

**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**

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**DOCUMENT NR12: REQUEST FOR DEEMED PLANNING  
PERMISSION AND STATEMENT OF PROPOSED  
CONDITIONS**

**Rule 10(6)**

Document Reference	151667-TSA-W3-MVL3-CNT-W-LP-000019
Author	Network Rail
Date	March 2021
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**The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order**

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*March 2021*

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IMPROVEMENTS) ORDER**

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**REQUEST FOR DIRECTION UNDER SECTION 90 (2A) OF THE TOWN AND  
COUNTRY PLANNING 1990 AND CONDITIONS TO BE ATTACHED TO THE  
DIRECTION**

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TO: The Secretary of State for Transport  
Department for Transport  
c/o Transport Infrastructure Planning Unit,  
Department for Transport,  
Great Minster House,  
33 Horseferry Road,  
London SW1P 4DR

1. Network Rail Infrastructure Limited (Network Rail) is applying to the Secretary of State for Transport under section 6 of the Transport and Works Act 1992 for the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order (“the draft Order”) under section 1 of that Act. The draft Order would authorise Network Rail to construct, maintain and operate a new railway, including the upgrade and reconstruction of the existing railway, railway electrification works and associated works between Huddersfield and Westtown (Dewsbury). The draft Order would also authorise the construction of station improvement works at Huddersfield and works for the construction or reconstruction of stations at Deighton, Mirfield and Ravensthorpe and operate new railway (including the reconstruction of existing railway), railway electrification works and associated works between Huddersfield and Westtown (Dewsbury) together with station improvement works at Huddersfield Station, the construction or reconstruction of stations at Deighton, Mirfield and Ravensthorpe. The purposes of the work to be authorised by the draft Order is to increase the capacity for, and improving the journey time and reliability performance of, rail services on the Trans-Pennine railway between Huddersfield and Westtown (Dewsbury), and between Manchester, Leeds and York.

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2. Network Rail requests, pursuant to rule 10(6) of the Transport and Works (Applications and Objections Procedure) (England & Wales) Rules 2006 (S.I. mornign 2006 No.1466) (“the Application Rules”) a direction from the Secretary of State under Section 90(2A) of the Town & Country Planning Act 1990 that, subject to paragraphs 15 and 16 below, planning permission so far as it is required shall be deemed to be granted for the development proposed to be authorised by the draft Order within the various limits provided for in the draft Order and the accompanying deposited plans and sections.
3. The principal works to be authorised in the draft Order comprise railway works to make provision for a four track railway between Huddersfield and Westtown (Dewsbury) which includes works to construct new railway lines and track and upgrade and reconstruct existing railway (partly in tunnel and partly on viaduct), a railway grade separated junction. The draft Order will also authorise the construction of railway electrification works, works to demolish, reconstruct, infill, extend or alter existing rail viaducts, overbridges or underbridges and associated railway works and conveniences required to facilitate the provision of new and reconstructed railway works between Huddersfield and Westtown (Dewsbury). To facilitate these railway works and to improve passenger facilities the draft Order will authorise the construction of station improvement works at Huddersfield Station, the reconstruction of Deighton Station and Mirfield Station, the demolition of Ravensthorpe Station and the construction of a new station at Ravensthorpe.
4. The draft Order authorises the compulsory acquisition and temporary use of land for the purposes of the works and confers powers in connection with the construction, maintenance and operation of the works.
5. The draft Order provides for the construction and maintenance of ancillary works and includes provisions to execute street works, to alter the layout of streets, to stop up streets permanently and temporarily, and to provide means of access to the works. The draft Order makes provision as to the construction and maintenance of new and altered streets and to enter into agreements with street authorities. The draft Order also makes provision for the closure of accommodation crossings, the discharge of water, to carry out protective works to buildings, roads and apparatus of a statutory undertaker, to survey and investigate land, to use private roads for construction and to temporarily close and carry out works in canals.
6. The draft Order confers powers for the compulsory acquisition of land and the compulsory acquisition of the subsoil of land for the purposes of the works and for ancillary purposes and the acquisition of easements or other rights in

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- land, the imposition of restrictive covenants, the appropriation of the subsoil of or airspace over streets, the temporary use of land for the construction or maintenance of works, to disregard certain interests and improvements in land and for the set-off in any enhancement in the value of land in assessing compensation payable. The draft Order would also provide for the extinction or suspension of private rights of way, and provides a time limit for the exercise of the powers of compulsory acquisition conferred by the draft Order.
7. The draft Order would modify planning legislation as to the treatment of land as operational land and would provide for the felling or lopping of trees overhanging the works.
  8. The Order further provides for the acquisition of open space and exchange land, the prevention of obstruction of the construction of the works, makes provision for traffic regulation, provides a defence to proceedings in respect of statutory nuisance and includes protective and ancillary provisions.
  9. The proposed development is entirely within the administrative area of the District of Kirklees.
  10. The applicant's interest in the proposed development is as prospective purchaser of any land permanently required for its operation and use but it also has interest in some of the land required for the proposed development.
  11. Notice to property owners and occupiers affected by the proposed development has been given by way of service of notices in accordance with Rule 15 of the Application Rules and other publicity required by the Application Rules.
  12. The following aspects of the proposals contained in the draft Order are or may be development requiring planning permission under section 57(1) of the Town and Country Planning Act 1990 as follows:

<b>Proposals</b>	<b>Draft Order Articles/Schedules</b>
The scheduled works	Article 8, Schedule 1
Ancillary works	Article 8
Station works at Huddersfield	Articles 8 and 9, Schedule 1
Station works at Deighton	Articles 8 and 10, Schedule 1
Station works at Mirfield	Articles 8 and 11, Schedule 1

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Highway alterations and improvements	Articles 13, 14, 15, 16, 17, 18, 19, and 20, Schedules 3, 4, 5, 6 and 7
Accommodation crossing alterations	Article 21 and Schedule 8
Protective works	Article 23
Temporary works in canals	Article 25
Temporary use of land	Article 34, Schedule 16

  

13.	Where land is being acquired permanently, the effect of the direction will be to change the use of all of that land within the boundary of the authorised works to railway use. Such land will become “operational land” as defined in section 264(3) of the Town and Country Planning Act 1990 and as provided for in Article 43 (planning permission) of the Order.
14.	Further particulars of the items currently identified as forming elements or possible elements of the principal development proposed are contained in Appendix 1 to this Request.
15.	The development for which planning permission is requested is development which, in respect of any works or matters, is carried out within any of the limits or at any of the places authorised by the draft Order and the accompanying deposited plans and sections.
16.	The planning permission requested is intended to be granted subject to the proposed planning conditions set out in Appendix 2 to this Request, in accordance with Rule 10(6)(b) of the Application Rules. These include conditions reserving for subsequent approval of the local authority matters relating to construction, landscaping and ecological mitigation, archaeology, contamination, noise attenuation, means of enclosure, drainage and three site specific conditions relating to Westgate Road Bridge (MVL1/90), Hillhouses Yard and the Ravensthorpe static frequency converter site.
17.	A set of Planning Direction drawings showing elements of the development in further detail accompanies this Request pursuant to Rule 10(6)(d) of the Applications Rules. A list of those drawings is set out in Appendix 3 to this request, along with a summary of works planned for each structure.

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18. An Environmental Statement, Planning Statement, Design and Access Statement and Design and Access Statement for Huddersfield Station also accompany this application.

Dated 31st March 2021

Signed Anthony Rivero  
Anthony Rivero (Mar 22, 2021 13:36 GMT)

On behalf of Network Rail Infrastructure Limited

## **APPENDIX 1**

### **ELEMENTS OF THE PRINCIPAL DEVELOPMENT**

In the administrative area of the District of Kirklees:-

1. Work No. 1A - A railway (990 metres in length) partly in tunnel, on the course of the existing railway (Manchester to Dewsbury line) commencing at a point 300 metres south of the junction of Gledholt Bank with Greenhead Road and terminating at a point 85 metres north of the junction of Upperhead Row with George Street. Work No. 1A includes the lowering of track through Gledholt Tunnel and Huddersfield Tunnel.
2. Work No. 1B - A railway (1,001 metres in length) partly in tunnel, on the course of the existing railway (Manchester to Dewsbury line) commencing at a point 110 metres north of the junction of Gledholt Bank with Longroyd Place and terminating at a point 60 metres north-east of the junction of Upperhead Row with Half Moon Street. Work No. 1B includes the lowering of track through Gledholt Tunnel and Huddersfield Tunnel.
3. Work No. 1C - A railway (1,051 metres in length) partly in tunnel and partly on viaduct, on the course of the existing railway (Manchester to Dewsbury and Huddersfield to Dewsbury lines) commencing at a point 65 metres north-west of the junction of Half Moon Street with Sergeantson Street and terminating at a point 32 metres south of the junction of Willow Lane East with Alder Street. Work No. 1C includes the reconfiguration of Huddersfield Station and remedial and reconfiguration works to Huddersfield Viaduct MVL3 Underbridge 92.
4. Work No. 2 - A railway (2,196 metres in length) on the course of the existing railway (Huddersfield to Dewsbury line) commencing at a point 35 metres south-east of the junction of Willow Lane East with Alder Street and terminating at a point 205 metres east of Peel's Pit, MVL3 Underbridge 100. Work No.2 includes the infill of Peel's Pit MVL3 Underbridge 100.
5. Work No. 2A - A railway (494 metres in length) forming a siding commencing at a point 25 metres east of the junction of Willow Lane East with Alder Street and terminating at a point 110 metres south-east of the junction of Alder Street with Abbey Road.
6. Work No. 2B - A railway (286 metres in length) forming a spur off the existing railway (Huddersfield to Dewsbury line) commencing at a point 180 metres east of the junction of Hammond Street with Abbey Road and terminating by



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- a junction with the existing railway (Huddersfield to Dewsbury line) at a point 105 metres south of the junction of Aquamarine Drive with Topaz Close.
7. Work No. 2C - Reconstruction of Red Doles Road MVL3 Underbridge 96 carrying Red Doles Road under Work No.2 and the existing railway (Huddersfield to Dewsbury line) commencing at a point 80 metres south of the junction of Aquamarine Drive with Jacinth Court and terminating at a point 15 metres south-east of its commencement.
  8. Work No. 3 - Reconstruction of Field House MVL3 Overbridge 98 carrying Footpath HUD/42/10 over Work No.2 and the existing railway (Huddersfield to Dewsbury line) commencing at a point 160 metres south-east of the junction of Footpath HUD/42/10 with Footpath HUD/39/10 and terminating at a point 25 metres south-east of its commencement.
  9. Work No. 4 - Reconstruction of Ridings MVL3 Underbridge 99 carrying Footpath HUD/44/30 under Work No.2 and the existing railway (Huddersfield to Dewsbury line) commencing at a point 23 metres south of the junction of Footpath HUD/44/20 with Footpath HUD/44/40 and terminating at a point 20 metres south of its commencement.
  10. Work No. 5 - A railway (1,411 metres in length) on the course of the existing railway (Huddersfield to Dewsbury line) commencing at a point 310 metres north-west of the junction of A62 Leeds Road with Ashgrove Road and terminating at a point 230 metres east of the junction of A62 Leeds Road with Station Road. Work No. 5 includes the reconstruction of Deighton Station.
  11. Work No. 6 - Realignment of Whitacre Street (including a bridge over Work No.5 and the existing railway (Huddersfield to Dewsbury line)) commencing at a point on that road 195 metres south-west of the junction of that road with Deighton Road and terminating at a point 145 metres south-east of its commencement. Work No. 6 includes the demolition of the existing Whiteacre Street MVL3 Overbridge 101 carrying Whitacre Street over the existing railway (Huddersfield to Dewsbury line) and the infill of the existing stone arch of that bridge.
  12. Work No. 7 - Realignment of A62 Leeds Road (including a bridge over Work No.5 and the existing railway (Huddersfield to Dewsbury line)) commencing at a point on that road 210 metres north-east of the junction of A62 Leeds Road with Whitacre Street and terminating at a point 75 metres east of the junction of Deighton Road with Glenfield Avenue. Work No. 7 includes the demolition of the existing A62 Leeds Road MVL3 Overbridge 102 carrying A62 Leeds Road over the existing railway (Huddersfield to Dewsbury line).

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13. Work No. 8 - Reconstruction of Wheatley's MVL3 Overbridge 103 carrying National Cycle Network Route 66 (Calder Valley Greenway) over Work No.5 and the existing railway (Huddersfield to Dewsbury line) commencing at a point 135 metres south-east of the junction of A62 Leeds Road with Brooklands and terminating at a point 35 metres south-east of its commencement.
14. Work No. 9A - A railway (692 metres in length) on the course of the existing railway (Huddersfield to Dewsbury line), partly on viaduct, commencing at a point 230 metres south-east of the junction of A62 Leeds Road with Station Road and terminating at a point 692 metres north-east of its commencement. Work No.9A includes reconfiguration works to Huddersfield Broad Canal MVL3 Underbridge 108 and Huddersfield Broad Canal MVL3 Underbridge 108S.
15. Work No. 9B - A railway (1,025 metres in length), partly on viaduct, commencing at a point 200 metres west of Heaton Lodge Sewage Works and terminating at a point 110 metres north-west of the junction of Helm Lane with Wood Lane.
16. Work No. 9C - A railway (1,107 metres in length) on the course of the existing railway (Huddersfield to Dewsbury line), partly on viaduct, commencing at a point 195 metres west of Heaton Lodge Sewage Works and terminating at a point 55 metres south-west of the junction of Waterside Walk with Wood Lane.
17. Work No. 9D - A railway (655 metres in length) on the course of the existing railway (Huddersfield to Dewsbury line) commencing at a point 110 metres north of the junction of Helm Lane with Wood Lane passing and terminating at a point 310 metres south of the junction of A644 Huddersfield Road with Stocks Bank Road.
18. Work No. 10 - Realignment of B6118 Colne Bridge Road (including a bridge over Work No.9A and the existing railway (Huddersfield to Dewsbury line)) commencing at a point on that road 160 metres south of the junction of A62 Leeds Road with Bradley Road and terminating at a point 165 metres south-east of its commencement. Work No. 10 includes the demolition of the existing B6118 Bridge Road MVL3 Overbridge 107 carrying B6118 Colne Bridge Road over the existing railway (Huddersfield to Dewsbury line) and the infill of existing spans 1 and 4 of that bridge.
19. Work No. 11 - Reconstruction of Parks MVL3 Overbridge 110 and MVL4 Overbridge 1 carrying an access road over Work No. 9B, Work No. 9C and the existing railway (Huddersfield to Dewsbury line) commencing at a point

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- 145 metres east of the viaduct carrying the existing railway (Huddersfield to Dewsbury line) over the River Colne and terminating at a point 45 metres south-east of its commencement.
20. Work No. 11A - Diversion of a high-pressure gas main, commencing beneath a point 170 metres north-west of the junction of Helm Lane with Footpath KIR/240/10 and terminating beneath a point 115 metres south-east of its commencement.
  21. Work No. 11B - Diversion of a high-pressure gas main, commencing beneath a point 210 metres west of the junction of Waterside Walk with Wood Lane and terminating beneath a point 45 metres south of its commencement.
  22. Work No. 12 - Reconstruction of Heaton Lodge Footbridge MVL4 Footbridge 4 carrying Footpath KIR/240/10 over Work No.9C and the existing railway (Huddersfield to Dewsbury line) commencing at a point 215 metres west of the junction of Waterside Walk with Wood Lane and terminating at a point 30 metres south-east of its commencement.
  23. Work No. 13 - Reconstruction of Helm Lane MVN2 Underbridge 188 carrying Footpath KIR/240/10 under Work No.9B and the existing railway (Huddersfield to Dewsbury line) commencing at a point 140 metres west of the junction of Waterside Walk with Wood Lane and terminating at a point 45 metres south of its commencement.
  24. Work No. 14 - A railway (2,588 metres in length) on the course of the existing railway (Huddersfield to Dewsbury line), partly on viaduct, commencing at a point 310 metres south of the junction of A644 Huddersfield Road with Stocks Bank Road and terminating at a point 295 metres south-east of the junction of Steanard Lane with Sands Lane. Work No. 14 includes the reconstruction of Mirfield Station.
  25. Work No. 15 - A railway (3,048 metres in length) partly on the course of the existing railway (Huddersfield to Dewsbury line), partly on viaduct, commencing at a point 295 metres south-east of the junction of Steanard Lane with Sands Lane and terminating at a point 65 metres south-east of the junction of A644 Huddersfield Road with Pinfold Hill. Work No. 15 includes a viaduct over the Calder and Hebble Navigation and the River Calder, the demolition of Ravensthorpe station, the construction of a station at Ravensthorpe, the reconfiguration of B6117 Fall Lane, Thornhill Road MDL1 Underbridge 9 and the infill of underbridges Occupation MDL1 Underbridge 10, Toad Holes MDL1 Underbridge 12 and Ming Hill MDL1 Underbridge 14.

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26. Work No. 16 - A railway (550 metres in length) commencing at a point 190 metres south-west of Thornhill Power Station and terminating at a point 50 metres west of the bridge carrying the existing railway over the Calder and Hebble Navigation. Work No.16 includes the infill of Lees Hall Farm MVN2 Underbridge 204.
27. Work No. 17 - Realignment of Calder Road (including a bridge over Work No.15 and the existing railway (Huddersfield to Dewsbury line)) commencing at a point on that road 235 metres east of Thornhill Power Station and terminating at a point 270 metres south of its commencement. Work No. 17 includes the demolition of the existing Calder Road MVN2 Overbridge 202 carrying Calder Road over the existing railway (Huddersfield to Dewsbury line) and the demolition of Gas Pipe MVN2 Pipe Bridge 202A.
28. Work No. 17A - Realignment of Ravensthorpe Road commencing by a junction with Work No.17 at a point 260 metres south of the bridge carrying Calder Road over the River Calder and terminating at a point 185 metres east of its commencement.
29. Work No. 17B - An access road, commencing by a junction with Work No.17 at a point 110 metres south of the bridge carrying Calder Road over the River Calder and terminating at a point 55 metres south-east of that junction.
30. Work No. 18 - A diversion of a high pressure gas main commencing beneath a point 80 metres south-east of Thornhill Power Station and terminating beneath a point 85 metres south of its commencement.
31. Work No. 19 - Realignment of Fall Lane commencing at a point on that road 105 metres east of the junction of A644 Huddersfield Road with Temple Road and terminating by a junction with Work No.20 at a point 170 metres north of the junction of Thornhill Road with Tenter Fields.
32. Work No. 20 - Realignment of Thornhill Road commencing at a point on that road 165 metres south of the junction of Cemetery Road with Quarry Road and terminating at a point 70 metres south-east of its commencement.
33. Work No. 21 - A temporary bridge, carrying an temporary access road over the Calder and Hebble Navigation, commencing at a point 270 metres south-east of the bridge carrying the existing railway over the Calder & Hebble Navigation and terminating at a point 75 metres north-east of its commencement.

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### **APPENDIX 2**

#### **CONDITIONS PROPOSED TO BE ATTACHED TO THE DIRECTION FOR DEEMED PLANNING PERMISSION**

##### **Interpretation**

In the following conditions—

“the Code of Construction Practice” means the code of construction practice to be submitted to and approved by the local planning authority under condition 5 (code of construction practice), a draft of which (known as “Part A”) accompanies the Environmental Statement;

“the development” means the development authorised by the Order;

“the Environmental Statement” means the statement of environmental information submitted with the application for the Order on 31<sup>st</sup> March 2021;

“the local planning authority” means Kirklees Council;

“Network Rail” means Network Rail Infrastructure Limited;

“the Order” means The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order 202[X];

“the Order limits” has the same meaning as in article 2 (interpretation) of the Order;

“the planning direction drawings” means the drawings listed in Appendix 3 to the request for deemed planning permission dated 31<sup>st</sup> March 2021;

“preliminary works” means environmental (including archaeological) investigations, site or soil surveys, ground investigations and the erection of fencing to site boundaries or the marking out of site boundaries; site clearance and de-vegetation; and the erection of contractors’ work compounds, access routes and site offices;

“the railway” means the railway comprised in the development;

The “site” means land within the Order limits;

“stage” means a defined section or part of the development the extent of which is shown in a scheme submitted to and approved by the local planning authority pursuant to condition 3 (stages of development); and

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reference to a numbered stage is to the stage of that number in the approved scheme.

### **1. TIME LIMIT FOR COMMENCEMENT OF DEVELOPMENT**

The development hereby permitted must commence before the expiration of five years from the date that the Order comes into force.

***Reason:*** *To ensure that development is commenced within a reasonable period of time.*

### **2. IN ACCORDANCE WITH THE PLANNING DIRECTION DRAWINGS**

The development must be carried out in accordance with the planning direction drawings unless otherwise agreed in writing by the local planning authority.

***Reason:*** *To ensure that the development is carried out in accordance either with the consented design or such other design details as have been subjected to reasonable and proper controls.*

### **3. STAGES OF DEVELOPMENT**

No development (including preliminary works) is to commence until a written scheme setting out all the stages of the development has been submitted to and approved in writing by the local planning authority. Variations to the approved stages of development may be submitted to and approved in writing by the local planning authority.

***Reason:*** *To identify the individual stages for the purposes of these conditions.*

### **4. LANDSCAPING & ECOLOGY**

No development within the relevant stage (including preliminary works) is to commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the local planning authority. The development must only take place in complete accordance with the approved LEMP and/or any subsequent revisions as may be approved in writing by the local planning authority.

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The LEMP must reflect the survey results and ecological mitigation and enhancement measures set out in the Environmental Statement, and must also include;

- A plan of existing trees and tree features (such as groups of trees or woodland) to be retained and to be removed in accordance with BS5837(2012);
- Detail extent, type and provenance of new planting;
- Timescale for the implementation of hard landscaping works;
- Full details of method statement for treatment and removal of invasive species;
- Implementation timetable and a five year post-completion monitoring schedule;
- Draft maintenance schedules for all landscape areas;
- Details of organisation(s) responsible for maintenance and monitoring;
- A plan of environmental mitigation details including areas of new plantings and details of any new habitats created;
- Details of location, design and construction of the wet features (ponds and Sustainable Drainage Systems); and
- Full details of mitigation measures for relevant protected species (including licensing mitigation requirements) including bats; Luronium Natans (Floating Water Plantain); badgers; great crested newt, reptiles, otter and water vole, where appropriate.

***Reason:*** *In the interests of the visual appearance and biodiversity of the area in accordance with the Kirklees Local Plan policies LP30, 31, 32 and 33. This is to secure the correct implementation of the measures identified in the Environmental Statement.*

## **5. CODE OF CONSTRUCTION PRACTICE**

No stage of the development (including preliminary works) is to commence until a Code of Construction Practice (CoCP) for that stage, including the relevant plans and programmes referred to in (b) below (which incorporates the means to mitigate the construction impacts identified by the Environmental Statement), has been submitted to and approved in writing by the local planning authority. For the avoidance of doubt this does not include approval for Part A of the CoCP (a general overview and framework of environmental principles and management practice to be applied to the scheme along with

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all construction-led mitigation identified in the Environmental Statement) which has been submitted as part of the Order.

Part B of the CoCP (as defined in the Environmental Statement) must include the following plans and programmes, for each stage as defined in condition 3:-

- i. An external communications programme;
- ii. A pollution prevention and incident control plan;
- iii. A waste management plan;
- iv. A materials management plan including a separate soils mitigation plan;
- v. A nuisance management plan concerning dust, wheel wash measures, air pollution and temporary lighting;
- vi. A noise and vibration management plan including a construction methodology assessment;
- vii. An Environmental Design Plan (Land Contamination & Hydrogeology);
- viii. A demolition methodology statement for relevant buildings; and
- ix. An Environmental Design Plan (EDP) (Land Contamination and Hydrogeology) – setting out the environmental requirements during the detailed design stage.

The development must be implemented in accordance with the approved CoCP and the relevant plans or programmes unless otherwise agreed in writing with the local planning authority shall be implemented in full throughout the period of the works.

***Reason:*** *To mitigate expected construction impacts arising from the development and to protect local and residential amenity and to ensure the development is carried out in accordance with Kirklees Local Plan policies LP51 and 52.*

## **6. CONSTRUCTION TRAFFIC MANAGEMENT & TRAVEL PLAN**

- a) No stage of the development (except preliminary works) is to commence until a Construction Traffic Management Plan (“CTMP”) for that stage has been submitted to and approved in writing by the local planning authority for that stage. The CTMP must include:-



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- i. the package of interventions and mitigation outlined in Volume 2i, Chapter 23, Page 5, section 23.2.14 of the Environmental Statement including an implementation timetable for each stage; and
  - ii. a travel plan for construction staff, outlining the methods by which they shall be transported to the relevant sites and including the provision of non-motorised facilities to encourage walking and cycling.
- b) The construction of each stage of the development must be carried out in accordance with the approved CTMP unless otherwise agreed in writing with the local planning authority.

***Reason:*** *To protect public amenity and highway safety and in accordance with Policy LP21 of the Kirklees Local Plan*

## **7. MATERIALS**

- a) Before the commencement of any works in respect of structures listed below, or within such other timescales as may otherwise be agreed in writing with the Local Planning Authority, samples and specifications of all materials to be used on all external elevations of the following structures must be submitted to and approved in writing by the local planning authority:
  - MVN2/204 Lees Hall Farm
  - MVL3/96 Red Doles Bridge
  - MVL3/98 Fieldhouse Bridge
  - MVL3/99 Ridings
  - MVL3/100 Peels Pit
  - MVL3/101 Whitacre Street
  - MVL3/103 New Colliery Lane (Wheatleys) Bridge
  - MVL3/110 Parks
  - MVL3/106 New Colne Bridge Road Bridge
  - MVN4/2 Cooper Bridge Intersection
  - MVN2/202 Calder Road
  - MDL1/9 Fall Lane (Thornhill Road)
  - Ravensthorpe Railway Station
  - Deighton Station Forecourt, Lifts & Footbridge
  - Mirfield Station Lifts & Footbridge
  - Wakefield Intersection (RBA1)

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- Baker Viaduct (Ravensthorpe);
- Weaving Lane Retaining Wall

b) The development must be constructed in accordance with the approved details unless otherwise agreed in writing with the local planning authority.

**Reason:** *In the interests of visual amenity and in accordance with Policy 24 of the Kirklees Local Plan.*

## **8. ARCHAEOLOGY**

a) Prior to any development (including preliminary works) in the areas listed below commencing, a construction methodology must be submitted to the local planning authority to assist in identifying any likely impacts on areas of heritage interest. It shall then be agreed in writing with the local planning authority (in consultation with West Yorkshire Archaeology Advisory Service (WYAAS)) whether a written scheme of investigation is required to be submitted in relation to those sites:

- The area of the former Union Dyeware Mills (HER PRN: 6671);
- The area of the former goods yard at Huddersfield Station (HER PRN: 6525);
- The area of the former Hillhouse Sidings (including the site of the White Stone Engine Shed) (HER PRN: 18375);
- The area including the pillbox at Woodend Road (HER PRN: 6588); and
- The cropmark site to the south-west of Ravensthorpe Road (HER PRN:642).

b) No development (including preliminary works) is to commence within the areas of archaeological interest identified in Table 23-1 to Chapter 23 of Volume 2i of the Environmental Statement or in any areas determined to require a written scheme of investigation in accordance with (a) above until a written scheme of investigation for such areas has been submitted to and approved in writing by the local planning authority.

c) The approved scheme must identify areas where field work and/or a watching brief are required and the measures to be taken in order to protect, record or preserve any significant archaeological remains that may be found.

d) Any archaeological field works or watching brief required by the approved scheme must be undertaken by a suitably qualified person or body approved by the local planning authority.

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**Reason:** *To ensure that the significance of the historic environment is properly assessed and preserved and to ensure that the development is carried out in accordance with paragraphs 189 and 199 of the National Planning Policy Framework (2012), and policy LP35 of the Kirklees Local Plan.*

### **9. MEANS OF ENCLOSURE**

- a) No later than 6 months after the commencement of the individual stage of the development to which it relates details of all new permanent means of enclosure for the railway in that stage must be submitted to and approved in writing by the local planning authority.
- b) The approved means of enclosure must be erected in full in accordance with the approved details unless otherwise agreed in writing with the local planning authority.

**Reason:** *In the interest of public safety and visual amenity in accordance with policy LP24 (e) of the Kirklees Local Plan.*

### **10. CONTAMINATED LAND**

In relation to contaminated land:

- a) Where the Environmental Statement indicates that intrusive investigation is necessary for that stage, development in the relevant stage is not to commence until a Phase II Site Investigation Report for that stage has been submitted to, and approved in writing by, the Local Planning Authority,
- b) Where remediation measures are shown to be necessary in the Environmental Statement or Phase II Reports undertaken pursuant to (a) above confirm remediation measures are necessary for the relevant stage, development in the relevant stage is not commence until a Remediation Statement demonstrating how the site will be made suitable for the intended use has been submitted to, and approved in writing by, the Local Planning Authority. The Remediation Statement must include a programme for all works and for the provision of Verification Reports.

**Reason:** *To ensure that the presence of contamination is identified, risks assessed and proposed remediation works are agreed in order to make the site suitable for use.*

**11. UNEXPECTED CONTAMINATED LAND**

Where significant unexpected contamination is encountered, the Local Planning Authority must be notified in writing immediately and where agreed as necessary operations on the affected part of the site must cease. An amended or new Remediation Statement must be submitted to, and approved in writing by, the Local Planning Authority prior to any further remediation works which must thereafter be carried out in accordance with the revised approved Statement.

***Reason:*** *To ensure that the presence of unexpected contamination is identified, risks assessed and proposed remediation works are agreed in order to make the site suitable for use.*

**12. WESTGATE ROAD BRIDGE**

- a) No work in respect of the provision of anti-trespass works on structures as identified on planning direction drawing 151667-TSA-30-MVL3-DRG-T-LP-162000 relating to bridge MVL3/90 Westgate Road must commence until details of the anti-trespass measures have been submitted to and approved in writing by the local planning authority.
- b) The development must be constructed in accordance with the approved details.

***Reason:*** *To ensure the measures will not have a detrimental effect on the Huddersfield town centre Conservation Area*

**13. NOISE ATTENUATION**

Details of all permanent trackside noise attenuation measures identified in the Environmental Statement and on the relevant drawings, including a programme for implementation, must be submitted to and agreed in writing by the local planning authority before installation of the tracks and must be installed in accordance with the approved details.

***Reason:*** *In the interests of residential amenity.*

**14. RAVENSTHORPE STATIC FREQUENCY CONVERTER SITE**

- a) Details of the detailed design of the Static Frequency Converter Site as identified on planning direction drawing 151667-TSA-35-MDL1-DRG-T-LP-162891 must be submitted to and approved in writing by the local planning authority before work on the structure commences.
- b) The development must be constructed in accordance with the approved details.

***Reason:*** *In the interests of visual amenity*

**15. SCHEME WIDE DRAINAGE STRATEGY**

The development is to be undertaken in accordance with the scheme wide drainage strategy appended to the Flood Risk Assessment as submitted in the Environmental Statement.

***Reason:*** *To prevent the increased risk of flooding through an appropriate hierarchy of drainage & flood risk management and in accord with Policy LP27 of the Kirklees Local Plan.*

**16. HILLHOUSES YARD**

- a) Details of the detailed design of the structures at Hillhouses Yard listed below and identified on planning direction drawings 151667-TSA-31-MVL3-DRG-T-LP-162863, 162864 and 162865, must be submitted to and approved in writing by the Local Planning Authority before work on the structure commences. The works shall be thereafter implemented in accordance with those details:
- Fencing around the whole compound;
  - Vehicle Restraint Measures;
  - Noise Attenuation Measures alongside the rear gardens of Hammond Street;
  - The compound site offices and storage areas; and
  - Retaining Wall below Hammond Street and in the Yard.
- b) The development must be constructed in accordance with the approved details.

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### APPENDIX 3

#### LIST OF PLANNING DIRECTION DRAWINGS

Structure Name	Drawing Description	Drawing Reference
Key Plan		151667-TSA-00-TRU-DRG-T-LP-162929
Route Drawing Sheet 1		151667-TSA-W3-000-DRG-T-LP-162930
Overhead Electrification Equipment (OLE)	OLE Structures Typical Details	151667-TSA-W3-000-DRG-T-LP-162970
Route Drawing Sheet 2		151667-TSA-W3-000-DRG-T-LP-162931
Gledholt Tunnels (MVL3/86 & MVL3/87)	North and South Tunnel Section	151667-TSA-30-MVL3-DRG-T-LP-162960
Huddersfield Tunnels (MVL3/88 & MVL3/89)	North and South Tunnel Section	151667-TSA-30-MVL3-DRG-T-LP-162961
Route Drawing Sheet 3		151667-TSA-W3-000-DRG-T-LP-162932
Westgate Road Bridge MVL3/90	Existing Plan and Proposed Plan Existing and Proposed Elevation and Cross Section	151667-TSA-30-MVL3-DRG-T-LP-162000 151667-TSA-30-MVL3-DRG-T-LP-162001
Huddersfield Station-General	Existing and Proposed Roof General Arrangement Existing and Proposed Platform General Arrangement Existing and Proposed Short Sections (A-A) Existing and Proposed Long Sections (A-A) Existing and Proposed Short Sections (B-B) Existing and Proposed Long Sections (B-B)	151667-TSA-30-MVL3-DRG-T-LP-168000 151667-TSA-30-MVL3-DRG-T-LP-168001 151667-TSA-30-MVL3-DRG-T-LP-168002 151667-TSA-30-MVL3-DRG-T-LP-168003 151667-TSA-30-MVL3-DRG-T-LP-168004 151667-TSA-30-MVL3-DRG-T-LP-168005
Huddersfield Station-Retained Roof	Existing Roof A Structural Plan (Roof Level) Existing Roof A Structural Sections Sheet (1) Existing Roof A Structural Sections Sheet (2) Existing Roof A OLE Support Details	151667-TSA-30-MVL3-DRG-T-LP-168010 151667-TSA-30-MVL3-DRG-T-LP-168011 151667-TSA-30-MVL3-DRG-T-LP-168012 151667-TSA-30-MVL3-DRG-T-LP-168013

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<b>Huddersfield Station- New Roof</b>	Proposed Roof B (Shed Roof) Structural Plan (Roof Level)	151667-TSA-30-MVL3-DRG-T-LP-168020
	Proposed Roof B (Shed Roof) Structural Plan (Platform Level)	151667-TSA-30-MVL3-DRG-T-LP-168021
	Proposed Roof B (Shed Roof) Structural Sections	151667-TSA-30-MVL3-DRG-T-LP-168022
	Proposed Roof B (Shed Roof) Structural Sections (2)	151667-TSA-30-MVL3-DRG-T-LP-168023
	Proposed Roof B (Shed Roof) Structural Sections (3)	151667-TSA-30-MVL3-DRG-T-LP-168024
<b>Huddersfield Station- Platforms</b>	Existing Plan	151667-TSA-30-MVL3-DRG-T-LP-168060
	Proposed Plan and Section	151667-TSA-30-MVL3-DRG-T-LP-168061
	Proposed Plan and Section	151667-TSA-30-MVL3-DRG-T-LP-168062
	Proposed Plan and Section	151667-TSA-30-MVL3-DRG-T-LP-168063
<b>Huddersfield Station – Passenger Subway MVL3/91</b>	Existing Plan and Sections	151667-TSA-30-MVL3-DRG-T-LP-168064
	Proposed Plan and Section	151667-TSA-30-MVL3-DRG-T-LP-168065
<b>Huddersfield Station – Parcel Subway MVL3/91a</b>	Existing Plan and Sections	151667-TSA-30-MVL3-DRG-T-LP-168067
	Proposed Plan and Section	151667-TSA-30-MVL3-DRG-T-LP-168068
<b>Huddersfield Station- Tea Rooms re-location</b>	Existing and Proposed Elevations	151667-TSA-30-MVL3-DRG-T-LP-168015
	Existing Floor Plan and Elevations	151667-TSA-30-MVL3-DRG-T-LP-168016
	Proposed Floor Plan and Elevations	151667-TSA-30-MVL3-DRG-T-LP-168017
<b>Huddersfield Station- Platform Canopies</b>	Proposed Platform General Arrangement	151667-TSA-30-MVL3-DRG-T-LP-168030
	Proposed Platform Canopies Structural Plan (Platform Level)	151667-TSA-30-MVL3-DRG-T-LP-168031
	Proposed Platform Canopies Structural Sections	151667-TSA-30-MVL3-DRG-T-LP-168032
	Proposed Platform Canopies Structural Sections	151667-TSA-30-MVL3-DRG-T-LP-168033
	Proposed Platform Canopies Elevation (1)	151667-TSA-30-MVL3-DRG-T-LP-168034
	Proposed Platform Canopies Elevation (2)	151667-TSA-30-MVL3-DRG-T-LP-168035
	Proposed Penistone Line Canopy Platform Level Plan General Arrangement	151667-TSA-30-MVL3-DRG-T-LP-168036
	Proposed Platform Penistone Canopies Structural Sections	151667-TSA-30-MVL3-DRG-T-LP-168037
	Proposed Platform Penistone Canopies	
	Proposed Roof Covering Plans	151667-TSA-30-MVL3-DRG-T-LP-168038
		151667-TSA-30-MVL3-DRG-T-LP-168039

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	Proposed Platform Penistone Canopies Elevation (1)	
<b>Huddersfield Station- New Footbridge</b>	Footbridge - Proposed General Arrangement Platform Level Footbridge - Proposed Plan Deck Level Footbridge - Proposed Roof Level General Arrangement Footbridge - Proposed Elevations Footbridge - Proposed Sections	151667-TSA-30-MVL3-DRG-T-LP-168050  151667-TSA-30-MVL3-DRG-T-LP-168051 151667-TSA-30-MVL3-DRG-T-LP-168052  151667-TSA-30-MVL3-DRG-T-LP-168053 151667-TSA-30-MVL3-DRG-T-LP-168054
<b>Route Drawing Sheet 4</b>		151667-TSA-W3-000-DRG-T-LP-162933
<b>Huddersfield Viaduct MVL3/92</b>	Existing Plan and Proposed Plan (Sheet 1) Existing Plan and Proposed Plan (Sheet 2) Existing Plan and Proposed Plan (Sheet 3) Existing Plan and Proposed Plan (Sheet 4) Existing Plan and Proposed Plan (Sheet 5) Existing and Proposed East Elevation (Sheet 1) Existing and Proposed East Elevation (Sheet 2) Existing and Proposed East Elevation (Sheet 3) Existing and Proposed East Elevation (Sheet 4) Existing and Proposed East Elevation (Sheet 5) Cross Sections with proposed OLE	151667-TSA-30-MVL3-DRG-T-LP-168070 151667-TSA-30-MVL3-DRG-T-LP-168071 151667-TSA-30-MVL3-DRG-T-LP-168072 151667-TSA-30-MVL3-DRG-T-LP-168073 151667-TSA-30-MVL3-DRG-T-LP-168074 151667-TSA-30-MVL3-DRG-T-LP-168075  151667-TSA-30-MVL3-DRG-T-LP-168076  151667-TSA-30-MVL3-DRG-T-LP-168077  151667-TSA-30-MVL3-DRG-T-LP-168078  151667-TSA-30-MVL3-DRG-T-LP-168079  151667-TSA-30-MVL3-DRG-T-LP-168080
<b>Huddersfield Viaduct Span 1 MVL3/92(1)</b>	John William Street Bridge - Existing Highways General Arrangement John William Street Bridge - Proposed Highways General Arrangement	151667-TSA-30-MVL3-DRG-T-LP-168081  151667-TSA-30-MVL3-DRG-T-LP-168082
<b>Route Drawing Sheet 5</b>		151667-TSA-W3-000-DRG-T-LP-162934
<b>Hillhouses Yard</b>	Location Plan Existing Plan (1) Proposed Construction Phase Site Plan (1) Existing Plan (2) Proposed Construction Phase Site Plan (2) Existing Plan (3) Proposed Construction Phase Site Plan (3)	151667-TSA-31-MVL3-DRG-T-LP-162850 151667-TSA-31-MVL3-DRG-T-LP-162851 151667-TSA-31-MVL3-DRG-T-LP-162863 151667-TSA-31-MVL3-DRG-T-LP-162852 151667-TSA-31-MVL3-DRG-T-LP-162864 151667-TSA-31-MVL3-DRG-T-LP-162853 151667-TSA-31-MVL3-DRG-T-LP-162865



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	Existing Plan (4) Proposed Construction Phase Site Plan (4) Cross Sections (1) Cross Sections (2) Cross Sections (3) Cross Sections (4)	151667-TSA-31-MVL3-DRG-T-LP-162854 151667-TSA-31-MVL3-DRG-T-LP-162866 151667-TSA-31-MVL3-DRG-T-LP-162859 151667-TSA-31-MVL3-DRG-T-LP-162860 151667-TSA-31-MVL3-DRG-T-LP-162861 151667-TSA-31-MVL3-DRG-T-LP-162862
<b>Route Drawing Sheet 6</b>		151667-TSA-W3-000-DRG-T-LP-162935
<b>Red Doles Road Underbridge MVL3/96</b>	Existing Plan and Proposed Plan Existing and Proposed Elevation and Cross Section	151667-TSA-31-MVL3-DRG-T-LP-162100 151667-TSA-31-MVL3-DRG-T-LP-162101
<b>Fieldhouse Overbridge MVL3/98</b>	Existing Plan and Proposed Plan Existing and Proposed Elevation and Cross Section Ramp Proposed Elevation and Sections	151667-TSA-31-MVL3-DRG-T-LP-162110 151667-TSA-31-MVL3-DRG-T-LP-162111 151667-TSA-31-MVL3-DRG-T-LP-162112
<b>Route Drawing Sheet 7</b>		151667-TSA-W3-000-DRG-T-LP-162936
<b>Ridings Underbridge MVL3/99</b>	Existing Plan and Proposed Plan Existing and Proposed Elevation and Cross Section	151667-TSA-31-MVL3-DRG-T-LP-162120 151667-TSA-31-MVL3-DRG-T-LP-162121
<b>Peel's Pit Underbridge MVL3/100</b>	Existing Plan and Proposed Plan Existing and Proposed Elevation and Cross Section	151667-TSA-31-MVL3-DRG-T-LP-162130 151667-TSA-31-MVL3-DRG-T-LP-162131
<b>Route Drawing Sheet 8</b>		151667-TSA-W3-000-DRG-T-LP-162937
<b>Deighton Station</b>	Location Plan Existing Site Plan (1) Proposed Site Plan (1) Existing Site Plan (2) Proposed Site Plan (2) Platform General Arrangement (1) Platform General Arrangement (2) Platform General Arrangement (3) Platform Forecourt Platform Elevation Drawing Platform Elevation Drawing Platform Proposed Cross Section Platform Proposed Cross Section	151667-TSA-32-MVL3-DRG-T-LP-162250 151667-TSA-32-MVL3-DRG-T-LP-162251 151667-TSA-32-MVL3-DRG-T-LP-162253 151667-TSA-32-MVL3-DRG-T-LP-162252 151667-TSA-32-MVL3-DRG-T-LP-162254 151667-TSA-32-MVL3-DRG-T-LP-162255 151667-TSA-32-MVL3-DRG-T-LP-162256 151667-TSA-32-MVL3-DRG-T-LP-162257 151667-TSA-32-MVL3-DRG-T-LP-162258 151667-TSA-32-MVL3-DRG-T-LP-162259 151667-TSA-32-MVL3-DRG-T-LP-162260 151667-TSA-32-MVL3-DRG-T-LP-162261 151667-TSA-32-MVL3-DRG-T-LP-162262

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	Totem Drawing	151667-TSA-32-MVL3-DRG-T-LP-162264
<b>Deighton Station Footbridge MVL3/100B</b>	Footbridge - Proposed General Arrangement Plan and Elevation	151667-TSA-32-MVL3-DRG-T-LP-162267
	Footbridge - Proposed Deck Level and Sections	151667-TSA-32-MVL3-DRG-T-LP-162268
	Footbridge - Proposed Elevations and Lift Shafts	151667-TSA-32-MVL3-DRG-T-LP-162269
<b>Whitacre Street overbridge MVL3/101</b>	Existing Plan and Proposed Plan	151667-TSA-32-MVL3-DRG-T-LP-162200
	Existing and Proposed Elevation and Cross Section	151667-TSA-32-MVL3-DRG-T-LP-162201
	Existing Highways General Arrangement	151667-TSA-32-MVL3-DRG-T-LP-162202
	Proposed Highways General Arrangement	151667-TSA-32-MVL3-DRG-T-LP-162203
	Proposed Highways Profile and Cross section	151667-TSA-32-MVL3-DRG-T-LP-162204
<b>A62 Leeds Road overbridge MVL3/102</b>	Existing and Proposed Plan	151667-TSA-32-MVL3-DRG-T-LP-162210
	Existing and Proposed Elevation (North side)	151667-TSA-32-MVL3-DRG-T-LP-162211
	Existing and Proposed Elevation (South Side)	151667-TSA-32-MVL3-DRG-T-LP-162212
	Existing and Proposed Sections	151667-TSA-32-MVL3-DRG-T-LP-162213
	Existing Highways General Arrangement	151667-TSA-32-MVL3-DRG-T-LP-162214
	Proposed Highways General Arrangement	151667-TSA-32-MVL3-DRG-T-LP-162215
	Proposed Highways Profile and Cross section	151667-TSA-32-MVL3-DRG-T-LP-162216
	Construction Phase General Arrangement	151667-TSA-32-MVL3-DRG-T-LP-162217
	Construction Phase Highways Profile and Cross Section	151667-TSA-32-MVL3-DRG-T-LP-162218
<b>Route Drawing Sheet 9</b>		151667-TSA-W3-000-DRG-T-LP-162938
<b>Wheatleys Colliery Bridge MVL3/103</b>	Existing and Proposed Plan	151667-TSA-32-MVL3-DRG-T-LP-168100
	Existing and Proposed Elevation and Sections	151667-TSA-32-MVL3-DRG-T-LP-168101
<b>Bradley's No.2 Bridge MVL3/105</b>	Existing Plan and Proposed Plan	151667-TSA-32-MVL3-DRG-T-LP-162220
	Existing and Proposed Elevation and Cross Section	151667-TSA-32-MVL3-DRG-T-LP-162221
<b>Route Drawing Sheet 10</b>		151667-TSA-W3-000-DRG-T-LP-162939
<b>Colne Road Bridge MVL3/107</b>	Structures Existing Plan	151667-TSA-33-MVL3-DRG-T-LP-168110
	Structures Proposed Plan	151667-TSA-33-MVL3-DRG-T-LP-168111
	Structures West Elevation	151667-TSA-33-MVL3-DRG-T-LP-168112
	Structures East Elevation and Sections	151667-TSA-33-MVL3-DRG-T-LP-168113
	Highways Existing General Arrangement	151667-TSA-33-MVL3-DRG-T-LP-163404
	Highways Proposed General Arrangement	151667-TSA-33-MVL3-DRG-T-LP-163405
	Highways Profile and Cross Sections	151667-TSA-33-MVL3-DRG-T-LP-163406

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<b>Huddersfield Broad Canal MVL3/108S</b>	Existing Plan and Proposed Plan	151667-TSA-33-MVL3-DRG-T-LP-162300
	Existing and Proposed Elevation and Cross Section	151667-TSA-33-MVL3-DRG-T-LP-162301
<b>Route Drawing Sheet 11</b>		151667-TSA-W3-000-DRG-T-LP-162940
<b>Route Drawing Sheet 12</b>		151667-TSA-W3-000-DRG-T-LP-162941
<b>Heaton Lodge Area</b>	Heaton Lodge Location Plan	151667-TSA-33-MVL4-DRG-T-LP-162377
	Heaton Lodge Existing Plan (1)	151667-TSA-33-MVL4-DRG-T-LP-162378
	Heaton Lodge Proposed Plan (1)	151667-TSA-33-MVL4-DRG-T-LP-162382
	Heaton Lodge Existing Plan (2)	151667-TSA-33-MVL4-DRG-T-LP-162379
	Heaton Lodge Proposed Plan (2)	151667-TSA-33-MVL4-DRG-T-LP-162383
	Heaton Lodge Existing Plan (3)	151667-TSA-33-MVL4-DRG-T-LP-162380
	Heaton Lodge Proposed Plan (3)	151667-TSA-33-MVL4-DRG-T-LP-162384
	Heaton Lodge Existing Plan (4)	151667-TSA-33-MVL4-DRG-T-LP-162381
	Heaton Lodge Proposed Plan (4)	151667-TSA-33-MVL4-DRG-T-LP-162385
	Heaton Lodge Cross Sections (1)	151667-TSA-33-MVL4-DRG-T-LP-162386
<b>Colne Viaduct MVL3/109</b>	Existing Plan and Proposed Plan	151667-TSA-33-MVL3-DRG-T-LP-162310
	Existing and Proposed Elevation and Cross Section	151667-TSA-33-MVL3-DRG-T-LP-162311
<b>Parks Bridge MVL3/110 &amp; MVL4/4</b>	Existing Plan and Proposed Plan	151667-TSA-33-MVL3-DRG-T-LP-162320
	Existing and Proposed Elevation and Cross Section	151667-TSA-33-MVL3-DRG-T-LP-162321
	Existing Highways General Arrangement	151667-TSA-33-MVL3-DRG-T-LP-162323
	Proposed Highways General Arrangement	151667-TSA-33-MVL3-DRG-T-LP-162324
	Proposed Highways Profile and Cross section	151667-TSA-33-MVL3-DRG-T-LP-162325
<b>Cooper Bridge Intersection MVL4/2</b>	Existing Plan and Proposed Plan	151667-TSA-33-MVL4-DRG-T-LP-162340
	Existing and Proposed Elevations	151667-TSA-33-MVL4-DRG-T-LP-162341
<b>Helm Lane Subway MVN2/188 &amp; New Helm Lane MVN2/188a</b>	Existing and Proposed Plan	151667-TSA-33-MVL4-DRG-T-LP-162370
	Existing and Proposed Elevation and Cross Section	151667-TSA-33-MVL4-DRG-T-LP-162371
<b>Heaton Lodge Footbridge MVL4/4</b>	Existing Plan and Proposed Plan - Heaton Lodge	151667-TSA-33-MVL4-DRG-T-LP-162372
	Existing and Proposed Elevation and Cross Section	151667-TSA-33-MVL4-DRG-T-LP-162373
	Existing and Proposed Elevation and Cross Section	151667-TSA-33-MVL4-DRG-T-LP-162374
<b>Route Drawing Sheet 13</b>		151667-TSA-W3-000-DRG-T-LP-162942

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<b>Route Drawing Sheet 14</b>		151667-TSA-W3-000-DRG-T-LP-162943
<b>Route Drawing Sheet 15</b>		151667-TSA-W3-000-DRG-T-LP-162944
<b>Mirfield Viaduct MVN2/192</b>	Existing and Proposed Plan Layout Existing and Proposed Elevation 1 (North) Existing and Proposed Elevation 2 (North) Existing and Proposed Elevation 3 (North) Existing and Proposed Typical Section	151667-TSA-34-MVN2-DRG-T-LP-168120 151667-TSA-34-MVN2-DRG-T-LP-168121 151667-TSA-34-MVN2-DRG-T-LP-168122 151667-TSA-34-MVN2-DRG-T-LP-168123 151667-TSA-34-MVN2-DRG-T-LP-168124
<b>Mirfield Station</b>	Location Plan Existing Plan (1) Proposed Plan (1) Existing Plan (2) Proposed Plan (2) Existing Plan (3) Proposed Plan (3) Platform General Arrangement (1) Platform General Arrangement (2) Platform General Arrangement (3) Platform Elevation Drawing Platform Proposed Cross Sections Proposed Station Road Highway Works Totem Drawing	151667-TSA-34-MVN2-DRG-T-LP-162450 151667-TSA-34-MVN2-DRG-T-LP-162451 151667-TSA-34-MVN2-DRG-T-LP-162454 151667-TSA-34-MVN2-DRG-T-LP-162452 151667-TSA-34-MVN2-DRG-T-LP-162455 151667-TSA-34-MVN2-DRG-T-LP-162453 151667-TSA-34-MVN2-DRG-T-LP-162456 151667-TSA-34-MVN2-DRG-T-LP-162457 151667-TSA-34-MVN2-DRG-T-LP-162458 151667-TSA-34-MVN2-DRG-T-LP-162459 151667-TSA-34-MVN2-DRG-T-LP-162461 151667-TSA-34-MVN2-DRG-T-LP-162462 151667-TSA-34-MVN2-DRG-T-LP-162463 151667-TSA-34-MVN2-DRG-T-LP-162465
<b>Mirfield Station Footbridge MVN2/193a</b>	Proposed Plan and Elevation Proposed Elevations Proposed Deck and Sections	151667-TSA-34-MVN2-DRG-T-LP-162468 151667-TSA-34-MVN2-DRG-T-LP-162469 151667-TSA-34-MVN2-DRG-T-LP-162470
<b>Station Road Underbridge (MVN2/193)</b>	Existing and Proposed Plan Existing and Proposed Elevation and Cross Section	151667-TSA-34-MVN2-DRG-T-LP-162473 151667-TSA-34-MVN2-DRG-T-LP-162474
<b>Route Drawing Sheet 16</b>		151667-TSA-W3-000-DRG-T-LP-162945
<b>Route Drawing Sheet 17</b>		151667-TSA-W3-000-DRG-T-LP-162946
<b>Wheatley's Viaduct MVN2/196</b>	Existing and Proposed Plan Layout Existing and Proposed Elevation 1 (North) Existing and Proposed Elevation 2 (North) Existing and Proposed Typical Section	151667-TSA-34-MVN2-DRG-T-LP-168130 151667-TSA-34-MVN2-DRG-T-LP-168131 151667-TSA-34-MVN2-DRG-T-LP-168132 151667-TSA-34-MVN2-DRG-T-LP-168133

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<b>Route Drawing Sheet 18</b>		151667-TSA-W3-000-DRG-T-LP-162947
<b>Route Drawing Sheet 19</b>		151667-TSA-W3-000-DRG-T-LP-162948
<b>Route Drawing Sheet 20</b>		151667-TSA-W3-000-DRG-T-LP-162949
<b>Route Drawing Sheet 21</b>		151667-TSA-W3-000-DRG-T-LP-162950
<b>Route Drawing Sheet 22</b>		151667-TSA-W3-000-DRG-T-LP-162951
<b>Route Drawing Sheet 23</b>		151667-TSA-W3-000-DRG-T-LP-162952
<b>Ravensthorpe Overview Key Plans</b>	Overview Key Plan 1	151667-TSA-35-MDL1-DRG-T-LP-162411
	Overview Key Plan 2	151667-TSA-35-MDL1-DRG-T-LP-162412
<b>Ravensthorpe Station</b>	Location Plan	151667-TSA-35-MVN2-DRG-T-LP-162550
	Existing Site Plan (1)	151667-TSA-35-MVN2-DRG-T-LP-162552
	Proposed Site Plan (1)	151667-TSA-35-MVN2-DRG-T-LP-162557
	Existing Site Plan (2)	151667-TSA-35-MVN2-DRG-T-LP-162553
	Proposed Site Plan (2)	151667-TSA-35-MVN2-DRG-T-LP-162558
	Existing Site Plan (3)	151667-TSA-35-MVN2-DRG-T-LP-162554
	Proposed Site Plan (3)	151667-TSA-35-MVN2-DRG-T-LP-162559
	Existing Site Plan (4)	151667-TSA-35-MVN2-DRG-T-LP-162555
	Proposed Site Plan (4)	151667-TSA-35-MVN2-DRG-T-LP-162560
	Existing Site Plan (5)	151667-TSA-35-MVN2-DRG-T-LP-162556
	Proposed Site Plan (5)	151667-TSA-35-MVN2-DRG-T-LP-162561
	Platform General Arrangement (1)	151667-TSA-35-MVN2-DRG-T-LP-162562
	Platform General Arrangement (2)	151667-TSA-35-MVN2-DRG-T-LP-162563
	Platform General Arrangement (3)	151667-TSA-35-MVN2-DRG-T-LP-162564
	Forecourt General Arrangement	151667-TSA-35-MVN2-DRG-T-LP-162565
	Platform Elevation	151667-TSA-35-MVN2-DRG-T-LP-162566
	Platform Cross Sections	151667-TSA-35-MVN2-DRG-T-LP-162567
	Station Cross Sections (1)	151667-TSA-35-MVN2-DRG-T-LP-162568
	Station Cross Sections (2)	151667-TSA-35-MVN2-DRG-T-LP-162569
	Totem Drawing	151667-TSA-35-MVN2-DRG-T-LP-162571
<b>Ravensthorpe Station Footbridge MVN2/201a</b>	Proposed GA Plan and Elevations	151667-TSA-35-MVN2-DRG-T-LP-162575
	Proposed Footbridge Elevations	151667-TSA-35-MVN2-DRG-T-LP-162576
	Proposed Footbridge Sections and Details	151667-TSA-35-MVN2-DRG-T-LP-162577
<b>Calder Road MVN2/202</b>	Existing Plan and Proposed Plan	151667-TSA-35-MVN2-DRG-T-LP-162430
	Existing Bridge Alignment: Existing & Proposed Elevation	151667-TSA-35-MVN2-DRG-T-LP-162431

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	Existing Highways General Arrangement (1)	151667-TSA-35-MVN2-DRG-T-LP-162433
	Proposed Highways General Arrangement 1	151667-TSA-35-MVN2-DRG-T-LP-162437
	Existing Highways General Arrangement (2)	151667-TSA-35-MVN2-DRG-T-LP-162434
	Proposed Highways General Arrangement (2)	151667-TSA-35-MVN2-DRG-T-LP-162438
	Existing Highways General Arrangement (3)	151667-TSA-35-MVN2-DRG-T-LP-162435
	Proposed Highways General Arrangement (3)	151667-TSA-35-MVN2-DRG-T-LP-162439
	Existing Highways General Arrangement (4)	151667-TSA-35-MVN2-DRG-T-LP-162436
	Proposed Highways General Arrangement (4)	151667-TSA-35-MVN2-DRG-T-LP-162440
	Proposed Highways Profile	151667-TSA-35-MVN2-DRG-T-LP-162441
	Proposed Highways Cross Section	151667-TSA-35-MVN2-DRG-T-LP-162442
<b>Calder River Bridge MVL1/3</b>	Existing and Proposed Plan	151667-TSA-35-MVN2-DRG-T-LP-162443
	Existing and Proposed Elevation	151667-TSA-35-MVN2-DRG-T-LP-162444
<b>Ravensthorpe Area triangle</b>	Location Plan	151667-TSA-35-MDL1-DRG-T-LP-162883
	Proposed Plan (1)	151667-TSA-35-MDL1-DRG-T-LP-162888
	Proposed Plan (2)	151667-TSA-35-MDL1-DRG-T-LP-162889
	Proposed Plan (3)	151667-TSA-35-MDL1-DRG-T-LP-162890
	Proposed Plan (4)	151667-TSA-35-MDL1-DRG-T-LP-162891
	Proposed Cross Sections (1)	151667-TSA-35-MDL1-DRG-T-LP-162892
	Proposed Cross Sections (2)	151667-TSA-35-MDL1-DRG-T-LP-162893
	Proposed Cross Sections (3)	151667-TSA-35-MDL1-DRG-T-LP-162894
	Temporary Bridge	151667-TSA-35-MDL1-DRG-T-LP-162900
<b>Flyover (Wakefield Intersection) RBA/1</b>	Flyover Existing and Proposed Plan	151667-TSA-35-MVN2-DRG-T-LP-162670
	Flyover Elevation and Section	151667-TSA-35-MVN2-DRG-T-LP-162671
<b>Lees Hall Farm Bridge MVN2/204</b>	Existing Plan and Proposed Plan	151667-TSA-35-MVN2-DRG-T-LP-162500
	Existing and Proposed Cross Section	151667-TSA-35-MVN2-DRG-T-LP-162501
	Existing and Proposed Elevation	151667-TSA-35-MVN2-DRG-T-LP-162502
<b>Baker Viaduct RBA/2</b>	Existing and Proposed Plan	151667-TSA-35-MVN2-DRG-T-LP-162601
	Elevation and Section	151667-TSA-35-MVN2-DRG-T-LP-162615
	Detailed Elevation	151667-TSA-35-MVN2-DRG-T-LP-162616
<b>Viaduct East Approach</b>	Retaining Wall Existing and Proposed Plan	151667-TSA-35-MVN2-DRG-T-LP-162830
	Proposed Elevation	151667-TSA-35-MVN2-DRG-T-LP-162831
	Proposed Cross Section	151667-TSA-35-MVN2-DRG-T-LP-162833
<b>Route Drawing Sheet 24</b>		151667-TSA-W3-000-DRG-T-LP-162953

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<b>B6117 Fall Lane, Thornhill Road MDL1/9</b>	Existing Plan and Proposed Plan	151667-TSA-35-MVN2-DRG-T-LP-162510
	Existing and Proposed Elevation	151667-TSA-35-MVN2-DRG-T-LP-162511
	Existing Highways General Arrangement	151667-TSA-35-MVN2-DRG-T-LP-162512
	Proposed Highways General Arrangement	151667-TSA-35-MVN2-DRG-T-LP-162513
	Proposed Highways Profile and Cross section	151667-TSA-35-MVN2-DRG-T-LP-162514
	Existing and Proposed Cross Section	151667-TSA-35-MVN2-DRG-T-LP-162516
<b>East of Thornhill Road</b>	Existing Plan	151667-TSA-35-MVN2-DRG-T-LP-162920
	Proposed Plan	151667-TSA-35-MVN2-DRG-T-LP-162921
	Cross Sections	151667-TSA-35-MVN2-DRG-T-LP-162922
<b>Occupation Bridge (Thornhill Road) MDL1/10</b>	Existing and Proposed Plan	151667-TSA-35-MVN2-DRG-T-LP-168140
	Existing and Proposed Elevation (North side)	151667-TSA-35-MVN2-DRG-T-LP-168141
	Existing and Proposed Elevation (South side)	151667-TSA-35-MVN2-DRG-T-LP-168142
	Existing and Proposed Sections	151667-TSA-35-MVN2-DRG-T-LP-168143
<b>Toad Holes MDL1/12</b>	Existing and Proposed Plan	151667-TSA-35-MVN2-DRG-T-LP-168150
	Existing and Proposed Elevation (North side)	151667-TSA-35-MVN2-DRG-T-LP-168151
	Existing and Proposed Sections	151667-TSA-35-MVN2-DRG-T-LP-168152
<b>Ming Hill MDL1/14</b>	Existing and Proposed Plan	151667-TSA-35-MVN2-DRG-T-LP-168160
	Existing and Proposed Elevation (North side)	151667-TSA-35-MVN2-DRG-T-LP-168161
	Existing and Proposed Sections	151667-TSA-35-MVN2-DRG-T-LP-168162

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