access works	
	, 									
		Agricultural field and overhead cables to the south west of Ravensthorpe Road,								Working site and access for construction
19-040	Dewsbury Riverside Limited	Ravensthorpe		Yes				Yes		and utility diversion works
										Working site and access for construction
19-041	The Council of the Borough of Kirklees	Woodland and overhead cables to the south of Ravensthorpe Road, Ravensthorpe		Yes				Yes		and utility diversion works
		Agricultural field, copse and overhead cables to the south west of Ravensthorpe								
19-042	Dewsbury Riverside Limited	Road, Ravensthorpe Access tracks, public footpaths (DEW/5/20 and DEW/15/10) and public bridleways		Yes				Yes		Working site and access for construction
	Thomas Fawcett /Allan James Davies / Andrev	(DEW/6/10, DEW/6/20 and DEW/6/30) to the north west of Ouzelwell Lane,								
20-001	David Wriglesworth	Ravensthorpe		Yes				Yes		Access for construction
		v Agricultural field, electricity pylon and overhead cables to the south west of								
20-002	David Wriglesworth Thomas Fawcett /Allan James Davies / Andrew	Ouzelwell Lane, Ravensthorpe v Agricultural field, hedgerows, overhead cables and public bridleway (DEW/8/30) to		Yes				Yes		Working site and access for construction
20-003	David Wriglesworth	the south west of Ouzelwell Lane, Ravensthorpe		Yes				Yes		Working site and access for construction
		v Agricultural field and overhead cables to the north west of Ouzelwell Lane,								
20-004	David Wriglesworth	Ravensthorpe		Yes				Yes		Working site and access for construction
20-005	David Wriglesworth	v Access track and public footpath (DEW/15/10) to the north west of Ouzelwell Lane, Ravensthorpe		Yes				Yes		Access for construction
		Access track, overhead cables and public bridleway (DEW/6/30) to the north west of								Working site and access for construction
20-006	David Wriglesworth	Ouzelwell Lane, Ravensthorpe		Yes				Yes		and utility diversion works
	Thomas Fawcett /Allan James Davies / Andrey	Agricultural field and overhead cables to the north west of Ouzelwell Lane,								Working site and access for construction
20-007	David Wriglesworth	Ravensthorpe		Yes				Yes		and utility diversion works
20-008	Thomas Fawcett /Allan James Davies / Andrev David Wriglesworth	v Hedgerow, public footpath (DEW/15/10) and overhead cables to the north west of Ouzelwell Lane, Ravensthorpe		Yes				Yes		Working site and access for construction and utility diversion works
20-008								103		
		Agricultural field and overhead cables to the north west of Ouzelwell Lane,								Working site and access for construction
20-009	David Wriglesworth	Ravensthorpe		Yes				Yes		and utility diversion works
	Thomas Fawcett /Allan James Davies / Androw	v Access track, public footpath (DEW/16/10) and public bridleways (DEW/6/30 and								
20-010	David Wriglesworth	DEW/6/50) to the north west of Ouzelwell Lane, Ravensthorpe		Yes				Yes		Access for construction
	-									
20.011	Thomas Fawcett /Allan James Davies / Andrew			Var				Vec		Working site and access for construction
20-011	David Wriglesworth Thomas Fawcett /Allan James Davies / Andrev	Woodland and overhead cables to the west of Back Lane, Ravensthorpe		Yes				Yes		and utility diversion works
20-012	David Wriglesworth	Agricultural field to the west of Ouzelwell Lane, Ravensthorpe		Yes				Yes		Access for construction
	Thomas Fawcett /Allan James Davies / Andrev	v Agricultural field, electricity pylon and overhead cables to the north west of Ouzelwell								
20-013	David Wriglesworth	Lane, Ravensthorpe	Yes				Yes	Yes	Utility diversions	
	Thomas Fawcett /Allan James Davies / Andrew	v Agricultural field and overhead cables to the south west of Ouzelwell Lane,								Working site and access for construction
20-014	David Wriglesworth	Ravensthorpe		Yes				Yes		and utility diversion works
-			-							

			Acquisition					Construction		
							Placing	Activities &		
			Permanent	Temporary	Protective	Maintenance	permanent	Mitigation		
Plot No.		Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
		Private road, public bridleways (DEW/8/30, DEW/8/50, DEW/12/10, DEW/12/20, DEW/12/30) and public footpaths (DEW/13/10, DEW/14/10, DEW/15/10) to the								
20-015		north of Ouzelwell Lane, Ravensthorpe		Yes				Yes		Access for construction
	-	Private road (Ouzelwell Lane), agricultural field and public footpath (DEW/15/10),								
	S S S S	Ravensthorpe	Yes				Yes	Yes	Utility diversions	
20-017	-	Agricultural field to the north of Ouzelwell Lane, Ravensthorpe		Yes				Yes		Access for construction
20.019		Access track and public bridleway (DEW/6/50) to the north west of Ouzelwell Lane, Ravensthorpe		Voc				Voc		Access for construction
20-018		Ravenstholpe		Yes				Yes		
21-001	Northern Powergrid (Yorkshire) plc	Private road, verges, works yard, woodland, electricity pylon and overhead cables to the west of Calder Road, Ravensthorpe		Yes				Yes		Working site and access for construction and utility diversion works
21-002	Foxford Holdings Limited	Works yard to the west of Calder Road, Ravensthorpe		Yes				Yes		Working site and access for construction and utility diversion works
21-003	Northern Powergrid (Yorkshire) plc	Works yard, building and overhead cables to the west of Calder Road, Ravensthorpe		Yes		_		Yes		Working site and access for construction and utility diversion works
										Working site and access for construction
21-004	Foxford Holdings Limited	Works yard and overhead cables to the west of Calder Road, Ravensthorpe		Yes				Yes		and utility diversion works
		Railway, works and land (Huddersfield to Dewsbury Line) and overhead cables to the								
21-005		west of Calder Road, Ravensthorpe	Yes				Yes	Yes	Work No. 15	
21-006	The Council of the Borough of Kirklees	Access road, verges, public bridleway (DEW/3/10) and overhead cables to the west of Calder Road, Ravensthorpe	Yes			_	Yes	Yes	Work No. 15	
21-007	Dewsbury Riverside Limited	Agricultural field, grassland and overhead cables to the west of Ravensthorpe Road, Ravensthorpe	Yes				Yes	Yes	Work No. 15	
21 007		Gantry carrying pipelines over river, bed and banks thereof (River Calder) adjacent to								
21-008	Brian Cook / Foxford Holdings Limited	Calder Road, Ravensthorpe		Yes				Yes		Working site and access for construction
		Agricultural field, grassland, electricity pylons and overhead cables to the west of							Provision of Ravensthorpe Station forecourt	
21-009	Dewsbury Riverside Limited	Ravensthorpe Road, Ravensthorpe	Yes				Yes	Yes	and access works	
21-0092	Dewsbury Riverside Limited	Agricultural field to the west of Ravensthorpe Road, Ravensthorpe	Yes				Yes	Yes	Work No. 17, Work No. 17A, Work No. 17B	
21-0058										
										Working site and access for construction
21-010	-	Public road and footways (Calder Road, Ravensthorpe)		Yes				Yes		and highway alteration works
	Whitetower Energy Limited /Foxford Holdings									
21-011		Bridge (Calder Bridge, MDL1 Overbridge 3) carrying public road and footways (Calder Road) over river, bed and banks thereof (River Calder), Ravensthorpe		Yes				Yes		Working site and access for construction and highway alteration works
21-011	NI NEES	Agricultural field and overhead cables to the west of Ravensthorpe Road,								
21-012	Dewsbury Riverside Limited	Ravensthorpe	Yes				Yes	Yes	Work No. 15	
21-013	Foxford Holdings Limited	Woodland, works yard and hardstanding to the west of Calder Road, Ravensthorpe	Yes				Yes	Yes	Work No. 17	
21-014	Foxford Holdings Limited / Whitetower Energy Limited	River, bed and banks thereof (River Calder, Ravensthorpe)		Voc				Voc		Working site and access for construction
21-014				Yes				Yes		
21-015	Foxford Holdings Limited	Works yard and overhead cables to the west of Calder Road, Ravensthorpe		Yes				Yes		Working site and access for construction
		Agricultural field and overhead cables to the west of Ravensthorpe Road,								
21-016	Dewsbury Riverside Limited	Ravensthorpe	Yes				Yes	Yes	Work No. 17, Work No. 17A, Work No. 17B	
21-016-		Agricultural field and overhead cables to the west of Ravensthorpe Road,	Vor				Ver	Voc	Highway diversion works	
	Dewsbury Riverside Limited The Owner	Ravensthorpe Copse adjacent to River Calder, Ravensthorpe	Yes Yes				Yes Yes	Yes Yes	Highway diversion works Work No. 17	
		Works yard, hardstanding and overhead cables to the west of Calder Road,								
21-018	Foxford Holdings Limited	Ravensthorpe	Yes				Yes	Yes	Work No. 17	
		Private road, electricity substation, verges, works yard and overhead cables to the								
21-019	Northern Powergrid (Yorkshire) plc	west of Calder Road, Ravensthorpe	Yes				Yes	Yes	Work No. 17	
21-020	Foxford Holdings Limited	Works yard, hedgerow and overhead cables to the west of Calder Road, Ravensthorpe	Yes				Yes	Yes	Work No. 17, Work No. 17C	
	Foxford Holdings Limited	Works yard and overhead cables to the west of Calder Road, Ravensthorpe	Yes			_	Yes	Yes	Work No. 17	
	-	Hedgerow and overhead cables to the west of Calder Road, Ravensthorpe	Yes				Yes	Yes	Work No. 17	
	Whitetower Energy Limited /Foxford Holdings									
		Bridge (Calder Bridge, MDL1 Overbridge 3) carrying public road and footways (Calder								
21-021		Road) over river, bed and banks thereof (River Calder), Ravensthorpe Works yard to the west of Calder Road, Ravensthorpe	Yes				Yes	Yes	Work No. 17 Work No. 17, Work No. 17C	
21-022 21-023	Northern Powergrid (Yorkshire) plc Northern Powergrid (Yorkshire) plc	Works yard to the west of Calder Road, Ravensthorpe	Yes Yes				Yes Yes	Yes Yes	Work No. 17, Work No. 17C Work No. 17, Work No. 17C	
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			Ac	quisition			Purpose			
								Construction		
			Dormanont	Tomporary	Drotoctivo	Maintonanco	Placing	Activities &		
Plot No	Freehold Owners	Current Land Use	Permanent Acquisition	Temporary possession / use	Protective Works only	Maintenance Access	permanent infrastructure	Mitigation Works	Explanation (permanent)	Explanation (temporary)
			Acquisition		WORKS ONLY		innustructure			
	The Council of the Borough of Kirklees									
	/Pensions Partnership SSAS Trustees Limited									
	/Network Rail Infrastructure Limited /Foxford									
21-024	Holdings Limited / John Richard Stead	Public road and footways (Calder Road, Ravensthorpe)	Yes				Yes	Yes	Work No. 17, Work No. 17C	
	Whitetower Freeze Limited /The Council of									
	Whitetower Energy Limited /The Council of the Borough of Kirklees /Pensions Partnership									
	SSAS Trustees Limited /Northern Powergrid									
	(Yorkshire) plc /Foxford Holdings Limited /									
	John Richard Stead	Public road, footways, access splay and overhead cables (Calder Road, Dewsbury)	Yes				Yes	Yes	Work No. 17	
		Railway, works and land (Huddersfield to Dewsbury Line) to the west of Calder Road,								
21-025	Network Rail Infrastructure Limited	Ravensthorpe	Yes				Yes	Yes	Work No. 15, Work No. 17	
21-025a	Network Rail Infrastructure Limited	Scrubland to the west of Calder Road, Ravensthorpe	Yes				Yes	Yes	Work No. 15, Work No. 17, Work No. 17C	
21.026	The Coursell of the Developh of Kinkloop	Access road, verges and public bridleway (DEW/3/10) to the west of Calder Road,	Vee				Vee	Vec		
21-026	The Council of the Borough of Kirklees	Ravensthorpe	Yes				Yes	Yes	Work No. 15, Work No. 17	
21-027	Dewsbury Riverside Limited	Grassland and overhead cables to the west of Ravensthorpe Road, Ravensthorpe	Yes				Yes	Yes	Work No. 15, Work No. 17	
02/		Woodland and public footpath (DEW/155/10) to the south of the River Calder,								
21-028	The Owner	Ravensthorpe	Yes				Yes	Yes	Work No. 17	
-		Woodland and public footpath (DEW/155/10) to the south of the River Calder,								
21-029	The Owner	Ravensthorpe		Yes				Yes		Working site and access for construction
21-030	Whitetower Energy Limited	Copse and scrubland to the east of Calder Road, Ravensthorpe	Yes				Yes	Yes	Work No. 17	
		Agricultural field and overhead cables to the south of Ravensthorpe Road,								
21-031	Dewsbury Riverside Limited	Ravensthorpe	Yes				Yes	Yes	Utility diversions	
21-022	Whitetower Energy Limited	Scrubland (Thornhill Landfill Site, Ravensthorpe)		Voc				Yes		Working site and access for construction and highway alteration works
21-032		Agricultural field, access track and copse to the south of Ravensthorpe Road,		Yes						
21-033	Dewsbury Riverside Limited	Ravensthorpe		Yes				Yes		Working site and access for construction
21-033a	Dewsbury Riverside Limited	Agricultural field to the south west of Ravensthorpe Road, Ravensthorpe	Yes				Yes	Yes	Work No. 17, Work No. 17A, Work No. 17B	
	Dewsbury Riverside Limited	Agricultural field and copse to the south of Ravensthorpe Road, Ravensthorpe	Yes				Yes	Yes	Work No. 17, Work No. 17A, Work No. 17B	
21-035	Northern Powergrid (Yorkshire) plc	Private access road (Thornhill Landfill Site, Ravensthorpe)	Yes				Yes	Yes	Work No. 15, Work No. 17	
21.026	Doughum, Diverside Limited	Crease and and agricultural field to the west of Deventherne Dead, Deventherne	Vac				Vec	Vec	Morth No. 15 Morth No. 17	
21-036	Dewsbury Riverside Limited	Grassland and agricultural field to the west of Ravensthorpe Road, Ravensthorpe	Yes				Yes	Yes	Work No. 15, Work No. 17	
	Talbot and Muir Limited /John Richard Stead /	,								
	Pensions Partnership SSAS Trustees Limited	Scrubland to the east of Calder Road, Ravensthorpe	Yes				Yes	Yes	Work No. 17	
	Northern Powergrid (Yorkshire) plc	Access road (Thornhill Landfill Site, Ravensthorpe)	Yes				Yes	Yes	Utility diversions	
	Talbot and Muir Limited /John Richard Stead /									
21-039	Pensions Partnership SSAS Trustees Limited	Works yard and scrubland to the east of Calder Road, Ravensthorpe	Yes				Yes	Yes	Utility diversions	
21.040	Northour Downwid (Variation)	Access read (Thermalill Landfill Cite Deventhermal)		Vac				Vac		Working site and access for construction
21-040	Northern Powergrid (Yorkshire) plc	Access road (Thornhill Landfill Site, Ravensthorpe)		Yes				Yes		and highway alteration works
	Talbot and Muir Limited /John Richard Stead /	,								
	Pensions Partnership SSAS Trustees Limited	Scrubland to the east of Calder Road, Ravensthorpe	Yes				Yes	Yes	Work No. 17, Work No. 17C	
v (1										
	Talbot and Muir Limited /John Richard Stead /	/								
21-041a	Pensions Partnership SSAS Trustees Limited	Scrubland and overhead cables to the east of Calder Road, Ravensthorpe	Yes				Yes	Yes	Work No. 17	
	Talbot and Muir Limited /John Richard Stead /									Working site and access for construction
21-042	Pensions Partnership SSAS Trustees Limited	Works yard, hardstanding and scrubland to the east of Calder Road, Ravensthorpe		Yes				Yes		and highway alteration works
	Talbot and Muir Limited /John Dichard Stood	Works yard, hardstanding, scrubland and overhead cables to the east of Calder Road,								
	Pensions Partnership SSAS Trustees Limited	Ravensthorpe	Yes				Yes	Yes	Utility diversions	
≤1-043	r ensions r arthership 55A5 Trustees Lillilleu	Grassland, copse and agricultural field to the west of Ravensthorpe Road,						103		
21-044	Dewsbury Riverside Limited	Ravensthorpe	Yes				Yes	Yes	Work No. 15, Work No. 17	
		· · ·								
	Talbot and Muir Limited /John Richard Stead /	Works yard, hardstanding, building, scrubland and overhead cables to the east of								Working site and access for construction
21-045	Pensions Partnership SSAS Trustees Limited	Calder Road, Ravensthorpe		Yes				Yes		and highway alteration works
	Talbot and Muir Limited /John Richard Stead /									
21-045a	Pensions Partnership SSAS Trustees Limited	Scrubland to the east of Calder Road, Ravensthorpe			Yes					

		Acqu	isition			Purpose			
		Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No. Freehold Owners	Current Land Use	Acquisition	possession / use	e Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
Elizabeth Wrigglesworth / Matthew John 21-046 Wrigglesworth	Access road, verges and hardstanding (Thornhill Landfill Site, Ravensthorpe)		Yes				Yes		Working site and access for construction and highway alteration works
Talbot and Muir Limited /John Richard Stead / 21-047 Pensions Partnership SSAS Trustees Limited	, Industrial building, hardstanding and copse to the east of Calder Road, Ravensthorpe	Yes				Yes	Yes	Work No. 17, Work No. 17C	
Talbot and Muir Limited /John Richard Stead /									
21-047a Pensions Partnership SSAS Trustees Limited Network Rail Infrastructure Limited / The	Industrial building to the east of Calder Road, RavensthorpeBridge (Calder Road, MVN2 Overbridge 202) carrying public road and footways(Calder Road) over railway, works and land (Huddersfield to Dewsbury Line),			Yes					
21-048Council of the Borough of Kirklees21-049Network Rail Infrastructure Limited	Ravensthorpe Access road and footway (Ravensthorpe Railway Station, Dewsbury)	Yes Yes				Yes Yes	Yes Yes	Work No. 15, Work No. 17 Work No. 17, Work No. 17C	
21-050 Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the east of Calder Road, Ravensthorpe	Yes				Yes	Yes	Work No. 15	
Talbot and Muir Limited /John Richard Stead / 21-051 Pensions Partnership SSAS Trustees Limited	Industrial building, works yard and scrubland to the east of Calder Road, Ravensthorpe		Yes				Yes		Working site and access for construction and highway alteration works
Talbot and Muir Limited /John Richard Stead / 21-051a Pensions Partnership SSAS Trustees Limited	, Industrial building to the east of Calder Road, Ravensthorpe			Yes					
21-052 Switch House Limited	Access road (Thornhill Landfill Site, Ravensthorpe)		Yes				Yes		Working site and access for construction and highway alteration works
Veolia ES (UK) Limited /Dewsbury Riverside Limited / The Council of the Borough of 21-053 Kirklees	Public road, footways and access splay (Ravensthorpe Road, Ravensthorpe)	Yes				Yes	Yes	Work No. 15, Work No. 17	
Veolia ES (UK) Limited /The Council of the Borough of Kirklees /Terence Leslie Wilby /Richard Holbrook /Marie Elizabeth Thompson /Jonathan Derek Senior /Irfan Ali /GNT Developments Limited /Clarice Joan									
21-054 Wilby / Dewsbury Riverside Limited	Public road, footways and access splay (Ravensthorpe Road, Ravensthorpe)	Yes				Yes	Yes	Work No. 17, Work No. 17A, Work No. 17B	
21-055 Network Rail Infrastructure Limited Northern Powergrid (Yorkshire) plc / Veolia ES	Access road and footway (Ravensthorpe Railway Station, Dewsbury)		Yes				Yes		Working site and access for construction and highway alteration works
21-056 (UK) Limited	Scrubland, copse and hardstanding (Veolia Waste Management Site, Ravensthorpe)	Yes				Yes	Yes	Work No. 15	
Elizabeth Wrigglesworth / Matthew John 21-057 Wrigglesworth	Works yard, electricity pylon and overhead cables to the east of Calder Road, Ravensthorpe		Yes				Yes		Working site and access for construction and highway alteration works
Northern Powergrid (Yorkshire) plc / Veolia ES (UK) Limited	Hardstanding and scrubland (Veolia Waste Management Site, Ravensthorpe)		Yes		_		Yes		Working site and access for construction
Elizabeth Wrigglesworth / Matthew John 21-059 Wrigglesworth	Works yard, copse, access road and verge to the east of Calder Road, Ravensthorpe		Yes				Yes		Working site and access for construction and highway alteration works
21-060 Network Rail Infrastructure Limited	Access road and footway (Ravensthorpe Railway Station, Dewsbury) Railway, works and land (Huddersfield to Dewsbury Line) to the east of Calder Road,	Yes				Yes	Yes	Work No. 18A	
21-061 Network Rail Infrastructure Limited	Ravensthorpe Verge, scrubland and public footpath (DEW/115/10) to the east of Calder Road,	Yes				Yes	Yes	Work No. 15, Work No. 16, Work No. 18A	
21-062 Whitetower Energy Limited	Ravensthorpe		Yes Yes - temporary				Yes		Working site and access for construction
Northern Powergrid (Yorkshire) plc / Veolia ES (UK) Limited	Works yard and scrubland (Veolia Waste Management Site, Ravensthorpe)		use for access only				Yes		Access for construction only
21-064 Northern Powergrid (Yorkshire) plc / Veolia ES (UK) Limited Northern Powergrid (Yorkshire) plc / Veolia ES	Scrubland, copse and hardstanding (Veolia Waste Management Site, Ravensthorpe)	Yes				Yes	Yes	Work No. 15, Work No. 16, Work No. 18A	
21-065 (UK) Limited Northern Powergrid (Yorkshire) plc / Veolia ES	Scrubland, copse and access road (Veolia Waste Management Site, Ravensthorpe)	No.	Yes				Yes		Working site for construction
21-066 (UK) Limited 21-067 Network Rail Infrastructure Limited	Scrubland, copse and hardstanding (Veolia Waste Management Site, Ravensthorpe) Hardstanding, access road and verge (Ravensthorpe Railway Station, Ravensthorpe)					Yes	Yes	Work No. 18A Work No. 15, Work No. 16, Work No. 18A	
	Access track, hardstanding, train station and footbridge (Station Footbridge, MDL1 Footbridge 4) over railway, works and land (Huddersfield to Dewsbury Line),								
21-068 Network Rail Infrastructure Limited	Ravensthorpe Railway Station, Ravensthorpe	Yes				Yes	Yes	Work No. 15, Work No. 16, Work No. 18A	

			Acqu	uisition			Purpose			
								Construction		
							Placing	Activities &		
			Permanent	Temporary	Protective	Maintenance	permanent	Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
		Access road, verges, woodland and overhead cables to the east of Calder Road,								Working site and access for construction
21-069	Whitetower Energy Limited	Ravensthorpe		Yes				Yes		and utility diversion works
				Yes - temporary						
	Northern Powergrid (Yorkshire) plc / Veolia ES	5		use for access						
21-070	(UK) Limited	Hardstanding (Veolia Waste Management Site, Ravensthorpe)		only				Yes		Access for construction only
		Railway, works and land (Huddersfield to Dewsbury Line) and Ravensthorpe Railway								
21-071	Network Rail Infrastructure Limited	Station, Ravensthorpe	Yes				Yes	Yes	Work No. 15, Work No. 16, Work No. 18A	
		Woodland, electricity pylon and overhead cables to the north of Ravensthorpe								Working site and access for construction
21-072	Whitetower Energy Limited	Railway Station, Ravensthorpe		Yes				Yes		and utility diversion works
	Whitetower Energy Limited	Woodland and overhead cables (Thornhill Power Station, Ravensthorpe)	Yes				Yes	Yes	Work No. 18A	
		Scrubland, hardstanding, commercial yard and access road to the north of								
21-074	GNT Developments Limited	Ravensthorpe Road, Ravensthorpe		Yes				Yes		Working site and access for construction
		Scrubland, hardstanding, commercial yard and access road to the north of								
21-075	Mohammed Naeem Vance / The Owner	Ravensthorpe Road, Ravensthorpe		Yes				Yes		Working site and access for construction
		Scrubland, hardstanding, commercial yard and access road to the north of								
21-076	GNT Developments Limited	Ravensthorpe Road, Ravensthorpe		Yes				Yes		Working site and access for construction
21-077	GNT Developments Limited	Scrubland, hardstanding, commercial yard and access road to the north of Ravensthorpe Road, Ravensthorpe	Yes				Yes	Ves	Work No. 18A	
	The Council of the Borough of Kirklees	Public road and footways (Ravensthorpe Road, Ravensthorpe)	103	Yes				Yes Yes	WORNO. 10A	Access for construction
0,0										
		Access track, verge and overhead cables to the north of operational railway								
21-079	Network Rail Infrastructure Limited	(Huddersfield to Dewsbury Line), Raventhorpe Railway Station, Ravensthorpe	Yes				Yes	Yes	Work No. 15, Work No. 16	
		Railway, works and land (Huddersfield to Dewsbury Line) and overhead cables,								
21-080	Network Rail Infrastructure Limited	Ravensthorpe Railway Station, Ravensthorpe	Yes				Yes	Yes	Work No. 15, Work No. 16	
		Scrubland, hardstanding, commercial yard and access road to the north of								
21-081	GNT Developments Limited	Ravensthorpe Road, Ravensthorpe		Yes				Yes		Working site and access for construction
21-082	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line), Ravensthorpe Railway Station, Ravensthorpe	Voc				Voc	Yes	Work No. 15, Work No. 16	
21-082		Access track, woodland and overhead cables to the east of Calder Road,	Yes				Yes			
21-083	Whitetower Energy Limited	Ravensthorpe	Yes				Yes	Yes	Provision of railway infrastructure	
		Railway, works and land (Huddersfield to Dewsbury Line) to the east of Ravensthorpe								
21-084	Network Rail Infrastructure Limited	Railway Station, Ravensthorpe	Yes				Yes	Yes	Provision of railway infrastructure	
		Railway, works and land (Huddersfield to Dewsbury Line) to the east of Ravensthorpe								
21-085	Network Rail Infrastructure Limited	Railway Station, Ravensthorpe	Yes				Yes	Yes	Work No. 16	
		Scrubland, woodland, pond, access road and overhead cables (Thornhill Landfill Site,								
	Demex Limited Northern Powergrid (Yorkshire) plc	Dewsbury) Access track to the east of Calder Road, Ravensthorpe	Yes	Voc			Yes	Yes	Work No. 15, Work No. 16	Access for construction
21-087	Northern Powergrid (Yorkshire) pic			Yes				Yes		
21-088	Whitetower Energy Limited	Woodland to the east of Calder Road, Ravensthorpe		Yes				Yes		Working site and access for construction
	Whitetower Energy Limited	Woodland to the east of Calder Road, Ravensthorpe	Yes				Yes	Yes	Provision of railway infrastructure	
									· · · · · · · · · · · · · · · · · · ·	
21-090	Northern Powergrid (Yorkshire) plc	Hardstanding, scrubland and copse to the east of Calder Road, Ravensthorpe		Yes				Yes		Working site and access for construction
21-091	Northern Powergrid (Yorkshire) plc	Woodland to the east of Calder Road, Ravensthorpe	Yes				Yes	Yes	Provision of railway infrastructure	
										
21-092	Demex Limited	Scrubland, woodland and overhead cables (Thornhill Landfill Site, Ravensthorpe)	Yes				Yes	Yes	Work No. 16	
21-002	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) and overhead cables to the east of Ravensthorpe Railway Station, Ravensthorpe	Yes				Yes	Yes	Work No. 15	
21-095		Scrubland, woodland, ponds, access road and overhead cables (Thornhill Landfill Site,								
21-094	Demex Limited	Ravensthorpe)	Yes				Yes	Yes	Work No. 15	
		F-/							Diversion of overhead electric cables and	
21-095	Northern Powergrid (Yorkshire) plc	Access track and overhead cables to the east of Calder Road, Ravensthorpe	Yes				Yes	Yes	access for maintenance	
		Hardstanding, scrubland and overhead cables to the east of Calder Road,								
21-096	Northern Powergrid (Yorkshire) plc	Ravensthorpe	Yes				Yes	Yes	Diversion of overhead electric cables	
21 007	Canal & Piver Truct	Canal (Calder and Hebble Navigation), public footpath (DEW/155/10), electricity	Voc rights	Voc				Voc	Oversailing of electric cohies	Working site and access for construction
21-09/	Canal & River Trust	pylon and overhead cables to the north west of Forge Lane, Ravensthorpe	Yes - rights only	165				Yes	Oversailing of electric cables	and utility diversion works
										Working site and access for construction
21-098	Northern Powergrid (Yorkshire) plc	Copse to the south of the River Calder, Ravensthorpe	Yes - rights only	Yes				Yes	Oversailing of electric cables	and utility diversion works
			<u> </u>							
		Copse, riverbank, public footpath (DEW/155/10) and overhead cables to the south of								Working site and access for construction
21-099	Demex Limited	the River Calder, Ravensthorpe	Yes - rights only	Yes				Yes	Oversailing of electric cables	and utility diversion works
		Woodland, grassland, gantry carrying pipeline and electricity pylon and overhead								Working site and access for construction
21 100	Northern Powergrid (Yorkshire) plc	cables to the east of Calder Road, Ravensthorpe	Yes - rights only	Yes				Yes	Oversailing of electric cables	and utility diversion works

			Acquisition			Purpose			
			Permanent	Temporary Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
21 101		Scrubland, pond, access road and overhead cables (Thornhill Landfill Site,	Vac			Vec	Vee	Provision of railway infrastructure and	
21-101		Ravensthorpe) Bridge (Farnhills, MDL1 Underbridge 5) carrying railway, works and land	Yes			Yes	Yes	railway electrification works	
		(Huddersfield to Dewsbury Line) over access track below to the east of Calder Road,						Diversion of overhead electric cables and	
21-102		Ravensthorpe	Yes			Yes	Yes	access for maintenance	
		Railway, works and land (Huddersfield to Dewsbury Line) to the east of Calder Road,							
21-103	Network Rail Infrastructure Limited	Ravensthorpe	Yes			Yes	Yes	Provision of railway infrastructure	
21-104		Gantry carrying pipelines over canal (Calder and Hebble Navigation) to the north of operational railway (Huddersfield to Dewsbury Line), Ravensthorpe		Yes			Yes		Working site and access for construction
21-105	The Council of the Borough of Kirklees	Agricultural field and overhead cables to the north of Ravensthorpe Road, Ravensthorpe		Yes			Yes		Working site and access for construction and temporary utility diversion works
21 106		Woodland to the north of operational railway (Huddersfield to Dewsbury Line), Ravensthorpe		Voc			Voc		Working site and access for construction
21-106	3 ()1	Access track to the south of operational railway (Huddersfield to Dewsbury Line),		Yes			Yes		Working site and access for construction
21-107		Ravensthorpe	Yes			Yes	Yes	Work No. 15	
		Woodland to the south of operational railway (Huddersfield to Dewsbury Line),							
		Ravensthorpe	Yes			Yes	Yes	Work No. 15	
21-109		Woodland to the east of Calder Road, Ravensthorpe	Yes			Yes	Yes	Provision of railway infrastructure	
21 140		Grassland, copse, electricity pylons and overhead cables to the north east of	Vac			Noc	Vac	Work No. 16	
21-110	Northern Powergrid (Yorkshire) plc	Ravensthorpe Road, Ravensthorpe	Yes			Yes	Yes	Work No. 16	
21-111		Hardstanding, commercial buildings and overhead cables to the north of Ravensthorpe Road, Ravensthorpe		Yes			Yes		Working site and access for construction and temporary utility diversion works
								Provision of railway infrastructure and	
21-112		Grassland and copse to the north east of Ravensthorpe Road, Ravensthorpe	Yes			Yes	Yes	railway electrification works	
21-113		Agricultural field and overhead cables to the north of Ravensthorpe Road, Ravensthorpe	Yes			Yes	Yes	Utility diversions	
		Scrubland and access road (Thornhill Landfill Site, Ravensthorpe)	Yes			Yes	Yes	Work No. 16	
		Bridge (Lees Hall Farm, MVN2 Underbridge 204) carrying railway, works and land							
		(Huddersfield to Dewsbury Line) over access track below to the north of							
21-115		Ravensthorpe Road, Ravensthorpe	Yes			Yes	Yes	Work No. 16	
21 116		Commercial building and hardstanding (Unit 2, Lees Hall Farm, Lees Hall Road,		Voc			Voc		Working site and access for construction
21-110		Ravensthorpe, WF12 9EQ) Railway, works and land (Huddersfield to Dewsbury Line) to the north of		Yes			Yes		
21-117		Ravensthorpe Road, Ravensthorpe	Yes			Yes	Yes	Work No. 16	
		Commercial building and hardstanding (Unit 2, Lees Hall Farm, Lees Hall Road,							
21-118	Lees Hall Hire Limited	Ravensthorpe, WF12 9EQ)	Yes			Yes	Yes	Utility diversions	
21 110		Herdstending to the north west of Loos Hell Dood, Deventherne		Vec			Vac		Working site and access for construction
21-119	Lees Hall Hire Limited	Hardstanding to the north west of Lees Hall Road, Ravensthorpe Hardstanding, commercial building, access road and verge to the north west of Lees		Yes			Yes		Working site and access for construction
21-120	Lees Hall Hire Limited	Hall Road, Ravensthorpe	Yes			Yes	Yes	Utility diversions	
	William John Lyttle	Access road (Lees Hall Farm, Ravensthorpe)	Yes			Yes	Yes	Utility diversions	
		Railway embankment (Huddersfield to Dewsbury Line) to the north east of Lees Hall							
21-122		Road, Ravensthorpe	Yes			Yes	Yes	Work No. 16	
22 001		Access track and public bridleway (DEW/6/50) to the west of Ouzelwell Lane,		Vor			Voc		Access for construction
22-001	David Wriglesworth Thomas Fawcett /Allan James Davies / Andrew	Ravensthorpe		Yes			Yes		
22-002		Agricultural field and verge adjoining Ouzelwell Lane, Ravensthorpe	Yes			Yes	Yes	Utility diversions	
	Thomas Fawcett /Allan James Davies / Andrew								
	-	Private road (Ouzelwell Lane, Ravensthorpe) and public bridleway (DEW/12/30)		Yes			Yes		Access for construction
22-004	The Council of the Borough of Kirklees	Public road and verges (Ravensthorpe Road, Ravensthorpe)		Yes			Yes		Access for construction
22-005		Agricultural field, access track and overhead cables to the south of Ravensthorpe Road, Ravensthorpe		Yes			Yes		Working site and access for construction and temporary utility diversion works
	Thomas Fawcett /Allan James Davies / Andrew	Private road, access splay and public bridleway (DEW/6/50) to the west of Ouzelwell							
22-006	8	Lane, Ravensthorpe		Yes			Yes		Access for construction
22.02-		Private road, access splay and public bridleway (DEW/6/50) to the west of Ouzelwell							
22-007	David Wriglesworth	Lane, Ravensthorpe		Yes			Yes		Access for construction
22-008		Agricultural field and overhead cables to the north of Ravensthorpe Road, Ravensthorpe		Yes			Yes		Working site and access for construction and temporary utility diversion works
									Oversailing for temporary diversion of
22-009	Betty Wilkinson	Part of garden (72 Ravensthorpe Road, Ravensthorpe, WF12 9EE)		Yes			Yes		electric cables
22-010	Fayaz Patel	Part of house and garden (70 Ravensthorpe Road, Ravensthorpe, WF12 9EE)		Yes			Yes		Oversailing for temporary diversion of electric cables

			Ac	quisition			Purpose			
							· · ·	Construction		
							Placing	Activities &		
			Permanent	Temporary	Protective	Maintenance	permanent	Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
22-011	Shenstone Properties Limited	Part of house and garden (68 Ravensthorpe Road, Ravensthorpe, WF12 9EE)		Yes				Yes		Oversailing for temporary diversion of electric cables
22-012	The Council of the Borough of Kirklees	Public footway, verge and overhead cables (Ravensthorpe Road, Ravensthorpe)		Yes				Yes		Working site and access for construction and temporary utility diversion works
	Frederick Anthony Wilson	House, outbuilding and garden (66 Ravensthorpe Road, Ravensthorpe, WF12 9EE)		Yes				Yes		Oversailing for temporary diversion of electric cables
22 013										
22-014	The Council of the Borough of Kirklees	Public road and verges (Ravensthorpe Road, Ravensthorpe)		Yes				Yes		Working site and access for construction and temporary utility diversion works
22-015	Shenstone Properties Limited	Part of house and garden (69 Ravensthorpe Road, Ravensthorpe, WF12 9EE)		Yes				Yes		Oversailing for temporary diversion of electric cables
22-016	Shenstone Properties Limited	House and garden (64 Ravensthorpe Road, Ravensthorpe, WF12 9EE)		Yes				Yes		Oversailing for temporary diversion of electric cables
22-017	Kathleen Senior / Keith Senior	House and part of garden (67 Ravensthorpe Road, Ravensthorpe, WF12 9EE)		Yes				Yes		Oversailing for temporary diversion of electric cables
22-018	Mohammed Mustafa	House and garden (62 Ravensthorpe Road, Ravensthorpe, WF12 9EE)		Yes				Yes		Oversailing for temporary diversion of electric cables
22-019	lan Frederick Little	House, outbuilding and garden (65 Ravensthorpe Road, Ravensthorpe, WF12 9EE)		Yes				Yes		Oversailing for temporary diversion of electric cables
22-020	Thomas Fawcett /Allan James Davies / Andrew David Wriglesworth	Agricultural fields, hedgerow, public footpath (DEW/16/10), electricity pylon and overhead cables to the north west of Ouzelwell Lane, Ravensthorpe	Yes				Yes	Yes	Utility diversions	
22-021	Shenstone Properties Limited	House, garage and garden (60 Ravensthorpe Road, Ravensthorpe, WF12 9EE)		Yes				Yes		Oversailing for temporary diversion of electric cables
22-022	lan Frederick Little	House, outbuilding and garden (63 Ravensthorpe Road, Ravensthorpe, WF12 9EE)		Yes				Yes		Oversailing for temporary diversion of electric cables
22-023	Azizunnisa Rasul	House, garage, garden and overhead cables (58 Ravensthorpe Road, Thornhill Lees, Ravensthorpe, WF12 9EE)		Yes				Yes		Oversailing for temporary diversion of electric cables
		House, outbuilding, garden and overhead cables (61 Ravensthorpe Road,								Oversailing for temporary diversion of
22-024	Ian Frederick Little	Ravensthorpe, WF12 9EE)		Yes				Yes		electric cables
22 025	Shenstone Properties Limited	House, part of garden and overhead cables (56 Ravensthorpe Road, Ravensthorpe, WF12 9EE)		Noc				Voc		Oversailing for temporary diversion of electric cables
		House, garden and overhead cables (59 Ravensthorpe Road, Ravensthorpe, WF12 9EE)		Yes				Yes		Oversailing for temporary diversion of electric cables
22-027	Thomas Fawcett /Allan James Davies / Andrew David Wriglesworth	Private road, public bridleway (DEW/6/50) and overhead cables to the west of Ouzelwell Lane, Ravensthorpe		Yes				Yes		Working site and access for construction and temporary utility diversion works
22-028	Thomas Fawcett /Allan James Davies / Andrew David Wriglesworth	Agricultural land and hedgerow to the west of Ouzelwell Lane, Ravensthorpe		Yes				Yes		Working site and access for construction and temporary utility diversion works
22-029	The Council of the Borough of Kirklees	Agricultural field, public bridleway (DEW/94/10), electricity pylon and overhead cables to the south of Ravenshall School, Ravensthorpe		Yes				Yes		Working site and access for construction and temporary utility diversion works
22-030	Nazakat Husain Khan / Parveen Akhtar	Part of house and garden (54 Ravensthorpe Road, Ravensthorpe, WF12 9EE)		Yes				Yes		Oversailing for temporary diversion of electric cables
22-031	The Council of the Borough of Kirklees	Copse, playing field, electricity pylon and overhead cables to the south of Ravensthorpe Road, Ravensthorpe		Yes				Yes		Working site and access for construction and temporary utility diversion works
		Part of house, garden and overhead cables (57 Ravensthorpe Road, Thornhill Lees,								Oversailing for temporary diversion of
22-032	The Owner / The Owner	Ravensthorpe, WF12 9EE)		Yes				Yes		electric cables
22-033	Thomas Fawcett /Allan James Davies / Andrew David Wriglesworth	Private road (Ouzelwell Lane, Ravensthorpe), public bridleway (DEW/12/30 and DEW/12/40), public footpath (DEW/16/10) and overhead cables		Yes				Yes		Working site and access for construction and temporary utility diversion works
22-034	David Wriglesworth	Agricultural field, access road, verge, electricity pylon and overhead cables to the south east of Ouzelwell Lane, Ravensthorpe		Yes				Yes		Working site and access for construction and temporary utility diversion works
22-035	Thomas Fawcett /Allan James Davies / Andrew David Wriglesworth	Verge (Ouzelwell Lane, Ravensthorpe) and public footpath (DEW/16/10)	Yes				Yes	Yes	Utility diversions	
22-036	Thomas Fawcett /Allan James Davies / Andrew David Wriglesworth	Private road and public bridleways (DEW/6/50, DEW/6/60 and DEW/94/10) to the west of Ouzelwell Lane, Ravensthorpe		Yes				Yes		Access for construction
22-037	Lees Hall Hire Limited	Grass verge and copse to the north west of Lees Hall Road, Ravensthorpe		Yes				Yes		Working site and access for construction
22-038		Private road (Lees Hall Road, Ravensthorpe)		Yes				Yes		Working site and access for construction
		Private road, verges (Ouzelwell Lane) and public bridleway (DEW/12/40),								
	David Wriglesworth	Ravensthorpe		Yes				Yes		Access for construction
22-040	The Owner / William John Lyttle	Private road and verges (Lees Hall Road, Ravensthorpe)		Yes				Yes		Access for construction

			Acqu	uisition			Purpose			
							Dissing	Construction		
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Activities & Mitigation		
lot No.	Freehold Owners	Current Land Use	Acquisition	possession / use		Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
				Yes - temporary						
				use for access						
22-041	The Owner	Private road and verges (Lees Hall Road, Ravensthorpe)		only				Yes		Access for construction only
22-042	The Council of the Borough of Kirklees	Access track and public bridleway (DEW/94/10) to the east of Ravenshall School, Ravensthorpe		Yes				Yes		Access for construction
	The Council of the Borough of Kirklees	Public road, footways and bus stops (Ouzelwell Lane, Ravensthorpe)		Yes				Yes		Access for construction
		Hardstanding and settling tank (Ravens Ing Mills, Huddersfield Road, Ravensthorpe,								
23-001	P41 Limited	WF13 3JF) and overhead cables	Yes - rights only	Yes				Yes	Oversailing of electric cables	Working site and access for construction
23-002	Demex Limited / P41 Limited	River, bed and banks thereof (River Calder, Ravensthorpe) and overhead cables	Yes - rights only	Yes				Yes	Oversailing of electric cables	Working site and access for construction
20 002		Woodland, river, bed and banks thereof (River Calder), public footpath								
23-003	Demex Limited	(DEW/155/10) and overhead cables, adjacent to the Calder and Hebble Navigation Canal, Ravensthorpe	Yes - rights only	Yes				Yes	Oversailing of electric cables	Working site and access for construction
23-004	Railway Paths Limited	Hardstanding, electricity pylon and overhead cables (Ravens Ing Mills, Huddersfield Road, Dewsbury, WF13 3JF)		Yes				Yes		Working site and access for construction and utility diversion works
		Industrial building and hardstanding (Ravens Ing Mills, Huddersfield Road, Dewsbury,	,							· · ·
23-005	P41 Limited	WF13 3JF)	Yes - rights only						Oversailing of electric cables	
		Canal, towpath (Calder and Hebble Navigation) and overhead cables to the west of								
23-006	Canal & River Trust	operational railway (Huddersfield to Dewsbury Line), Ravensthorpe Hardstanding, building and settling tank (Ravens Ing Mills, Huddersfield Road,		Yes				Yes		Working site and access for construction
23-007	P41 Limited	Dewsbury, WF13 3JF)	Yes - rights only						Oversailing of electric cables	
23-008	P41 Limited	Walkway over river, bed and banks thereof (River Spen, Dewsbury)	Yes - rights only						Oversailing of electric cables	
	Canal & River Trust / Northern Powergrid	Gantry carrying pipelines over canal (Calder and Hebble Navigation) to the west of								
23-009	(Yorkshire) plc	operational railway (Huddersfield to Dewsbury Line), Ravensthorpe		Yes				Yes		Working site and access for construction
23-010	P41 Limited	Industrial building, hardstanding and riverbank (River Calder, Dewsbury)	Yes - rights only						Oversailing of electric cables	
23-011	Canal & River Trust	Canal and towpath (Calder and Hebble Navigation) adjacent to operational railway (Huddersfield to Dewsbury Line), Ravensthorpe		Yes				Yes		Working site and access for construction
20 011										
23-012	The Council of the Borough of Kirklees	Public road and National Cycle Network Route 69 (Ravenswharfe Road, Dewsbury)		Yes				Yes		Access for construction
22.012	D41 Limited	Settling tank (Ravens Ing Mills, Huddersfield Road, Ravensthorpe, WF13 3JF), and	Vaa vielata anku							
23-013	P41 Limited	overhead cables	Yes - rights only						Oversailing of electric cables	
23-014	Northern Powergrid (Yorkshire) plc	Woodland adjacent to canal (Calder and Hebble Navigation), Ravensthorpe		Yes				Yes		Working site and access for construction
23-015	P41 Limited	River, bed and banks thereof and overhead cables (River Spen, Ravensthorpe)	Yes - rights only						Oversailing of electric cables	
23-016	Railway Paths Limited	Settling tank (Ravens Ing Mills, Huddersfield Road, Ravensthorpe, WF13 3JF) and overhead cables	Yes - rights only						Oversailing of electric cables	
25-010										
23-017	P41 Limited	Hardstanding, riverbank (River Spen) and overhead cables, Ravensthorpe	Yes - rights only	Yes				Yes	Oversailing of electric cables	Working site and access for construction
		Woodland to the west of operational railway (Huddersfield to Dewsbury Line),								
23-018	Northern Powergrid (Yorkshire) plc	Ravensthorpe Railway, works and land (Huddersfield to Dewsbury Line) to the south east of canal	Yes				Yes	Yes	Provision of railway infrastructure	
23-019	Network Rail Infrastructure Limited	(Calder and Hebble Navigation), Ravensthorpe	Yes				Yes	Yes	Provision of railway infrastructure	
		Canal (Calder and Hebble Navigation) to the west of operational railway								
23-020	Canal & River Trust	(Huddersfield to Dewsbury Line), Ravensthorpe	Yes				Yes	Yes	Provision of railway infrastructure	
22 024	The Council of the Persugh of Kirklass	Public road and National Cycle Network Poute 60 (Payonewharfe Pood, Dewahure)		Voc				Voc		Access for construction
23-021	The Council of the Borough of Kirklees	Public road and National Cycle Network Route 69 (Ravenswharfe Road, Dewsbury) Railway, works and land (Huddersfield to Dewsbury Line) to the south east of canal		Yes				Yes		
23-022	Network Rail Infrastructure Limited	(Calder and Hebble Navigation), Ravensthorpe	Yes				Yes	Yes	Work No. 15	
		Woodland to the north of operational railway (Huddersfield to Dewsbury Line),								
23-023	Demex Limited	Ravensthorpe		Yes				Yes		Working site and access for construction
23-024	Demex Limited	Grassland, scrubland, copse and access track to the south east of operational railway (Huddersfield to Dewsbury Line), Ravensthorpe	Yes				Yes	Yes	Work No. 15	
23 024		Railway, works and land (Huddersfield to Dewsbury Line) to the north of canal				_				
23-025	Network Rail Infrastructure Limited	(Calder and Hebble Navigation), Ravensthorpe	Yes				Yes	Yes	Provision of railway infrastructure	
		Bridge (Calder and Hebble Canal, MDL1 Underbridge 6) carrying railway, works and								
22.020	Canal & River Trust / Network Rail	land (Huddersfield to Dewsbury Line) over canal (Calder and Hebble Navigation),	Voc				Voc	Voc	Drovision of rolly or infrastructure	
23-026	Infrastructure Limited	Ravensthorpe Public road, public footpath (DEW/116/30) and National Cycle Network Route 69	Yes				Yes	Yes	Provision of railway infrastructure	
23-027	G Wilson (Fibres) Limited	(Ravenswarfe Road, Dewsbury)		Yes				Yes		Working site and access for construction
23-028	The Council of the Borough of Kirklees	Public road and National Cycle Network Route 69 (Ravenswarfe Road, Dewsbury)		Yes				Yes		Working site and access for

	Acquisition			Purpose						
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
	Freehold Owners Canal & River Trust / Network Rail	Current Land Use Scrubland adjacent to operational railway (Huddersfield to Dewsbury Line),	Acquisition	possession / us	e Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
	Infrastructure Limited	Ravensthorpe	Yes				Yes	Yes	Work No. 15	
		Commercial buildings, hardstanding, public footpath (DEW/116/30) and National								
		Cycle Network Route 69 (The Furniture Bazaar, Unit 1A Ravenswharfe Road,								
23-030	Saheed Rasool / Yasmin Rasool	Dewsbury, WF13 3RD)		Yes				Yes		Working site and access for construction
	Canal & Diver Trust / Network Dail	Bridge (Calder and Hebble Canal, MDL1 Underbridge 6) carrying railway, works and								
	Canal & River Trust / Network Rail Infrastructure Limited	land (Huddersfield to Dewsbury Line) over canal (Calder and Hebble Navigation), Ravensthorpe	Yes				Yes	Yes	Work No. 15	
23-031			103							
23-032	G Wilson (Fibres) Limited	Verge to the south east of Scout Hill Road, Dewsbury		Yes				Yes		Working site and access for construction
		Canal and towpath (Calder and Hebble Navigation) to the south east of operational								
23-033	Canal & River Trust	railway (Huddersfield to Dewsbury Line), Ravensthorpe		Yes				Yes		Working site and access for construction
23-034	Canal & River Trust	Canal and towpath (Calder and Hebble Navigation) to the south east of operational railway (Huddersfield to Dewsbury Line), Ravensthorpe	Yes				Yes	Yes	Work No. 15	
23-034		Scrubland and grassland to the south east of operational railway (Huddersfield to	165					Tes	Provision of railway infrastructure and	
23-035	Demex Limited	Dewsbury Line), Ravensthorpe	Yes				Yes	Yes	railway electrification works	
		Scrubland, grassland and public footpath (DEW/117/20) to the north of operational							Replacement open space and worksite and	
23-035a	Demex Limited	railway (Huddersfield to Dewsbury Line), Ravensthorpe	Yes				Yes	Yes	access for construction	
22.026		Grassland and woodland to the east of operational railway (Huddersfield to	N							
23-036	The Forge Lane Partnership LLP	Dewsbury Line), Ravensthorpe	Yes				Yes	Yes	Work No. 15	
		Pipeline and National Cycle Network Link Route (Spen Valley Greenway) to the north								
23-037	Railway Paths Limited	of operational railway (Huddersfield to Dewsbury Line), Ravensthorpe		Yes				Yes		Access for construction
		Pipeline and National Cycle Network Link Route (Spen Valley Greenway) to the north								
23-038	Railway Paths Limited	of operational railway (Huddersfield to Dewsbury Line), Ravensthorpe	Yes				Yes	Yes	Provision of railway infrastructure	
		Bridge (Scout Hill, MDL1 Underbridge 7) carrying railway, works and land (Huddersfield to Dewsbury Line) over pipeline and National Cycle Network Link Route								
23-039	Network Rail Infrastructure Limited	(Spen Valley Greenway) to the south east of Scout Hill Road, Ravensthorpe	Yes				Yes	Yes	Provision of railway infrastructure	
22.040		Woodland and public footpath (DEW/155/10) to the north of operational railway								
23-040	Demex Limited	(Huddersfield to Dewsbury Line), Ravensthorpe Woodland to the north of operational railway (Huddersfield to Dewsbury Line),		Yes				Yes		Working site and access for construction
23-041	Demex Limited	Ravensthorpe	Yes				Yes	Yes	Provision of railway infrastructure	
		Railway, works and land (Huddersfield to Dewsbury Line) and public footpath								
23-042	Network Rail Infrastructure Limited	(DEW/155/10) to the south of the River Calder, Ravensthorpe	Yes				Yes	Yes	Provision of railway infrastructure	
22 042	C Wilson (Fibras) Limited	Copse and hardstanding (G Wilson (Fibres) Limited, Scout Hill Road, Dewsbury, WF13		Vac				Vac		Marking site and access for construction
23-043	G Wilson (Fibres) Limited	3RQ) Woodland, public footpath (DEW/116/30) and National Cycle Network Route 69 to		Yes				Yes		Working site and access for construction
23-044	The Owner	the north of the River Calder, Dewsbury		Yes				Yes		Working site and access for construction
						_				
		Pipeline, National Cycle Network Link Route (Spen Valley Greenway) and underpass								
23-045	Railway Paths Limited	to the east of operational railway (Huddersfield to Dewsbury Line), Ravensthorpe	Yes				Yes	Yes	Work No. 15	
22-046	The Forge Lane Partnership LLP	Scrubland, grassland and public footpath (DEW/155/10) to the south of operational railway (Huddersfield to Dewsbury Line), Ravensthorpe	Voc				Voc	Voc	Work No. 15	
	Yasmin Rasool /Demex Limited / Saheed	River, bed and banks thereof (River Calder) to the south east of Scout Hill Road,	Yes				Yes	Yes		
23-047		Dewsbury		Yes				Yes		Working site and access for construction
	The Forge Lane Partnership LLP /The Council	Bridge (River Calder, MDL1 Underbridge 8) carrying railway, works and land								
	of the Borough of Kirklees /Network Rail	(Huddersfield to Dewsbury Line) over river, bed and banks thereof (River Calder),								
	Infrastructure Limited /Demex Limited / G. Wilson (Dewsbury) Limited	public footpaths (DEW/116/30 and DEW/155/10) and National Cycle Network Route 69, Ravensthorpe	Yes				Yes	Yes	Provision of railway infrastructure	
		Canal and towpath (Calder and Hebble Navigation) to the north west of Forge Lane,			_					
23-049	Canal & River Trust	Ravensthorpe		Yes				Yes		Working site and access for construction
23-050	The Forge Lane Partnership LLP	Grassland and copse to north of canal (Calder and Hebble Navigation), Ravensthorpe		Yes				Yes		Working site and access for construction
		Access track and National Cycle Network Link Route (Spen Valley Greenway) to the							Provision of maintenance access for the	
23-051	Railway Paths Limited	north east of canal (Calder and Hebble Navigation), Ravensthorpe	Yes - rights only	Yes		Yes		Yes	authorised works	Working site and access for construction
					-	1	1			
		Access track and National Cycle Network Link Route 69 (Spen Valley Greenway) on								
23-052	Canal & River Trust	the north east of the Calder and Hebble Navigation, Ravensthorpe		Yes				Yes		Working site and access for construction
22 OE 2	The Council of the Borough of Kirklees / The	River, bed and banks thereof (River Calder) to the east of Ravenswarfe Road,	Vec				Ver	Vec	Work No. 15	
23-053	Forge Lane Partnership LLP	Ravensthorpe Quarry, grassland, copse and public footpath (DEW/155/10) to the west of Old Mill	Yes				Yes	Yes	Work No. 15 Provision of maintenance access for the	
23-054	The Forge Lane Partnership LLP	View, Ravensthorpe	Yes - rights only	Yes		Yes		Yes	authorised works	Working site and access for construction
		Disused canal mooring and hardstanding (Calder and Hebble Navigation) to the north			_	1	1			-
	Demex Limited	west of Forge Lane, Ravensthorpe	1	Yes	1			Yes		Working site and access for construction

			Acqu	isition			Purpose			
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use		Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
22.056		Grassland, scrubland, access track and public footpath (DEW/117/20) to the south of								
23-056	Demex Limited	canal (Calder and Hebble Navigation), Ravensthorpe Railway, works and land (Huddersfield to Dewsbury Line) to the north east of Lees	Yes				Yes	Yes	Work No. 16	
23-057	Network Rail Infrastructure Limited	Hall Road, Ravensthorpe	Yes				Yes	Yes	Work No. 16	
		Grassland and National Cycle Network Link Route (Spen Valley Greenway) to the							Provision of maintenance access for the	
23-058	Railway Paths Limited	north east of canal (Calder and Hebble Navigation), Ravensthorpe	Yes - rights only	Yes		Yes		Yes	authorised works	Working site and access for construction
23-059	The Council of the Borough of Kirklees	Riverbank (River Calder), public footpath (DEW/116/20) and National Cycle Network Route 69 to the south east of Scout Hill Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
23-039		Railway, works and land (Huddersfield to Dewsbury Line) to the east of Broad Street,						105		
23-060	Network Rail Infrastructure Limited	Dewsbury	Yes				Yes	Yes	Work No. 15	
		Woodland and National Cycle Network Route 69 to the south of Weaving Lane,								
23-061	The Council of the Borough of Kirklees	Dewsbury Railway, works and land (Huddersfield to Dewsbury Line) over underpass carrying	Yes				Yes	Yes	Work No. 15	
		public footpaths (DEW/117/10 and DEW/117/20) to the north of Lees Hall Road,								
23-062	Network Rail Infrastructure Limited	Ravensthorpe	Yes				Yes	Yes	Work No. 16	
		Railway, works and land (Huddersfield to Dewsbury Line) to the north of Lees Hall								
23-063	Network Rail Infrastructure Limited	Road, Ravensthorpe	Yes				Yes	Yes	Work No. 16	
23-064	The Council of the Borough of Kirklees / The Forge Lane Partnership LLP	River, bed and banks thereof (River Calder) to the west of Thornhill Road, Ravensthorpe		Yes				Yes		Working site and access for construction
25-004		Grassland, scrubland, access track and disused canal mooring to the south of canal		103					Work No. 21, Public Open Space Exchange	
23-065	Demex Limited	(Calder and Hebble Navigation), Ravensthorpe	Yes				Yes	Yes	Land	
22.066	The Council of the Derough of Kirkloop	Access track, grassland, public footpath (DEW/116/20), gantry carrying pipeline and		Vec				Vec		Working site and access for construction
23-066	The Council of the Borough of Kirklees	National Cycle Network Route 69 to the south of Weaving Lane, RavensthorpeGrassland, copse and gantry carrying pipeline to the south of Weaving Lane,		Yes				Yes		Working site and access for construction
23-067	The Council of the Borough of Kirklees	Ravensthorpe		Yes				Yes		Working site and access for construction
		Canal and towpath (Calder and Hebble Navigation) to the north west of Forge Lane,								
23-068	Canal & River Trust	Ravensthorpe	Yes				Yes	Yes	Work No. 21	
23-0682	Canal & River Trust	Canal and towpath (Calder and Hebble Navigation) to the north west of Forge Lane, Ravensthorpe		Yes				Vec		Working site and access for construction
23-0088		Access track and towpath to the north east of canal (Calder and Hebble Navigation),						Yes		
23-069	Canal & River Trust	Ravensthorpe	Yes				Yes	Yes	Work No. 21	
		Grassland and access track to the north east of canal (Calder and Hebble Navigation),								
	Railway Paths Limited	Ravensthorpe	Yes				Yes	Yes	Work No. 21	
23-071	The Council of the Borough of Kirklees	Private access road to the south of Weaving Lane, Dewsbury Hardstanding, private access road, footways and grassed area to the south of	Yes				Yes	Yes	Work No. 15 Provision of maintenance access for the	
23-072	The Council of the Borough of Kirklees	Weaving Lane, Dewsbury	Yes - rights only	Yes		Yes		Yes	authorised works	Working site and access for construction
23-073	The Forge Lane Partnership LLP	Grassland to the north of canal (Calder and Hebble Navigation), Ravensthorpe	Yes				Yes	Yes	Work No. 21	
23-074	Environment Agency	Access track, public footpath (DEW/116/20) and National Cycle Network Route 69 to the south of Weaving Lane, Ravensthorpe		Yes				Yes		Working site and access for construction
23-074		Woodland (Unit 1, Thornhill Industrial Estate, Weaving Lane, Ravensthorpe, WF12								
23-075	Lucas Properties LLP	9QR)	Yes				Yes	Yes	Work No. 15	
23-076	The Council of the Borough of Kirklees	Grassland and woodland to the south of Weaving Lane, Ravensthorpe		Yes				Yes		Working site and access for construction
23-077	The Council of the Borough of Kirklees	Hardstanding to the south of Weaving Lane, Ravensthorpe		Yes				Yes		Working site and access for construction
	The Council of the Borough of Kirklees									
23-078	/Martech UK Limited / The Coal Authority	Grassland and copse to the south of Weaving Lane, Ravensthorpe		Yes				Yes		Working site and access for construction
23-079	Lucas Properties LLP	Hardstanding (Unit 1, Thornhill Industrial Estate, Weaving Lane, Ravensthorpe, WF12 9QR)		Yes				Yes		Working site and access for construction
		Grassland (Unit 1, Thornhill Industrial Estate, Weaving Lane, Ravensthorpe, WF12								
23-080	Lucas Properties LLP	9QR)		Yes				Yes		Working site and access for construction
	Government Legal Department / Lucas			No.				No.		
	Properties LLP Government Legal Department	Hardstanding to the west of Weaving Lane, Ravensthorpe Woodland to the west of Weaving Lane, Ravensthorpe	Yes	Yes			Yes	Yes Yes	Work No. 15	Working site and access for construction
	Shackletons Limited	Woodland to the west of Weaving Lane, Ravensthorpe	Yes				Yes	Yes	Work No. 15	
	Shackletons Limited	Woodland to the west of Weaving Lane, Ravensthorpe	No.	Yes			Ma	Yes		Working site and access for construction
24-001	Network Rail Infrastructure Limited	Woodland to the north of Lees Hall Road, RavensthorpeRailway, works and land (Huddersfield to Dewsbury Line) and woodland to the north	Yes				Yes	Yes	Work No. 16	
24-002	Network Rail Infrastructure Limited	of Lees Hall Road, Ravensthorpe	Yes				Yes	Yes	Work No. 16	
	Demex Limited	Woodland to the north west of Forge Lane, Ravensthorpe	Yes				Yes	Yes	Work No. 16	
		Grassland, scrubland, copse and public footpath (DEW/117/20) to the north west of							Replacement open space and worksite and	
24-004	Demex Limited	Forge Lane, Ravensthorpe	Yes				Yes	Yes	access for construction	
24-005	The Owner	Footbridge, access track, grassland and public footpath (DEW/117/20) to the north west of Forge Lane, Ravensthorpe	Yes				Yes	Yes	Replacement open space and worksite and access for construction	
24-003		west of Forge Lane, navenstillipe	103			1	163	103		

		Acquisition			Purpose					
								Construction		
							Placing	Activities &		
			Permanent		Protective	Maintenance	permanent	Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use	Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
24-006	The Forge Lane Partnership LLP	Access road, grassland, quarry and public footpath (DEW/117/30) to the north west of Forge Lane, Ravensthorpe	Yes - rights only	Voc		Voc		Voc	Provision of maintenance access for the authorised works	Working site and access for construction
24-000		Railway, works and land (Huddersfield to Dewsbury Line) to the north of Lees Hall				Yes		Yes		
24-007	Network Rail Infrastructure Limited	Road, Ravensthorpe	Yes				Yes	Yes	Provision of railway infrastructure	
		Industrial compound, woodland, access road and outbuilding to the north west of							Provision of maintenance access for the	
24-008	Rodney Colin Teale / Stephanie Teale	Forge Lane, Ravensthorpe	Yes - rights only	Yes		Yes		Yes	authorised works	Working site and access for construction
	Tracey Lynn Waterhouse /Robert James									
	Hallows /Ann Patricia Hallows / Carol	Hardstanding, grassland, copse, garden and outbuilding to the north of Forge Lane,								
24-009	Bogaardt	Ravensthorpe		Yes				Yes		Working site and access for construction
	Robert James Hallows /Ibrahim Umarji /Harun									
	Yakub Umarji /Dawood Patel Umarji /Ann									
24-010	Patricia Hallows / Aysha Yakub Umarji	Hardstanding and grassland (Ratcliffe Mills, Forge Lane, Ravensthorpe)		Yes				Yes		Working site and access for construction
	Ibrahim Umarji /Harun Yakub Umarji /Aysha									
24-010a	Yakub Umarji / Dawood Patel Umarji	Electricity substation (Ratcliffe Mills, Forge Lane, Ravensthorpe)		Yes				Yes		Working site and access for construction
24.044	The Council of the Descurb of William	Public feature (Force Long, Deveratheres)		Vec				Vec		Working site and access for construction
24-011	The Council of the Borough of Kirklees	Public footway (Forge Lane, Ravensthorpe)		Yes				Yes		and temporary highway works
25-001	The Council of the Borough of Kirklees	Grassland and copse to the north of Fall Lane, Dewsbury		Yes				Yes		Working site and access for construction
										Working site and access for construction
25-002	The Council of the Borough of Kirklees	Public road and footways (B6117 Fall Lane, Dewsbury)		Yes				Yes		and highway alteration works
									Worksite and access for construction and	
25-003	The Council of the Borough of Kirklees	Woodland and grassland to the south of B6117 Fall Lane, Dewsbury	Yes				Yes	Yes	maintenance compound	
		Woodland adjacent to operational railway (Huddersfield to Dewsbury Line) to the								
25-004	Baric Properties Limited	south of B6117 Fall Lane, Dewsbury		Yes				Yes		Working site and access for construction
25-005	The Council of the Borough of Kirklees	Public road and verges (Fearnley Street, Dewsbury)		Yes				Yes		Working site and access for construction
25-005		Woodland, grassland, garages and verge to the south west of A644 Huddersfield								
25-006	The Council of the Borough of Kirklees	Road, Dewsbury		Yes				Yes		Working site and access for construction
		Railway, works and land (Huddersfield to Dewsbury Line) to the south of B6117								
25-007	Network Rail Infrastructure Limited	Thornhill Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
25.000	The Coursell of the Developh of Kirkland	Dublic reading downers (DC117 Theorem bill Decid December 1)		N				No.		Working site and access for construction
	The Council of the Borough of Kirklees The Council of the Borough of Kirklees	Public road and verges (B6117 Thornhill Road, Dewsbury) Public road and footways (B6117 Fall Lane, Dewsbury)	Yes	Yes			Yes	Yes Yes	Work No. 19	and highway alteration works
23-009	The council of the borough of kirklees									
25-010	The Council of the Borough of Kirklees	Public road (Fearnley Street, Dewsbury)		Yes				Yes		Working site and access for construction
	Ŭ	Woodland adjacent to operational railway (Huddersfield to Dewsbury Line) to the								
25-011	Government Legal Department	north west of Weaving Lane, Dewsbury	Yes				Yes	Yes	Work No. 15	
25-012	The Council of the Borough of Kirklees	Grassland to the north of B6117 Fall Lane, Dewsbury	Yes				Yes	Yes	Work No. 19	
AF A (1)										
25-013	The Council of the Borough of Kirklees	Woodland to the north of B6117 Thornhill Road, Dewsbury		Yes				Yes		Working site and access for construction
25-014	Shackletons Limited	Woodland adjacent to operational railway (Huddersfield to Dewsbury Line) to the north west of Weaving Lane, Dewsbury	Yes				Yes	Yes	Work No. 15	
25-014										
25-015	Shackletons Limited	Woodland to the north west of Weaving Lane, Dewsbury		Yes				Yes		Working site and access for construction
25-016	The Council of the Borough of Kirklees	Woodland and grassland to the south of B6117 Fall Lane, Dewsbury	Yes				Yes	Yes	Work No. 15	
										Working site and access for construction
25-017	The Council of the Borough of Kirklees	Grassland and hardstanding to the north east of Fearnley Street, Dewsbury	Yes	Yes			Yes	Yes	Highway diversion works	and highway alteration works
25-018	The Council of the Borough of Kirklees	Woodland, verge and access path to the north of B6117 Thornhill Road, Dewsbury	Yes				Vec	Vec	Work No. 20	
	The Council of the Borough of Kirklees	Public road (Fearnley Street, Dewsbury)	Yes				Yes Yes	Yes Yes	Work No. 19	
	The Council of the Borough of Kirklees	Woodland and verge adjacent to B6117 Thornhill Road, Dewsbury	Yes				Yes	Yes	Work No. 20	
	The Council of the Borough of Kirklees	Grassland and private road (Brooks Yard, Dewsbury)	Yes				Yes	Yes	Work No. 19	
	The Council of the Borough of Kirklees /Martin									
	Blackburn /Karen Hardcastle /Ian Blackburn									
25.022	/Elite Privilege Care Limited /Arshad Bi	Dublic read and factory (DC117 Theory bill Decide Day (DC1))	Var				Va	Vez	Mort No. 20	
25-022	Hussain / Colin Blackburn	Public road and footway (B6117 Thornhill Road, Dewsbury)	Yes				Yes	Yes	Work No. 20	
	The Council of the Borough of Kirklees / The									Working site and access for construction
25-023	0	Private road (Brooks Yard, Dewsbury)	Yes	Yes			Yes	Yes	Highway diversion works	and highway alteration works
			+	+	<u> </u>		+			
25-024	Uwais Hussain	House and garden (30 Brooks Yard, Dewsbury, WF13 2SW)			Yes					

		Acquisition Purpose								
			Permanent	Temporary	Protective	Maintenance	Placing permanent	Construction Activities & Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use		Access	' infrastructure	Works	Explanation (permanent)	Explanation (temporary)
25-026	The Council of the Borough of Kirklees	Public road and footway (B6117 Fall Lane, Dewsbury)	Yes				Yes	Yes	Work No. 15	
25-027	Uwais Hussain Andrew David Walker / Elizabeth Alma	Garden (30 Brooks Yard, Dewsbury, WF13 2SW)		Yes				Yes		Working site and access for construction
25-028	Ackroyd	House and garden (26 Brooks Yard, Dewsbury, WF13 2SW)			Yes					
25 020										
25-029	Pamela Hepworth / Steven Hepworth	Garden (28 Brooks Yard, Dewsbury, WF13 2SW)		Yes				Yes		Working site and access for construction
25-030	Christopher Andrew Kirkham	House and garden (24 Brooks Yard, Dewsbury, WF13 2SW)			Yes					
	Andrew David Walker / Elizabeth Alma									
25-031	Ackroyd	Part of garden (26 Brooks Yard, Dewsbury, WF13 2SW)		Yes				Yes		Working site and access for construction
25-032	The Council of the Borough of Kirklees / The	Private road (Brooks Yard, Dewsbury)	Yes				Yes	Yes	Work No. 19	
25-032										
										Working site and access for construction
25-033	The Council of the Borough of Kirklees	Hardstanding and grassland to the north west of B6117 Fall Lane, Dewsbury		Yes				Yes		and highway alteration works
25-034	The Council of the Borough of Kirklees	Grass bank and copse to the north west of Fall Lane, Dewsbury	Yes				Yes	Yes	Work No. 19	
	Chainteach an An day - 10 d b	Conden (24 Dreader Vand, Daurehung, 197512, 2019)		Var				Va		
25-035 25-036	Christopher Andrew Kirkham The Council of the Borough of Kirklees	Garden (24 Brooks Yard, Dewsbury, WF13 2SW) Grass bank and copse to the north west of Fall Lane, Dewsbury	Voc	Yes			Yes	Yes Yes	Work No. 19, Work No. 20	Working site and access for construction
25-036	The Council of the Borough of Kirklees	Public road and footway (B6117 Fall Lane, Dewsbury)	Yes Yes				Yes	Yes	Work No. 19, Work No. 20	
25-038	The Council of the Borough of Kirklees	Public road and footway (Thornhill Road, Dewsbury)	Yes				Yes	Yes	Work No. 19, Work No. 20	
25-039	The Council of the Borough of Kirklees	Public road and footway (B6117 Fall Lane, Dewsbury)	Yes				Yes	Yes	Work No. 15, Work No. 19, Work No. 20	
25-040	The Council of the Borough of Kirklees	Public road and footway (Thornhill Road, Dewsbury)	Yes				Yes	Yes	Work No. 15, Work No. 19, Work No. 20	
25 244		Bridge (B6117 Fall Lane, Thornhill Road, MDL1 Bridge 9), railway, works and land								
25-041	Network Rail Infrastructure Limited	(Huddersfield to Dewsbury Line) to the east of the B6117 Fall Lane, Dewsbury Bridge (B6117 Fall Lane, Thornhill Road, MDL1 Underbridge 9), railway, works and	Yes				Yes	Yes	Work No. 15, Work No. 19, Work No. 20	
	Network Rail Infrastructure Limited / The	land (Huddersfield to Dewsbury Line) over public road (B6117 Thornhill Road,								
25-042	Council of the Borough of Kirklees	Dewsbury)	Yes				Yes	Yes	Work No. 15, Work No. 19, Work No. 20	
	Elite Privilege Care Limited / The Council of									
25-043	the Borough of Kirklees	Public road and footway (Thornhill Road, Dewsbury)	Yes				Yes	Yes	Work No. 15	
25-044	The Council of the Borough of Kirklees	Public road and footways (Thornhill Road, Dewsbury)		Yes				Yes		Working site and access for construction and highway alteration works
25-045	The Council of the Borough of Kirklees	Public footway (B6117 Thornhill Road, Dewsbury)		Yes				Yes		Working site and access for construction and highway alteration works
25-046	Mohammed Camran Ishaq	Public footway and hardstanding adjacent to The Gate Residence, Thornhill Road, Dewsbury		Yes				Yes		Working site and access for construction and highway alteration works
25 047	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the north east of B6117 Thornhill Road, Dewsbury	Voc				Voc	Voc	Work No. 15	
23-04/			Yes				Yes	Yes	WORNO.13	
		Hardstanding at Thornhill House and adjoining operational railway (Huddersfield to								
25-048	Elite Privilege Care Limited	Dewsbury Line) to the north east of B6117 Thornhill Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
	The Owner /The Council of the Borough of									
or	Kirklees /Mohammed Camran Ishaq / Rose								Provision of accommodation access and	Working site and access for construction
25-049	Davis	Private road (Calder Bank Road, Dewsbury) Commercial office building and hardstanding (67 Thornhill Road, Dewsbury, WF13	Yes	Yes			Yes	Yes	construction access	and highway improvement works
25-050	Elite Privilege Care Limited	2SN)	Vec				Yes	Yes	Work No. 15	
20-000	Martin Blackburn /Karen Hardcastle /lan		Yes							
	Blackburn /C & J Blackburn LLP / Colin	Hardstanding, access road, scrubland, verge and copse at car shop to the south east							Provision of maintenance access for vehicle	
25-051	Blackburn	of A644 Huddersfield Road, Dewsbury	Yes - rights only	Yes		Yes		Yes	restraint barrier and fencing work	Working site and access for construction
		Commercial office building, hardstanding and advertising hoarding (67 Thornhill								
25-052	Elite Privilege Care Limited	Road, Dewsbury, WF13 2SN)	Yes				Yes	Yes	Provision of railway infrastructure	
	Martin Blackburn /Karen Hardcastle /Ian									
25-052	Blackburn /C & J Blackburn LLP / Colin	Access splay, hardstanding and hedgerow to the south east of A644 Huddersfield		Voc				Voc		Working site and access for construction
20-003	Blackburn	Road, Dewsbury Grass verge, copse and private access road to the north east of B6117 Thornhill Road	 .	Yes				Yes		
25-054	Elizabeth Newton	Dewsbury	Yes				Yes	Yes	Provision of railway infrastructure	
25-055	The Council of the Borough of Kirklees	Hardstanding and access splay to the north east of B6117 Thornhill Road, Dewsbury	Yes				Yes	Yes	Provision of railway infrastructure	
									Provision of accommodation access and	Working site and access for construction
	Westex (Carpets) Limited	Private road (Calder Bank Road, Dewsbury)	Yes	Yes			Yes	Yes	construction access	and highway improvement works
25-057	Elizabeth Newton	Access track, scrubland and copse adjacent to Thornhill Road, Dewsbury	Yes				Yes	Yes	Work No. 15	

			Acq	uisition			Purpose			
					Destault		Placing	Construction Activities &		
Plot No	Freehold Owners	Current Land Use	Permanent Acquisition	Temporary possession / use	Protective Works only	Maintenance Access	permanent infrastructure	Mitigation Works	Explanation (permanent)	Explanation (temporary)
11001100.	Martin Blackburn /Karen Hardcastle /lan		Acquisition		WORKS ONLY	Access	liniastructure			
	Blackburn /C & J Blackburn LLP / Colin									
25-058	Blackburn	Hardstanding, access track and copse to the south east of Watergate Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
		House, outbuildings, garden and access track (41 and 43 Thornhill Road, Dewsbury,								
25-059	Elizabeth Newton	WF13 2SN)		Yes				Yes		Access for construction
25-060	Network Rail Infrastructure Limited	Railway, works and land (Huddersfield to Dewsbury Line) to the south west of Watergate Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
25-000		Bridge (Occupation Bridge, MDL1 Underbridge 10) carrying railway, works and land	Tes							
	Elizabeth Newton / Network Rail	(Huddersfield to Dewsbury Line) over access road to the north east of Thornhill Road,								
25-061	Infrastructure Limited	Dewsbury	Yes				Yes	Yes	Work No. 15	
25-062	Westex (Carpets) Limited	Access track to the north east of Thornhill Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
25-063	Elizabeth Newton	Access track to the north east of Thornhill Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
25-064	Westex (Carpets) Limited	Access track to the north east of Thornhill Road, Dewsbury		Yes				Yes		Working site and access for construction
		Grassland, copse and hardstanding adjacent to operational railway (Huddersfield to								
25-065	Westex (Carpets) Limited	Dewsbury Line) to the west of Calder Bank Road, Dewsbury		Yes				Yes		Working site and access for construction
25-005		Verge adjoining operational railway (Huddersfield to Dewsbury Line) to the west of						103		
25-066	Westex (Carpets) Limited	Calder Bank Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
									Provision of accommodation access and	
25-067	Westex (Carpets) Limited	Grassland, copse and hardstanding to the west of Calder Bank Road, Dewsbury	Yes				Yes	Yes	construction access	
25-068	The Council of the Borough of Kirklees	Public road, verge and footway (Watergate Road, Dewsbury)		Yes				Yes		Working site and access for construction
25 000		Copse adjoining operational railway (Huddersfield to Dewsbury Line) to the west of	No.				N	Vee		
25-069	Westex (Carpets) Limited	Calder Bank Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
25-070	The Council of the Borough of Kirklees	Grass bank, footway and copse adjacent to Watergate Road, Dewsbury		Yes				Yes		Working site and access for construction
	The Council of the Borough of Kirklees	Grass verge adjacent to Watergate Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
		Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) and bridge								
25-072	Network Rail Infrastructure Limited	(Toad Holes, MDL1 Underbridge 12) to the east of Watergate Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
25-073	Colin Blackburn / Joyce Blackburn	Scrubland and works yard to the south east of Watergate Road, Dewsbury		Yes				Yes		Working site and access for construction
25-074	Colin Blackburn / Joyce Blackburn	Scrubland to the south east of Watergate Road, Dewsbury		Yes				Yes		Working site and access for construction
25-074	The Council of the Borough of Kirklees /Colin	Works yard, building, hardstanding and scrubland to the south east of Watergate								
25-075	Blackburn / Joyce Blackburn	Road, Dewsbury		Yes				Yes		Working site and access for construction
	The Council of the Borough of Kirklees /Colin	Entrance to underpass beneath railway, works and land (Huddersfield to Dewsbury								
25-076	Blackburn / Joyce Blackburn	Line) to the east of Watergate Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
25-077	The Council of the Borough of Kirklees	Grass bank and copse adjacent to A644 Webster Hill, Dewsbury		Yes				Yes		Working site and access for construction
	Network Rail Infrastructure Limited / The	Bridge (Watergate Road, MDL1 Underbridge 13), railway, works and land (Huddersfield to Dewsbury Line) over public road, verge and footway (Watergate								
25-078	Council of the Borough of Kirklees	Road, Dewsbury)	Yes				Yes	Yes	Work No. 15	
20 0/0										
25-079	Network Rail Infrastructure Limited	Woodland adjacent to Watergate Road, Dewsbury		Yes				Yes		Working site and access for construction
25-080	The Council of the Borough of Kirklees	Grass verge and copse adjacent to Watergate Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
25-081	The Council of the Borough of Kirklees	Public road, verge and footway (Watergate Road, Dewsbury)		Yes				Yes		Working site and access for construction
25-082	Network Rail Infrastructure Limited	Viaduct carrying railway, works and land (Huddersfield to Dewsbury Line) to the south of A644 Webster Hill, Dewsbury	Yes				Yes	Yes	Work No. 15	
2J-00Z			103					103	WORNO. 15	
25-083	C & J Blackburn LLP	Public road, verge and footway (Watergate Road, Dewsbury)		Yes				Yes		Working site and access for construction
25-084	Ian Blackburn / Martin Blackburn	Part of building and verge (42 Watergate Road, Dewsbury, WF12 9QB)		Yes				Yes		Working site and access for construction
25-085	Ian Blackburn / Martin Blackburn	Part of building (42 Watergate Road, Dewsbury, WF12 9QB)		Yes				Yes		Working site and access for construction
25.000	The Council of the Borough of Kirklees /Colin	Scrubland and copse adjacent to operational railway (Huddersfield to Dewsbury Line)		Voc				Voc		Working site and access for access the
23-080	Blackburn / Joyce Blackburn The Council of the Borough of Kirklees	to the south of A644 Webster Hill, Dewsbury		Yes				Yes		Working site and access for construction
	/Network Rail Infrastructure Limited /Colin	Bridge (Ming Hill, MDL1 Underbridge 14) carrying railway, works and land								
25-087	Blackburn / Joyce Blackburn	(Huddersfield to Dewsbury Line) to the south of A644 Huddersfield Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
		Railway, works and land (Huddersfield to Dewsbury Line) to the south of A644								
25-088	Network Rail Infrastructure Limited	Huddersfield Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
	The Council of the Borough of Kirklees /Colin	Entrance to underpass beneath railway, works and land (Huddersfield to Dewsbury								
25-089	Blackburn / Joyce Blackburn	Line) to the south of A644 Huddersfield Road, Dewsbury	Yes				Yes	Yes	Work No. 15	
25.000		Entrance to underpass beneath railway, works and land (Huddersfield to Dewsbury	Vac					Var	Morth No. 15	
25-090	Borough of Kirklees	Line) to the south of A644 Huddersfield Road, Dewsbury	Yes				Yes	Yes	Work No. 15	

			Acquisition		Purpose					
								Construction		
							Placing	Activities &		
			Permanent	Temporary	Protective	Maintenance	permanent	Mitigation		
Plot No.	Freehold Owners	Current Land Use	Acquisition	possession / use	e Works only	Access	infrastructure	Works	Explanation (permanent)	Explanation (temporary)
	Rumi Investments Limited / The Cour	ncil of the Scrubland and access to car wash (Sparkles Car Wash) to the south of A644 Webster								
25-091	Borough of Kirklees	Hill, Dewsbury		Yes				Yes		Working site and access for construction
	Rumi Investments Limited / The Cour	ncil of the								
25-091a	Borough of Kirklees	Public footway (A644 Webster Hill, Dewsbury)		Yes				Yes		Working site and access for construction
	Rumi Investments Limited / The Cour	ncil of the								
25-091b	Borough of Kirklees	Part of commercial premises (Sparkles Car Wash, Webster Hill, Dewsbury, WF12 9QA)		Yes				Yes		Working site and access for construction
	Rumi Investments Limited / The Cour	ncil of the								
25-091c	Borough of Kirklees	Part of commercial premises (Sparkles Car Wash, Webster Hill, Dewsbury, WF12 9QA)		Yes				Yes		Working site and access for construction