

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**

DOCUMENT NR07: CONSULTATION REPORT

Rule 10(2)(d)

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The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

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CONTENTS

1. INTRODUCTION	1
1.1 Purpose of the Report	1
1.2 Background	1
1.3 The Transpennine Route Upgrade Programme	2
1.4 The consent process and consultation	2
2. APPROACH TO CONSULTATION	5
2.2 Consultation	6
2.3 Adaptions Made to Phase 2 Public Consultation Due To COVID-19.....	12
2.4 Public engagement: Phase 3	14
3. CONSULTATION FEEDBACK	18
3.2 Phase 1b – Stakeholder (Statutory) Consultation.....	18
3.3 Phase 1 – Public Consultation	19
3.4 Phase 2 – Stakeholder Consultation	20
3.5 Phase 2 – Public Consultation	21
4. CONCLUSION.....	23
Appendices	24

List of Tables

Table 1 – Summary of the Public and Stakeholder Consultation Phases	4
Table 2 - Dates and Venues of Phase 1 Public Consultation Events.....	8
Table 3 - Dates and Venues of Phase 2 Public Consultation.....	11

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

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1. INTRODUCTION

1.1 Purpose of the Report

- 1.1.1 This report is submitted in accordance with Rule 10(2)(d) of The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (“the Application Rules”). The report summarises the consultation process undertaken by Network Rail during scheme development in preparation for the application of the proposed Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order.

1.2 Background

- 1.2.1 Network Rail Infrastructure Limited (Network Rail) has applied under section 1 of the Transport and Works Act 1992 for a Transport and Works Act Order (“TWAO”) known as the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order (“the Order”). The purpose of the Order is to authorise the upgrade of the section of existing Transpennine route between Huddersfield and Westtown (Dewsbury), together with the delivery of station improvements along the route (“the Scheme”).
- 1.2.2 The Order application forms part of the wider programme of works, known as the Transpennine Route Upgrade (TRU), the objective of which is to update the railway between Manchester Victoria and York, thus improving journey times and connections between key towns and cities across the north of England, and the reliability and performance of railway services.
- 1.2.3 TRU is a phased programme of works to upgrade rail infrastructure across the route between Manchester and York. It addresses the existing overcrowding and congestion on the route attributable to the limited capacity and dated infrastructure and supports economic growth, and “levelling up” opportunities across the north of England. The existing route carries a mix of fast express trains, local stopping services and freight trains but has not seen significant investment for many years.
- 1.2.4 For the purposes of the Order, the Scheme has been split into six sub-sections, as set out below.
- Route Section1 – 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
 - Route Section 6 – Ravensthorpe and Westtown.

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

1.2.5 The Scheme will contribute to the collective aim of the TRU projects between Manchester, Huddersfield and York of increasing service capacity and offering journey time benefits through delivery of the following:

- Four tracking and upgrading of the existing railway line (currently the railway has 2 tracks in this area);
- Electrification of the line;
- Provision of sections of new railway;
- Provision of new grade-separated junction (flyover);
- Remodelling of stations including platform extension works (Deighton, Mirfield and Huddersfield);
- Provision of replacement station at Ravensthorpe; and
- Avoiding conflict of train services paths.

1.3 The Transpennine Route Upgrade Programme

1.3.1 TRU aims to deliver faster and more frequent rail services with space for more passengers by improving connections between key towns and cities across the north of England.

1.3.2 The Scheme covers:

- 76 miles of track (122 kilometres);
- 8 tunnels;
- 13 viaducts; and
- 25 stations.

1.3.3 TRU is defined into two separate sections:

- East of Leeds – the area from York and Selby to Copley Hill East Junction (to the west of Leeds) and includes all works within Central Leeds; and
- West of Leeds – the area from Manchester Victoria to Copley Hill East Junction (to the west of Leeds).

1.4 The Consent Process and Consultation

1.4.1 The Order will be applied for in accordance with the Application Rules.

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

- 1.4.2 Network Rail has engaged with both the public (public consultation) and statutory consultees (termed stakeholder (statutory) consultation for the purposes of this Report) as required by Rule 10(2)(d) of the Application Rules.
- 1.4.3 Network Rail has also engaged with owners, lessees, tenants and occupiers of land potentially impacted by the Scheme (termed stakeholder (landowner) consultation for the purposes of this Report).
- 1.4.4 Public consultation on the current proposals for the Scheme has taken a two phased approach and stakeholder consultation took a three phased approach. Details of both public consultation phases and stakeholder consultation phases are set out at section 2.2 of this Report.
- 1.4.5 Stakeholder (statutory) consultation includes engagement with the organisations listed in column (2) of the table in Schedule 5, and column (2) of the table in Schedule 6 of the Application Rules, where authority is sought for works or other matters described in column (1) of those tables.
- 1.4.6 Appendices 1 and 2 to this Report list the stakeholder bodies in the context of any potential impact of the Scheme proposals. In accordance with the Application Rules, all relevant consultees under Schedules 5 and 6 were consulted at both phases of consultation.
- 1.4.7 In addition, due to the fact that the Scheme proposals involve the compulsory acquisition of land and rights in land, early consultation included engagement with the owners, lessees, tenants and occupiers of land potentially impacted by the Scheme.
- 1.4.8 Consultation took place at key stages during the development and design of the proposals and has provided opportunities for interested parties to feedback comments whilst those proposals were evolving. Below (Table 1) is a summary of all phases of consultation that was carried out to support the Application.

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

Date	Consultation Activity
August to September 2019	Phase 1a stakeholder consultation (landowners)
September to October 2019	Phase 1b stakeholder consultation (statutory)
September to October 2019	Phase 1 public consultation
Winter 2019	Analysis of consultation feedback from Phase 1
March to April 2020	Phase 2 stakeholder consultation (landowners and statutory)
March to April 2020	Phase 2 public consultation (online)
Spring 2020	Analysis of consultation feedback from phase 2
Autumn 2020	Phase 3 engagement events

Table 1 – Summary of the Public and Stakeholder Consultation Phases

1.4.9 This Report explains who was consulted, and on what issues, during each of the phases of consultation.

1.4.10 The Appendices to this Report present detail as follows:

- Appendices 1 and 2 presents a table demonstrating that consultation has taken place with all those bodies names in column (2) of the tables in Schedule 5 and 6 to the Application Rules where authority is being sought for works or other matters described in column (1) of those tables.
- Appendix 3 provides a list of consultees – stakeholders and public.
- Appendix 4 includes copies of the Approach to Community Consultation (“AtCC”) (dated July 2019 and March 2020 respectively) and include maps setting out the target area for community consultation.
- Appendices 5 to 8 provide details about the responses received from consultees during each phase of consultation, Network Rail’s position on the issues raised, and how Network Rail has taken into account that feedback throughout the iterative process of Scheme development up until the Application

1.4.11 Appendices 9a, 9b and 9c append copies of relevant consultation materials.

2. APPROACH TO CONSULTATION

- 2.1.1 Prior to the beginning of Phase 1 public consultation in September 2019, Network Rail shared the Approach to Community Consultation (“AtCC”) with Kirklees Council (“the Council”) for comment. The AtCC identified how Network Rail proposed to consult with communities affected by the Scheme and lineside neighbours. This includes those living in the vicinity of the land affected by the proposals, as well as commuters, interested stakeholders and any organisations or local groups representing them. Comments provided from the Council were considered by Network Rail in the final version of the AtCC.
- 2.1.2 The AtCC provided an overview of the Scheme, the importance of the proposals and how Network Rail would engage with the public to seek their views throughout public consultation. It also identified how stakeholders could provide their views.
- 2.1.3 The AtCC was updated to include the Council’s comments and also adapted to accommodate the Government’s response to COVID-19. The two AtCCs documents are attached at Appendix 4.
- 2.1.4 Network Rail is committed to early and thorough consultation with stakeholders (statutory and landowners), the public and community consultees. Before drawing up detailed plans for the Scheme, Network Rail wanted to provide consultees with an opportunity to provide feedback on the proposals. This enables any key areas of concern about the plans to be identified at an early stage. Where feasible, Network Rail continues to use the feedback from this element of the consultation process to influence the design as it develops.
- 2.1.5 A phased approach to consultation was implemented, allowing Network Rail to gather feedback on the proposals at different stages of design. Consultation took place between August 2019 and October 2020 and the feedback helped inform the detail of the proposals.
- 2.1.6 A table setting out the consultation phased approach and strategy is set out in the AtCC at Appendix 4 and at Table 1 above.
- 2.1.7 Once consultation began in August 2019 it was iterative. Network Rail’s intention was to work with all parties during the development of the Scheme and to address potential objections to the Scheme proposals, where possible.
- 2.1.8 To make sure that as many people as possible engaged in the consultation, Network Rail put in place a series of feedback mechanisms such as online questionnaires, freepost feedback forms, email and 24-hour helpline.
- 2.1.9 Any responses received after the deadlines were also taken into consideration, where possible.

- 2.1.10 The responses to stakeholder and public consultation have been considered and where possible, have helped to shape the detail of the Scheme. Network Rail has provided feedback on consultation responses by appropriate means, including provision of further information to stakeholders and the community in general, at meetings with individual stakeholders and/or meetings of various stakeholder working groups and correspondence. Such feedback will continue during the Order application process.

2.2 Consultation

Stakeholder (landowners) Consultation – Phase 1a

- 2.2.1 Phase 1a consultation took place in August 2019 and its purpose was to explain to landowners the potential impacts the Scheme may have on land and property, and in some cases, to understand the operation of businesses affected by the design proposals and how these types of matters could be taken into consideration when developing the design. Through the consultation Network Rail worked to minimise impacts on land interests where possible.

- 2.2.2 As part of the Phase 1a consultation, three types of letters were sent to landowners, depending on the impact the Scheme was having on the land and/or property:

- Letter 1 – in cases where the Scheme proposals required permanent acquisition of land: affected landowners were offered a one to one meeting before Phase 1 public consultation began;
- Letter 2 – in cases where the Scheme proposals required temporary possession of land; affected landowners were offered a one to one meeting at the Phase 1 public consultation events; and

Letter 3 – in cases where land may potentially be affected by the Scheme proposals, for example, acquisition of rights over land; affected landowners were advised of the Phase 1 public consultation events and invited to attend.

- 2.2.3 For the key themes from the feedback to Phase 1a consultation, please refer to section 3.1.3 of this Report.

Stakeholder (statutory) Consultation – Phase 1b

- 2.2.4 Phase 1b consultation took place in September 2019. Consultees were sent a consultation pack which contained preliminary information about the Scheme and an Environmental Impact Assessment (EIA) Scoping Report.

- 2.2.5 The consultation pack was issued in September 2019 and consultees were given six weeks to provide feedback. The Council requested an extension to the deadline to its response, which was agreed.

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

- 2.2.6 Those consultees who had not provided feedback after 10 days from being sent the consultation pack were contacted and reminded to provide feedback, if they wanted to.
- 2.2.7 Before Phase 1b consultation started, engagement on the Scheme proposals had commenced with the Council, Mirfield Town Council, the Environment Agency, Historic England and Natural England on key issues affecting those stakeholders. Consultation and engagement with these organisations has been iterative and will continue to be so during the duration of the Scheme.
- 2.2.8 Details of the statutory stakeholder bodies consulted are listed in Appendices 1 and 2. The issues raised by those stakeholder consultees during Phase 1b consultation and Network Rail's position in respect of those issues are set out in the table at Appendix 5.

Public Consultation – Phase 1

- 2.2.9 Local MPs, councillors, stakeholder groups and media were invited to attend a briefing event which was held on 6 September 2019 at The Media Centre in Huddersfield. This was prior to Network Rail holding the public consultation events.
- 2.2.10 All the consultation materials for the public consultation events were displayed. This included a pop-up display with a Scheme overview and the benefits and pull up banners with an overview from each discipline. Scheme boards presented the proposals and information leaflets were available to take away with a freepost feedback form attached. A presentation was given by Network Rail and a question and answer session held.
- 2.2.11 Phase 1 public consultation took place between 9 September and 25 October 2019. This comprised of nine public events between Huddersfield and Ravensthorpe over a two-week period in September 2019, concentrating on the affected station locations. Details of the events are in Table 2, below.

Date & time	Venue
Monday 9 September 2019: 12pm - 8pm Tuesday 10 September 2019: 12pm - 8pm	Huddersfield – Huddersfield Mission, 3-13 Lord Street, Huddersfield HD1 1QA
Wednesday 11 September 2019: 12pm - 8pm	Deighton – Deighton Sports Arena, Deighton Road, Huddersfield HD2 1JP
Thursday 12 September 2019: 12pm – 8pm	Hillhouse (Huddersfield) – Hudawi Cultural Centre, Great Northern Street, Huddersfield HD1 6BG
Saturday 14 September 2019: 10am – 1.30pm	Bradley – Bradley Park Community Centre, Wilton Avenue, Bradley, Huddersfield HD2 1RS

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

Tuesday 17 September 2019: 12pm – 8pm Wednesday 18 September 2019: 12pm – 6.30pm	Mirfield – Mirfield Community Centre, Water Royd Lane, Mirfield WF14 9SG
Thursday 19 September 2019: 12pm – 8pm Saturday 21 September 2019: 10am – 1.30pm	Ravensthorpe – Dewsbury West Community Centre, Church Street, Ravensthorpe WF13 3LA

Table 2 - Dates and Venues of Phase 1 Public Consultation Events

2.2.12 The material displayed at these events included:

- A 3x3 metre pop up display containing Scheme information, benefits, consents for work and next steps;
- Eight pull up banners relating to the proposals and each discipline;
- Leaflets containing Scheme background and proposals, benefits, Scheme interventions, consents for work and next steps;
- Six A1 Scheme overview boards splitting the Huddersfield to Westtown (Dewsbury) route into sections: and
- Four A1 station boards.

2.2.13 Copies of the consultation material produced and used at the public consultation events can be found at Appendix 9a.

2.2.14 In order to inform the local community and widely promote the Phase 1 public consultation events, a programme was put in place starting on 20 August 2019 as follows:

- A5 double sided flyer was sent to 28,254 lineside neighbours 1km either side of the line from Huddersfield to Westtown, inviting them to attend a public consultation event;
- The postage area identified was included in Network Rail's AtCC (August 2019), and was agreed with the Council;
- Posters put up in stations (Huddersfield, Deighton, Mirfield and Ravensthorpe) and venues where the events were held;
- Leafleting at Huddersfield, Deighton, Mirfield and Ravensthorpe station over four days, one week prior to the events;
- Half page press advertisement placed in both The Examiner - Huddersfield (once a week for four weeks starting 22 August – 9 September 2019) and Dewsbury Reporter (once every two weeks 23 August 2019 and 2 September 2019);

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

- Four weeks of radio advertisement on Pulse 1 / Pulse 2, on air from Thursday 22 August – Wednesday 18 September 2019;
- A press release was issued to local media prior to the events which was covered in The Examiner – Huddersfield and Yorkshire Post;
- A number of tweets informing followers of the public consultation events were posted on @TheGNRP Twitter page; and
- Information on the Scheme and public consultation events was made available on the Network Rail website:
www.networkrail.co.uk/TranspennineEngagement

2.2.15 Copies of the consultation material produced to make the public aware of the events can be found at Appendix 9a.

2.2.16 In order to capture the feedback from the public, Network Rail gave a range of opportunities for the public to feedback during the consultation process, which included:

- Freepost feedback form attached to the information leaflet available at events;
- Online feedback form via the website
www.networkrail.co.uk/TranspennineEngagement
- Via email – TranspennineEngagement@networkrail.co.uk; and
- By calling Network Rail's 24-Hour Helpline.

2.2.17 Any responses received after the deadline were also taken into consideration, where possible.

2.2.18 Feedback received during Phase 1 public consultation and Network Rail's position to the issues raised is set out at in the table at Appendix 7.

Stakeholder (Statutory and Landowner) Consultation – Phase 2

2.2.19 This phase of consultation in March 2020 shared the emerging plans of the Scheme as the design had developed in the six months since Phase 1a and 1b consultation.

2.2.20 Affected landowners, the Council and other statutory stakeholders such as the Environment Agency, Historic England, Natural England and utility companies wanted to continue to engage with Network Rail to discuss the design proposals and the information from this engagement was key to the design development of the Scheme.

2.2.21 The consultation material was issued on 16 March 2020 and consultees were given 28 days to respond. The only written response received from

stakeholders at Phase 2 consultation was from the Council and Network Rail's position in respect of those issues is set out in the table at Appendix 6.

Public Consultation – Phase 2

- 2.2.22 Local MPs, councillors, stakeholder groups and media were invited to attend a briefing event which was held on 16 March 2020 at Huddersfield Town Hall. This was prior to Network Rail holding the public consultation events.
- 2.2.23 Following the Phase 1 of consultation and feedback received, Network Rail further developed the designs of the Scheme. This phase of consultation was to show stakeholders and the public how designs had developed, what was still under development, and to give an opportunity for the public to provide feedback on the developed Scheme proposals.
- 2.2.24 The Phase 2 public consultation took place between 16 March and 30 April 2020. The consultation deadline was extended following the change to the consultation events due to COVID-19 and government guidance released on Monday 16 March 2020, ensuring that all consultees had enough time to provide their feedback.
- 2.2.25 The key Scheme updates to which consultees were invited in order to share their feedback are as follows:
- The redevelopment of Deighton Station – leaving it in its current location versus rebuilding it 400 metres to the west;
 - Colne Bridge Road is formed of two arches, both are currently not large enough to allow for the proposed railway to pass through – this requires replacement of the bridge. At Phase 2 public consultation, two options were being developed;
 - To support the new, longer platforms and track at Huddersfield Station, the proposal is to replace the John William Street Bridge to support the current existing walls of the Huddersfield viaduct. Three options were being developed at Phase 2 public consultation; and
 - The redevelopment of Ravensthorpe Station and comments on the proposals to move it 300 metres to the west.
- 2.2.26 Due to COVID-19 and the national lockdown, Network Rail's Phase 2 public consultation for the Scheme was amended. This was in order to still meet the requirements of the public consultation, while following the government advice provided. Section 2.2.29 and Table 3 below, outline the public consultation events that were originally planned to take place, while section 2.3 highlights the actions taken to hold the events online.
- 2.2.27 Feedback received during Phase 2 public consultation and Network Rail's position and to the issues raised is set out in the Table at Appendix 8.

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

2.2.28 All the consultation material due to be at the public consultation events was displayed. This included a pop-up display showing Scheme upgrades and the benefits and five pull up banners with an overview of disciplines. Scheme and station boards presented the further developed proposals in more detail from the Phase 1 public consultation and information leaflets were available to take away with a freepost feedback form attached. A presentation was delivered by Network Rail and a question and answer session held.

2.2.29 Details of the Phase 2 public consultation events are in Table 3, below.

Date & time	Venue
Tuesday 17 March 2020: 12pm – 7pm Friday 20 March 2020: 12pm – 6.30pm	Huddersfield – The Yorkshire Children’s Centre, Brian Jackson House, New North Parade, Huddersfield HD1 5JP
Wednesday 18 March 2020: 12pm – 6pm Saturday 21 March 2020: 12.30pm – 4pm	Mirfield – Mirfield Community Centre, Water Royd Lane, Mirfield WF14 9SG
Tuesday 24 March 2020: 12pm – 7pm	Hillhouse (Huddersfield) – Hudawi Cultural Centre, Great Northern Street, Huddersfield HD1 6BG
Wednesday 25 March 2020: 12pm – 7pm Friday 27 March 2020: 12pm – 7pm	Deighton – Deighton Sports Arena, Deighton Road, Huddersfield HD2 1JP
Saturday 28 March 2020: 10am – 4pm	Ravensthorpe – Dewsbury West Community Centre, Church Street, Ravensthorpe WF13 3LA

Table 3 - Dates and Venues of Phase 2 Public Consultation

2.2.30 The material due to be displayed at these events included:

- A 3x3 metre pop up displaying containing Scheme developments, benefits, consents for work and next steps;
- Five pull up banners relating to the proposals and each discipline;
- Leaflets containing Scheme background and the Scheme proposals, benefits, consents for work and next steps;
- 12 A1 Scheme overview board splitting the Huddersfield to Westtown (Dewsbury) route into sections, including route maps and interventions;
- Five A1 station boards (Huddersfield, Deighton x2, Mirfield and Ravensthorpe); and
- Copies of highways diversions, Public Rights of Way and Construction Compounds and access Routes were also displayed.

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

2.2.31 Copies of the consultation material produced and due to be used at the public consultation events can be found at Appendix 9b.

2.2.32 In order to inform the local community and widely promote the Phase 2 public consultation events, a programme was put in place starting on 24 February 2020, as follows:

- A5 double sided flyer was sent to 28,254 lineside neighbours 1km either side of the line from Huddersfield to Westtown, inviting them to attend a public consultation event;
- The postage area identified was included in Network Rail's AtCC (March 2020), and was agreed with the Council;
- Posters put up in stations (Huddersfield, Deighton, Mirfield and Ravensthorpe) and venues where the events were held;
- Leafleting at Huddersfield, Mirfield and Ravensthorpe station over four days, one week prior to the events (Deighton was due to take place the following week, however this was unable to take place due to COVID-19 and the national lockdown). Details of how Network Rail adapted to the national lockdown is set out in section 2.3 below;
- Half page press advertisement placed in both The Examiner - Huddersfield (once a week for four weeks starting 24 February 2020 – 16 March 2020) and Dewsbury Reporter (once every two weeks 24 February 2020 and 9 March 2020);
- Four weeks of radio advertisement on Pulse 1 / Pulse 2, on air from 24 February 2020 – 16 March 2020;
- A press release was issued to local media prior to the events which was covered in The Examiner – Huddersfield;
- Tweets informing followers of the public consultation events were posted on @TheGNRP Twitter page; and
- Information on the Scheme and public consultation events was made available on the Network Rail website:
www.networkrail.co.uk/TranspennineEngagement

2.2.33 Copies of the consultation material produced to make the public aware of the events can be found at Appendix 9b.

2.3 Adaptions Made to Phase 2 Public Consultation Due To COVID-19

2.3.1 Due to COVID-19 and the government guidance released on Monday 16 March 2020, the decision was made to cancel the face to face public consultation events and move the consultation online to virtual.

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

2.3.2 The public were still able to contact the Scheme project team ‘virtually’ throughout the event timings to ask any questions and provide feedback online. The public were able to submit their questions via:

- Network Rail 24-Hour Helpline; and
- Email: TranspennineEngagement@networkrail.co.uk

2.3.3 Responses were provided to questions from the public and stakeholders via email or phone.

2.3.4 The following mitigations in response to the impact of COVID-19 government guidance were put in place to make communities and stakeholders aware of Network Rail’s changes to the public consultation, moving from face to face to virtual events, and highlighting that feedback could still be submitted online by the following methods:

- Event venues were contacted, and signs put on the doors to make people aware that the face to face public consultation events had been cancelled;
- Update on the webpage to inform the public the events were now virtual and all the information that would have been available at the events was displayed online at: www.networkrail.co.uk/TranspennineEngagement;
- Press release was issued by the Network Rail media team to make people aware the face to face events were cancelled but could still be attended virtually and feedback could be submitted online;
- Posters removed from stations promoting the events;
- Radio advertisement removed from Pulse 1 / Pulse 2 in the final week;
- Tweets informing the public that the face to face events had been cancelled but the consultation continued virtually; and
- Email to MPs, councillors and key stakeholders to make them aware of the changes.

2.3.5 In order to capture the feedback from the public, Network Rail provided a range of opportunities for the public to feedback during the consultation process, which included the following:

- Freepost feedback form attached to the information leaflet available at events (only relevant for the stakeholder briefing event);
- Online feedback form via the website www.networkrail.co.uk/TranspennineEngagement;

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

- Via email – TranspennineEngagement@networkrail.co.uk; and
- By calling Network Rail's 24-Hour Helpline.

2.3.6 Due to the change from face to face events to online consultation, the decision was made to extend the feedback deadline from 10 April 2020 until 30 April 2020. This gave the public a further opportunity to share their feedback. The feedback extension period was promoted through the following:

- Press release issued by the Network Rail media team
- Half page press advertisement in both The Examiner - Huddersfield (once a week for two weeks starting 22 and 27 April) and Dewsbury Reporter (once on 23 April 2020).
- Tweets informing followers that the feedback deadline had been extended on @TheGNRP Twitter page;
- Updated to the www.networkrail.co.uk/TranspennineEngagement informing the public that feedback could still be submitted until 30 April 2020.

2.3.7 Copies of the consultation material produced to make the public aware of the events can be found at Appendix 9b.

2.3.8 Any responses received after the deadline were also taken into consideration, where possible.

2.4 Public Engagement: Phase 3

Public engagement events

2.4.1 Local MPs, councillors, stakeholder groups and media were invited to attend a briefing event which was held on 5 October 2020 at The John Smith's Stadium, Huddersfield, prior to the public events starting.

2.4.2 Following the changes from face to face to virtual public consultation for Phase 2, Network Rail held a final phase of events in October 2020. This gave the public and stakeholders a final opportunity to see how the proposals had developed before submission of the Order, especially those who were unable to view the plans online.

2.4.3 No feedback was requested by Network Rail at the public events.

2.4.4 Network Rail followed the government guidance for COVID-19 at the time of the events. The public and stakeholders were asked to only attend the events to view the proposals if they could not access them online. All the information that was able to view at the event was replicated online.

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

2.4.5 All the event material to be at the public events was displayed. This included a 3x3 metre pop-up display with a Scheme overview and benefits. Pull up banners with an overview from each discipline. Scheme boards presented the proposals and information leaflets were available to take away. Those attending were asked to book a slot to allow social distancing, and those who did not want to attend were offered an online briefing.

2.4.6 Strict social distancing measures were in place throughout the events. This included:

- Keeping two metres apart always;
- Wearing a mask when in the venue, apart from those who were exempt for wearing one;
- Use hand sanitizer provided;
- Follow the one-way system around the venue;
- Temperature checks; and
- Details provided for track and trace.

2.4.7 Network Rail organised four public events over a two-week period in October 2020. The events were held on the following dates:

The John Smith's Stadium, Huddersfield Town Football Club, Stadium Way, Huddersfield HD1 6PG

- Monday 5 October 2020: 12pm – 7pm
- Tuesday 6 October 2020: 12pm – 7pm
- Tuesday 13 October 2020: 12pm – 7pm
- Saturday 17 October 2020: 10am – 4pm

2.4.8 The same location was used throughout the events due to the John Smith's Stadium being such a large event space, social distancing could easily be adhered to and government guidance followed, so those who attended the events were safe.

2.4.9 Due to the uncertainty of COVID-19 and the need to follow government guidance, we advised the public to check the event was still going ahead before travelling. This was done via the helpline or by visiting the Network Rail dedicated webpage.

2.4.10 The material displayed at these events included:

- A 3x3 metre pop up display containing Scheme information, benefits,

consents for work and next steps;

- Pull up banners relating to the proposals, each discipline as well as social distancing measures in place;
- Leaflet containing background, the Scheme, proposals, benefits, next steps and more information;
- 12 A1 Scheme overview board splitting the Huddersfield to Westtown (Dewsbury) route into sections, including route maps and interventions;
- Four A1 station boards (Huddersfield, Deighton, Mirfield and Ravensthorpe); and
- Copies of highways diversions, Public Rights of Way and Construction Compounds and access Routes were also displayed.

2.4.11 Copies of the event materials produced and displayed can be found at Appendix 9c.

2.4.12 In order to inform and promote the updated proposals being displayed at the events, Network Rail used a variety of materials to reach a range of audiences, as follows:

- A5 double sided flyer was sent to approx.;
- 13,221 lineside neighbours 500m either side of the line from Huddersfield to Westtown, inviting them to view the updated proposals online, or attend an event if they were unable to view the plans online;
- The postage area identified was included in Network Rail's AtCC (September 2020), and was agreed with the Council;
- A press release was issued to local media prior to the events;
- A number of tweets informing followers about the updated proposals being online and the events were posted on @TheGNRP Twitter page; and
- Information on the Scheme and public events was made available on the Network Rail website: www.networkrail.co.uk/TranspennineEngagement

2.4.13 Copies of the materials produced to make the public aware of the events can be found at Appendix 9c.

Stakeholder (Statutory) Engagement

2.4.14 During the public engagement events, the link to the Network Rail website www.networkrail.co.uk/TranspennineEngagement was sent to statutory

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

stakeholders with an offer to discuss the proposals further, either by telephone or meeting.

- 2.4.15 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.

3. CONSULTATION FEEDBACK

- 3.1.1 This section of the Report outlines the high-level themes that emerged as a result of stakeholder and public consultation. A detailed breakdown of the comments received and Network Rail's response to the issues are given at Appendices 5 to 8, except for Phase 1a stakeholder (landowner) consultation which is detailed at section 3.1.3 of this Report.
- 3.1.2 During discussions with landowners at Phase 1a of the consultation process, the design was being developed and the potential impacts on land and property remained high level. As a consequence, the feedback from those discussions was at that stage generic and is addressed in section 3.1.3.
- 3.1.3 During this phase of consultation, the proposals of the Scheme and how they would potentially affect landowners were discussed. The following themes emerged as key considerations:
- How long will my land/property be affected?
 - Will the land be reinstated to its original state once the Scheme is constructed?
 - How will my business be affected?
 - When will the Scheme start?
- 3.1.4 During the discussions with landowners, Network Rail committed to contacting them again once the design had developed to a stage where information could be given about potential impacts on land and property. It was Network Rail's intention to inform landowners of potential impacts at the early stages of the design of the Scheme, and to continue to engagement as the proposals emerged.
- 3.1.5 This engagement did take place and Network Rail held on going meetings with landowners who wanted information to discuss the potential impacts of the Scheme on land and where possible, mitigation measures were put in place to reduce the impacts. Feedback from landowners was considered and where feasible, this feedback influenced the design proposals, to address areas of concern.
- 3.1.6 Engagement with landowners is iterative and will continue, where relevant, for the duration of the Scheme.

3.2 Phase 1b – Stakeholder (Statutory) Consultation

- 3.2.1 As part of Phase 1b consultation, a total of 10 responses were received from organisations within the 6-week deadline. The Council requested a deadline to its response, and it was agreed that feedback would be extended.

3.2.2 Of these, the following themes emerged as key considerations:

- Landscape and visual impacts of the railway once the Scheme is complete;
- Impacts on ecology during construction;
- Impacts on the local highway during construction;
- Environmental nuisance such as noise (construction and operational) and dust;
- Water quality and flood risks;
- Biodiversity and geology;
- Impacts on public rights of way;
- Impacts on heritage assets and the historic environment;
- Station facilities;
- Disruption to the operational railway during construction; and
- Disruption to canal users.

3.2.3 All feedback was reviewed and considered by Network Rail and where feasible, influenced the design going forward. All feedback and how we took account of it is detailed in the table at in Appendix 5.

3.3 Phase 1 – Public Consultation

3.3.1 A total of 230 responses were received as part of the first phase of public consultation. 210 of these were submitted via the online survey or freepost feedback forms, and a further 20 emails were sent.

3.3.2 Consultees that completed the online questionnaire and freepost feedback forms were asked five questions (both multiple choice and free text) regarding the Scheme at Appendix 9a.

3.3.3 Consultees that completed the online questionnaire and freepost feedback forms were asked if they supported the plans to upgrade the railway between Huddersfield and Westtown (Dewsbury). Out of the people that responded:

- 68% strongly agreed with the plans (143 people)
- 16% agreed with the plans (34 people)
- 2% were undecided (5 people)

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

- 8% disagreed (16 people)
- 4% strongly disagreed (9 people)

3.3.4 The key themes – according to the number of times mentioned – that emerged as a result of the Phase 1 Scheme feedback included:

- Support for improving the section of railway between Huddersfield and Westtown (Dewsbury) along the Transpennine Route;
- The fly-over and dive-under option at Ravensthorpe showed a slight preference towards fly-over; and
- Step-free access, clear signs and information and parking facilities including blue badge parking at stations all shared a similar response rate, showing equal importance for each.

3.3.5 Some of the key areas of concern included:

- Concerns of disruption to the operational railway throughout construction;
- Concerns on construction impacts to local communities; and
- Concerns around the safety at stations.

3.3.6 Suggestions were also made for:

- Improvement of parking provision at stations affected by the Order;
- Improvement to transport links within the Kirklees area; and
- Improvements to be made to the full Transpennine route that sit outside the Order.

3.3.7 A full table of the issues raised through the consultation, and Network Rail's position in response can be found at Appendix 7.

3.4 Phase 2 – Stakeholder Consultation

3.4.1 Since the start of consultation in September 2019, it has been an iterative process and regular meetings have been held with organisations and landowners to review and discuss the developing design and construction methodology of the Scheme. The only written response received from stakeholders at phase 2 consultation was from the Council.

3.4.2 Through that response, the Council expressed the following key areas of consideration regarding the Scheme:

- Passive provision for Northern Powerhouse Rail;

- Station facilities, including parking;
- Design of bridges;
- Construction impacts on the local highway and bus routes; and
- Construction impacts such as noise, vibration, dust and artificial lighting.

3.4.3 All feedback was reviewed and considered by Network Rail. How it was taken into account is contained in Appendix 6.

3.5 Phase 2 – Public Consultation

3.5.1 Following the first phase of public consultation, Network Rail did further work to develop the design of the Scheme. The second phase of consultation was used to share the update proposals with stakeholders and the public and gather any feedback on the updated plans and design aspects of the Scheme.

3.5.2 Consultees that completed a copy of the online survey and freepost feedback forms were asked four questions (both multiple and free text questions) and these are set out in Appendix 9b.

3.5.3 Following Network Rail developing the design of the Scheme, for Phase 2 they asked consultees for feedback on some more specific aspects of the Scheme.

3.5.4 A total of 66 responses were received as part of the Phase 2 public consultation. 44 of these responses were submitted via the online survey or freepost feedback forms and 22 further emails were sent.

3.5.5 The key themes – according to the number of times mentioned – that emerged as a result of Phase 2 public consultation for the Scheme included (and were based on the questions asked);

- The redevelopment of the existing Deighton Station, and possible alternative location to mitigate any potential land impacts;
- The preferred closure of Colne Road Bridge and rebuild via online or offline;
- The visual impact if the viaduct over John William Street in Huddersfield; and
- Comments on moving Ravensthorpe station 300m to the west.

3.5.6 Some of the key concerns included:

- Disruption to the operational railway throughout construction; and

The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Document NR07 – Consultation Report

March 2021

- Environmental impacts of the design.

3.5.7 Suggestions were also made for:

- Improvement of parking provision at stations affected by the Scheme;
and
- Improvement to the whole and other areas along the Transpennine Route.

3.5.8 A full table of the issues raised through the consultation, and Network Rail's position in response can be found at Appendix 8.

4. CONCLUSION

- 4.1.1 Between August 2019 and October 2020, Network Rail undertook a robust programme of stakeholder and public consultation about its proposals for the Scheme.
- 4.1.2 Consultees included the public, those organisations listed within Schedule 5 and 6 of the Application Rules (see Appendix 1 and 2), and any owner, lessee, tenant or occupier of land potentially impacted by the Scheme (listed in the Book of Reference which supports the Order).
- 4.1.3 Prior to beginning consultation activity, Network Rail agreed an AtCC at Appendix 4 with the Council.
- 4.1.4 A two phased approach to consultation was implemented for the Scheme with a third phase stakeholder and community engagement. This provided an opportunity to share the emerging plans with consultees and invited feedback as the proposals evolved.
- 4.1.5 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. The comments submitted have been considered, and where possible, taken into account.
- 4.1.6 Network Rail recognises that a Scheme of this nature will inevitably have an impact on the area surrounding the proposed development sites. As such, engagement with both stakeholders and the community will continue as the Scheme develops.

APPENDIX 1 – CONSULTATION REPORT SCHEDULE 5

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

SCHEDULE 5 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

APPENDICES

Appendix 1 – Consultation Report Schedule 5

	Authority sought for:	Documents to be served on:	Proposed recipients:	Scheme development and design consultation
1.	Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath tidal waters.	<p>The Crown Estate Commissioners; the Trinity House; the Environment Agency; the Secretary of State for Environment, Food and Rural Affairs; the Secretary of State for Transport (marked “for the attention of Maritime and Coastguard Agency”); and, for works –</p> <ul style="list-style-type: none">(a) in or adjacent to Wales, the National Assembly for Wales;(b) in or adjacent to the counties of Devon and Cornwall and the Isles of Scilly, the Duchy of Cornwall; and(c) in or adjacent to the counties of Cumbria, Lancashire, Merseyside and Cheshire, the Duchy of Lancaster.	Not applicable	Not applicable
2.	Works affecting the banks or the bed of, or the subsoil beneath, a river.	The Environment Agency and any relevant operator.	Environment Agency	<p>The Environment Agency was formally consulted at both phases of consultation and as part of the Environmental Scoping Report.</p> <p>Meetings have taken place with the Environment Agency as the design of the Scheme has developed.</p> <p>The Department for Transport consulted with the Environment Agency in order to help formulate its Environmental Impact Assessment scoping opinion for the Scheme.</p>
3.	Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway comprised in the undertaking of the British Waterways Board or any reservoirs, feeders, sluices, locks, lifts,	Canal & River Trust; the Inland Waterways Association; the Inland Waterways Association, the National Association of Boat Owners and the Environment Agency.	<p>Canal & River Trust</p> <p>Inland Waterways Association</p>	All recipients were formally consulted at both phases of consultation. For information about consultation with the Environment Agency, please refer to category 2 above.

APPENDIX 1 – CONSULTATION REPORT SCHEDULE 5

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

SCHEDULE 5 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

	Authority sought for:	Documents to be served on:	Proposed recipients:	Scheme development and design consultation
	drains and other works comprised in or serving the undertaking.		National Association of Boat Owners Environment Agency	Meetings have taken place with Canal & River Trust as the design of the Scheme has developed.
4.	Works affecting the banks or the bed of, or the subsoil beneath, a canal or inland navigation not comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving such canal or inland navigation.	Any relevant operator, the Environment Agency, the Inland Waterways Association and the National Association of Boat Owners.	Canal & River Trust Environment Agency Inland Waterways Association National Association of Boat Owners	For information about consultation with the recipients, please refer to categories 2 and 3 above.
5.	Works causing or likely to cause an obstruction to the passage of fish in a river.	The Environment Agency and, for works – (a) in England, the Secretary of State for Environment, Food and Rural Affairs; and (b) in Wales, the National Assembly for Wales	Environment Agency Secretary of State for Environment, Food and Rural Affairs	The Secretary of State for Environment, Food and Rural Affairs was consulted formally at both phases of consultation. For information about consultation with the Environment Agency, please refer to category 2 above.
6.	Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil test.	The Environment Agency	Environment Agency	For information about consultation with the Environment Agency, please refer to category 2 above.
7.	Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964	The relevant harbour authority and the relevant navigation authority (if different).	Not applicable	Not applicable
8.	Works affecting a site protected under section 1 of the Protection of Wrecks Act 1973	For works – (a) in or adjacent to England, the Secretary of State for Culture, Media and Sport; and	Not applicable	Not applicable

APPENDIX 1 – CONSULTATION REPORT SCHEDULE 5

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

SCHEDULE 5 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

	Authority sought for:	Documents to be served on:	Proposed recipients:	Scheme development and design consultation
		(b) in or adjacent to Wales, the National Assembly for Wales		
9.	Works affecting, or involving the stopping-up or diversion of, a street or affecting a proposed highway.	The relevant highway authority or, where the street is not a highway maintainable at public expense, the street managers.	Kirklees Council	<p>Kirklees Council was formally consulted at both phases of consultation and as part of the Environmental Scoping Report.</p> <p>The Department for Transport consulted with Kirklees Council in order to help formulate its Environmental Impact Assessment scoping opinion for the Scheme.</p> <p>Meetings have taken place with Kirklees Council as the design of the Scheme has developed.</p>
10.	The stopping up or diversion of a footpath, a bridleway or a cycle track.	<p>Every parish or community council in whose area the relevant way or track is, or is proposed to be, situated, the Auto-Cycle Union, the British Horse Society, the Byways and Bridleways Trust, the Open Spaces Society, the Ramblers' Association, the British Driving Society and the Cyclists Touring Club; and for works –</p> <p>(a) in the counties of Cheshire, Derbyshire, Greater Manchester, Lancashire, Merseyside, South Yorkshire, Staffordshire and West Yorkshire, the Peak and Northern Footpaths Society, and</p> <p>(b) in the county of Bedfordshire, the borough of Luton and within the district of Mid Bedfordshire the parishes of Harlington and Shillington, and within the district of South Bedfordshire the parishes of Barton le Clay, Caddington and Slip End, Dunstable, Eaton Bray, Houghton Regis, Hyde, Kensworth, Streatley, Studham, Sundon, Toddington, Totternhoe and Whipsnade, the Chiltern Society; and</p> <p>(c) in the County of Buckinghamshire, in the districts of Chiltern, Wycombe and South</p>	<p>Mirfield Town Council</p> <p>Kirkburton Parish Council</p> <p>The Auto-Cycle Union</p> <p>British Horse Society</p> <p>The Byways and Bridleways Trust</p> <p>Open Spaces Society</p> <p>Ramblers' Association</p> <p>British Driving Society</p> <p>Cyclists' Touring Club</p> <p>Peak and Northern Footpath Society</p>	<p>All recipients were formally consulted at both phases of consultation.</p> <p>A meeting took place with the Ramblers' Association Huddersfield Group and Mirfield Town Council during Phase 1 consultation.</p>

APPENDIX 1 – CONSULTATION REPORT SCHEDULE 5

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

SCHEDULE 5 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

	Authority sought for:	Documents to be served on:	Proposed recipients:	Scheme development and design consultation
		<p>Bucks, and within the district of Aylesbury Vale the parishes of Aston Clinton, Buckland, Drayton Beauchamp, Edlesborough, Northall and Dagnall, Halton, Ivinghoe, Marsworth, Pitstone, Wendover and Weston Turville, the Chiltern Society; and</p> <p>(d) in the county of Hertfordshire, in the districts of Dacorum and Three Rivers, and within the district of North Hertfordshire the parishes of Hexton, Hitchin, Ickleford, Ippolitts, King's Walden, Langley, Lilley, Offley, Pirton, Preston and St Apul's Walden, the Chiltern Society; and</p> <p>(e) in the county of Oxfordshire, the district of South Oxfordshire, the Chiltern Society; and</p> <p>(f) in Wales, the Welsh Trail Riders' Association.</p>		
11.	The construction of a transport system involving the placing of equipment in or over a road.	The relevant street authority and, where the works are to be carried out in Greater London, Transport for London.	Not applicable	Not applicable
12.	Works affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker.	The relevant statutory undertaker.	Royal Mail	<p>Royal Mail was formally consulted at both phases of consultation.</p> <p>A meeting took place with Royal Mail and BNP Paribas Real Estate (working on behalf of Royal Mail) during Phase 1 consultation.</p>
13.	Works in an area of coal working notified to the planning authority by the British Coal Corporation or the Coal Authority.	The Coal Authority.	The Coal Authority	The Coal Authority was formally consulted at both phases of consultation.
14.	<p>Works affecting–</p> <p>(i) a building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990;</p>	<p>For works –</p> <p>(a) in or adjacent to England, Historic England; and</p>	Historic England	<p>Historic England was formally consulted at both phases of consultation and as part of the Environmental Scoping Report.</p> <p>The Department for Transport consulted with Historic England in order to help formulate</p>

APPENDIX 1 – CONSULTATION REPORT SCHEDULE 5

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

SCHEDULE 5 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

	Authority sought for:	Documents to be served on:	Proposed recipients:	Scheme development and design consultation
	(ii) an ancient monument scheduled under the Ancient Monuments and Archaeological Areas Act 1979; or (iii) any archaeological site.	(b) in or adjacent to Wales, the National Assembly for Wales and the Royal Commission on Ancient and Historical Monuments in Wales.		its Environmental Impact Assessment scoping opinion for the Scheme. Meetings have taken place with Historic England as the design of the Scheme has developed.
15.	Works affecting: (i) a conservation area designated under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or (ii) an area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979.	15. (i) and (ii). For works – (a) in England, Historic England; and (b) in Wales, the National Assembly for Wales.	Historic England	For information about consultation with the Historic England, please refer to category 14 above.
16.	Works affecting a garden or other land of historic interest registered pursuant to section 8C of the Historic Buildings and Ancient Monuments Act 1953.	16. For works – (a) in England, Historic England; and (b) in Wales, the National Assembly for Wales	Not applicable	Not applicable
17.	Works affecting; (i) a site of special scientific interest of which notification has been given or has effect as if given under the Wildlife and Countryside Act 1981; (ii) an area within 2 kilometres of such a site of special scientific interest and of which notification has been given to the local planning authority; or (iii) land declared to be a national nature reserve under section 35 of the Wildlife and Countryside Act 1981; or a marine	For works – (a) in or adjacent to England, Natural England; and (b) in or adjacent to Wales, the Countryside Council for Wales	Natural England	Natural England was formally consulted at both phases of consultation and as part of the Environmental Scoping Report. The Department for Transport consulted with Natural England in order to help formulate its Environmental Impact Assessment scoping opinion for the Scheme. Meetings have taken place with Natural England as the design of the Scheme has developed.

APPENDIX 1 – CONSULTATION REPORT SCHEDULE 5

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

SCHEDULE 5 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

	Authority sought for:	Documents to be served on:	Proposed recipients:	Scheme development and design consultation
	nature reserve designated under section 36 of that Act.			
18.	Works affecting a National Park or an Area of Outstanding Natural Beauty.	For works- (a) in England, the Countryside Agency; and (b) in Wales, the Countryside Council for Wales	Not applicable	Not applicable
19.	Works which are either: (i) within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or (ii) within 800 metres of any other royal palace or royal park and which are likely to affect the amenity or security of that palace or park.	The Secretary of State for Culture, Media and Sport.	Not applicable	Not applicable
20.	Works which are within 250 metres of land which: (i) is, or has been within 30 years immediately prior to the date of the application, been used for the deposit of refuse or waste; or (ii) has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area.	The Environment Agency.	Not applicable	Not applicable
21.	The carrying out of an operation requiring hazardous substances consent under the Planning (Hazardous Substances) Act 1990	The hazardous substances authority as defined in that Act and the Health and Safety Executive.	Not applicable	Not applicable

APPENDIX 1 – CONSULTATION REPORT SCHEDULE 5

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

SCHEDULE 5 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

	Authority sought for:	Documents to be served on:	Proposed recipients:	Scheme development and design consultation
22.	Works not in accordance with a development plan and which either - (i) involve the loss of not less than 20 hectares of agricultural land of grades 1, 2 and 3a (in aggregate); or (ii) taken with the other associated works cumulatively involve the loss of not less than 20 hectares of such land.	For works – (a) in England, the Secretary of State for Environment, Food and Rural Affairs; and (b) in Wales, the National Assembly for Wales.	The Secretary of State for Environment, Food and Rural Affairs	For information about consultation with the recipients, please refer to category 5 above.
23.	(i) Works which would affect the operation of any existing railway passenger or tramway services provided under statutory powers; or (ii) the construction of a new railway for the provision of public passenger transport, or of a new tramway.	Passenger Focus or the London Transport Users Committee as the case may require.	Passenger Focus	Passenger Focus was formally consulted at both stages of consultation.
24.	Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon its abandonment or demolition.	Office of Road and Rail	Office of Road and Rail	Office of Road and Rail was formally consulted at both stages of consultation.
25.	Works to construct new railways to which any regulatory provisions in the Railways Act 1993 would apply or provisions to amend existing powers in relation to railways subject to such regulation.	Office of Road and Rail	Office of Road and Rail	For information about consultation with the Office of Road and Rail, please refer to category 24 above.
26.	The right of a person providing transport services to use a transport system belonging to another.	The operator of the relevant transport system.	Not applicable	Not applicable

APPENDIX 1 – CONSULTATION REPORT SCHEDULE 5**THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992****SCHEDULE 5 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS**

	Authority sought for:	Documents to be served on:	Proposed recipients:	Scheme development and design consultation
27.	Works affecting land in which there is a Crown interest	The appropriate authority for the land within the meaning of section 25(3).	The Treasury Solicitor	The Treasury Solicitor has been consulted about the Scheme.
28.	Works to be carried out in Greater London.	The Mayor of London	Not applicable	Not applicable

APPENDIX 2 – CONSULTATION REPORT SCHEDULE 6

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

SCHEDULE 6 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

Appendix 2 – Consultation Report Schedule 6

	Authority sought for:	Documents to be served on:	Proposed recipients:	Project development and design consultation
1.	Works affecting the foreshore below mean high water spring tides, tidal waters or the bed of, or subsoil beneath, tidal waters (except where the land affected by the works falls within category 17 of Schedule 5).	For works – (a) in or adjacent to England, Natural England; and (b) in or adjacent to Wales, the Countryside Council for Wales.	Not applicable	Not applicable
2.	Works affecting the banks or the bed of, or the subsoil beneath a river.	The Crown Estate Commissioners; and (except where the land affected falls within category 17 of Schedule 5) for works – (a) in England, Natural England; and (b) in Wales, the Countryside Council for Wales	The Crown Estate Commissioners Natural England	The Crown Estate Commissioners were formally consulted at both stages of consultation. For information about consultation with Natural England, please refer to category 17 of Schedule 5 at Appendix 1.
3.	Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving that inland waterway, canal or inland navigation.	Any organisation (other than the Inland Waterways Association and the National Association of Boat Owners) upon which the Secretary of State has required the applicant to serve notice, as appearing to the Secretary of State to represent a substantial number of persons using the inland waterway, canal or inland navigation in question; and (except where the land affected falls within category 17 of Schedule 5) for works – (a) in England, Natural England; and (b) in Wales, the Countryside Council for Wales.	Canal & River Trust Natural England	For information about consultation with Canal & River Trust, please refer to categories 3 and 4 of Schedule 5 at Appendix 1 and for Natural England, category 17 of Schedule 5 at Appendix 1.

APPENDIX 2 – CONSULTATION REPORT SCHEDULE 6

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

SCHEDULE 6 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

	Authority sought for:	Documents to be served on:	Proposed recipients:	Project development and design consultation
4.	Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.	The navigation authority for any adjoining waterway (if different from the navigation authority for the harbour area) and the conservancy authority for any adjoining waterway.	Not applicable	Not applicable
5.	Works which would, or would apart from the making of the order, require a consent to the discharge of water into waters or onto land under Chapter 2 of Part 3 of the Water Resources Act 1991.	The Environment Agency.	The Environment Agency	For information about consultation with the Environment Agency, please refer to categories 2, 3, 4, 5, 6, and 20 of Schedule 5 at Appendix 1.
6.	Works likely to affect the volume or character of traffic entering or leaving – (i) a special road, a trunk road; or (ii) any other classified road.	(i) For works - (a) in England, the relevant highway authority and; (b) in Wales, the National Assembly for Wales. (ii) The relevant highway authority.	Kirklees Council	For information about consultation with Kirklees Council, please refer to category 9 of Schedule 5 at Appendix 1.
7.	The construction of a transport system involving the placing of equipment in or over a road (except a level crossing).	Owners and occupiers of all buildings which have a frontage on, or a private means of access which first meets the road at, the part of the road in or over which equipment is to be placed, other than those on whom a notice has been served pursuant to rule 15(1).	Kashif Mughal & Aneeqa Ali of 17 Whitacre Street, Deighton, Huddersfield HD2 1LX Robert Michael Plows & Margaret Plows of 19 Whitacre Street, Deighton, Huddersfield HD2 1LX Richard Fisher of 16 Shire Road Morley Leeds LS27 0QL Beverley Fletcher of 37 Horton Street Heckmondwike WF16 0LL	The owners/occupiers were formally consulted at both stages of consultation.

APPENDIX 2 – CONSULTATION REPORT SCHEDULE 6

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

SCHEDULE 6 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

	Authority sought for:	Documents to be served on:	Proposed recipients:	Project development and design consultation
8.	Works affecting any land on which there is a theatre as defined in section 5 of the Theatres Trust Act 1976 (interpretation)	The Theatres Trust.	Not applicable	Not applicable
9.	The modification, exclusion, amendment, repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein.	The person upon whom such protection or benefit is conferred, or the person currently entitled to that protection or benefit.	<p>Kirklees Council</p> <p>Canal & River Trust</p> <p>Network Rail</p> <p>Joanne Travers of 2 Glenfield Avenue, Huddersfield HD2 1UG</p> <p>Together Housing Association of Bull Green House, Bull Green, Halifax HX1 2EB</p> <p>Zofia Barbara Muraska of 8 Lilac Court, Huddersfield HD2 1GY</p> <p>The Occupier of 1 Lilac Court, Huddersfield HD2 1GY</p> <p>The Occupier of 2 Lilac Court, Huddersfield HD2 1GY</p> <p>The Occupier of 3 Lilac Court, Huddersfield HD2 1GY</p> <p>The Occupier of 4 Lilac Court, Huddersfield HD2 1GY</p> <p>The Occupier of 5 Lilac Court, Huddersfield HD2 1GY</p> <p>The Occupier of 6 Lilac Court, Huddersfield HD2 1GY</p>	<p>For information about consultation with Canal & River Trust, please refer to categories 3 and 4 of Schedule 5 at Appendix 1 and for Kirklees Council, please refer to category 9 of Schedule 5 at Appendix 1.</p> <p>The owners/occupiers were formally consulted at both stages of consultation.</p>

APPENDIX 2 – CONSULTATION REPORT SCHEDULE 6

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

SCHEDULE 6 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

	Authority sought for:	Documents to be served on:	Proposed recipients:	Project development and design consultation
			<p>The Occupier of 7 Lilac Court, Huddersfield HD2 1GY</p> <p>The Occupier of 9 Lilac Court, Huddersfield HD2 1GY</p> <p>The Occupier of 10 Lilac Court, Huddersfield HD2 1GY</p> <p>The Occupier of 11 Lilac Court, Huddersfield HD2 1GY</p> <p>The Occupier of 12 Lilac Court, Huddersfield HD2 1GY</p>	
10.	The compulsory purchase of ecclesiastical property (as defined in section 12(a) of the Acquisition of Land Act 1981).	The Church Commissioners	Not applicable	Not applicable
11.	Works in Greater London or a metropolitan county.	The relevant Fire and Rescue Authority within the meaning of Part 1 of the Fire and Rescue Services Act 2004 and the relevant Police Authority within the meaning of Part 1 of the Police Act 1996.	<p>West Yorkshire Fire and Rescue Service</p> <p>Police and Crime Commissioner for West Yorkshire</p>	The recipients were formally consulted at both stages of consultation.
12.	The right to monitor, survey or investigate land (including any right to make trial holes in land).	Every owner or occupier of the land, other than an owner or occupier named in the book of reference as having a right or interest in or over that land.	Any owner or occupier of the land other than an owner or occupier named in the book of reference as having a right or interest in or over that land	Phases 1 and 2 of the public consultation were widely publicised and through this consultation, the impacts of the Scheme were explained. Engagement with the public will continue throughout the duration of the Scheme.
13.	Works or traffic management measures that would affect services provided by a universal service provider in connection with the provision of a universal postal service	Every universal service provider affected.	Royal Mail	For information about consultation with Royal Mail, please refer to category 12 of Schedule 5 at Appendix 1.

APPENDIX 2 – CONSULTATION REPORT SCHEDULE 6

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

SCHEDULE 6 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

	Authority sought for:	Documents to be served on:	Proposed recipients:	Project development and design consultation
	and relating to the delivery or collection of letters.			
14.	Works in an area of coal working notified to the planning authority by the British Coal Corporation or the Coal Authority	The holder of the current licence under section 36(ii) of the Coal Industry Nationalisation Act 1946 (savings as to certain coal) or under Part 2 of the Coal Industry Act 1994 (licensing of coal mining operations)	Not applicable	Not applicable
15.	Works for which an environmental impact assessment is required.	For works – (a) in England, the Department for Digital, Culture, Media and Sport; and (b) in Wales, the Design Commissioner for Wales	Department for Digital, Culture, Media and Sport	The recipient was consulted about the Scheme.
16.	The compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings.	Any person, other than a person who is named in the book of reference described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965 if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent enquiry.	Any person who is likely to have a claim under section 10 of the Compulsory Purchase Act 1965.	Phases 1 and 2 of the public consultation were widely publicised and through this consultation, the impacts of the Scheme were explained. Engagement with the public will continue throughout the duration of the Scheme.

APPENDIX 3 – List of Consultees – Technical and Public

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Appendix 3 – List of Consultees – Stakeholder and Public

Environment Agency

Canal & River Trust

Inland Waterways Association

National Association of Boat Owners

Secretary of State for Environment, Food and Rural Affairs

Kirklees Council

The Auto-Cycle Union

British Horse Society

The Byways and Bridleways Trust

Open Spaces Society

Ramblers' Association

British Driving Society

Cyclists' Touring Club

Peak and Norther Footpath Society

Royal Mail

The Coal Authority

Historic England

Natural England

Health and Safety Executive

Passenger Focus

Office of Road and Rail

The Crown Estate Commissioners

Secretary of State for Transport (for the attention of the Highways Agency)

West Yorkshire Fire and Rescue Service

Police and Crime Commissioner for West Yorkshire

APPENDIX 3 – List of Consultees – Technical and Public

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Mirfield Town Council

Kirkburton Parish Council

The Church Commissioners

West Yorkshire Fire and Rescue Service

Police and Crime Commissioner for West Yorkshire

Design Council

CenturyLink – telecoms

City Fibre – telecoms

National Grid – electricity

Norther Gas Networks – gas

Northern Powergrid – electricity

Openreach BT – telecoms

Virgin Media – telecoms

Vodafone – telecoms

Yorkshire Water

Members of the local community and the wider public

Action for Yorkshire Transport

Freight operating companies

Train operating companies

Huddersfield Civic Society

Kirklees Council Ward Councillors

Leeds City Council

Leeds City Region Enterprise Partnership

Mid Yorkshire Chamber of Commerce

Railfuture Yorkshire Branch

APPENDIX 3 – List of Consultees – Technical and Public

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Rail North Partnership

The Halifax and District Rail Action Group on the Calder Valley Line

Transport for North

University of Huddersfield

West and North Yorkshire Branch of Campaign for Better Transport

West and North Yorkshire Chamber

West Yorkshire Combined Authority

APPENDIX 4 – Approach to Consultation**THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992****Appendix 4 – Approach to Consultation*****Introduction***

Network Rail is developing plans to upgrade the rail network between Huddersfield and Westtown (Dewsbury) (“the scheme”). The upgrades will increase capacity, improve reliability and accessibility, and reduce journey times, both within this corridor, and along the Transpennine route between Manchester, Leeds and York. The Transpennine Route Upgrade is part of the [Great North Rail Project](#) (“the programme”).

The intent of the scheme is to upgrade the majority of the 13-kilometre stretch of railway to four tracks. To accommodate the additional tracks, there is a requirement to modify stations and infrastructure on the route. The stations are: Huddersfield station, Deighton station, Mirfield station and Ravensthorpe station.

A new grade separated junction will be required at Ravensthorpe to carry the four-track railway. We propose either a bridge (fly-over) or a tunnel (dive-under) to separate the new tracks going to/from Leeds from those going to/from Wakefield.

The scheme design includes the construction of a new section of railway at Heaton Lodge Junction and between Ravensthorpe and Westtown to support the provision of faster train services.

The scope of the scheme also includes full electrification and an upgraded signalling system.

Network Rail intends to apply to the Secretary of State for Transport for a Transport and Works Act Order (TWAO) for the scheme in autumn 2020.

Network Rail is contacting Kirklees Council in July 2019 to request feedback on its proposed Approach to Community Consultation (AtCC) for the scheme.

This document sets out the plans and programme for community consultation in 2019 and 2020.

We would welcome feedback on the AtCC by 08/08/19. Please send your feedback to: francesca.buckley@atkinsglobal.com

APPENDIX 4 – Approach to Consultation

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Community Consultation

This document outlines Network Rail's approach to consulting the local community and interest groups on the scheme before we submit the TWAO application.

Network Rail assesses each scheme requiring a TWAO on a case-by-case basis to determine the level of consultation needed to support the process. Key considerations include:

- The location of the scheme within the residential corridor between Huddersfield and Westtown (Dewsbury). There are residential and business properties surrounding the scheme, as well as green spaces associated with the river setting.
- It is anticipated that the changes to the stations on the route (including the historic Huddersfield station), the construction of new sections of railway at Heaton Lodge Junction and Ravensthorpe, and a grade separation at Ravensthorpe have the potential to generate local interest.

With the points above in mind, Network Rail will carry out a community consultation. This consultation will take place in autumn 2019, with a second round of consultation and/or information events planned for spring 2020.

We wish to share our AtCC with Kirklees Council, in an effort to secure feedback regarding the proposed strategy. We would be especially keen to receive any insights around the areas we plan to target and the relevant interest groups in the region, as part of the development of a comprehensive non-statutory stakeholder list.

The purpose of community consultation is to inform local people as well as interested stakeholders about the overall scheme, so they have an opportunity to help shape the final plans by providing feedback on any issues they would like addressed by the scheme. There will be five stages within the community consultation process. These include:

- Launching the plans to consultees and engaging in an open, transparent and meaningful way;
- Collating comments from the public, community groups and stakeholders;
- Reviewing feedback from all consultees and grouping responses into themes/actions;
- Making amendments to the scheme, if feasible, in response to consultation responses; and
- Reporting back on the changes made.

We will consult people living in the vicinity of the scheme who are likely to have an interest. We will directly publicise the consultation to those living within one kilometre of the railway. Furthermore, the community consultation is open to anyone with an interest and we will advertise the consultations in the local media, so as many people as possible are made aware of the plans.

APPENDIX 4 – Approach to Consultation

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

In addition to community consultation, we will consult with statutory TWAO consultees. Statutory consultees include those whose land is impacted by the scheme, as well as local and national statutory authorities. They are included in a separate, statutory engagement process however, they will also be invited to engage in all wider consultation activities.

Consultation activity

Phase One of the consultation will focus on the following aspects of the proposal:

- Overview of the scheme design;
- Overview of the scheme benefits;
- The views of members of the public; and
- Timeline for the application process and the commencement of construction.

Phase Two of the consultation will focus on:

- Feedback from the first phase of consultation;
- Emerging environmental findings; and the
- Construction plan.

A range of consultation tools and techniques will be used to help engage stakeholders and the local community. These include:

- The distribution of invitations to promote the scheme and consultation to those within one kilometre of the railway;
- Paid-for media adverts to promote the consultation and the events;
- Press releases and a bespoke media briefing;
- A series of consultation events with discipline experts across the affected areas, featuring information boards and visuals;
- A leaflet providing scheme information and guidance on how to contribute to the consultation process, to be displayed at the consultation events and in Kirklees Council offices and Huddersfield Library;
- A dedicated webpage on the Network Rail website containing information about the scheme and access to the consultation hub:
<http://www.networkrail.co.uk/TranspennineEngagement>
- A3 posters for display at local libraries and railway stations promoting the consultation and events; and
- An information event in spring 2020 before submission of the TWAO.

APPENDIX 4 – Approach to Consultation

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Programme

The following timeline sets out the indicative consultation programme. This takes into account bank holidays and major school holidays, at which time community consultation will not take place. The programme may change over the lifetime of the scheme as the detail of the scheme evolves.

Proposed date	Activity
Autumn 2019	<p>Community consultation – Phase One</p> <p>Meetings with councillors and stakeholders as requested.</p> <p>Press announcements.</p> <p>Postcard invitation to consultation events and community posters.</p> <p>Paid-for adverts in local media.</p> <p>Scheme and consultation information on website.</p> <p>Public exhibitions in Huddersfield, Birkby/Fartown (near Hillhouse), Deighton and Bradley, Mirfield and Ravensthorpe, including leaflets about the scheme and visuals.</p> <p>Parish Council briefings as required.</p> <p>Local interest group briefings as required.</p>
Winter 2019	<p>Analysis of consultation feedback</p> <ul style="list-style-type: none"> ▪ Assess feedback about the plans. <p>Assess responses to inform the scheme design.</p> <p>Development of final design incorporating appropriate mitigation measures.</p>
Spring 2020	<p>Community consultation and/or information events – Phase Two</p> <p>Meetings with councillors and stakeholders as requested.</p> <p>Meetings with members of the community and local residents.</p>

APPENDIX 4 – Approach to Consultation

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Spring 2020	Pre-submission public information events Press announcements. Community posters. Paid-for adverts in local media. Scheme and TWAO information on website. Public exhibitions to be confirmed following feedback from Phase 1.
Autumn 2020	Submission of application Update website. Notifications to be issued to statutory and non-statutory consultees.
Early 2021	Public Inquiry (if applicable).

Consultation feedback

Consultees will be able to submit feedback in various ways:

- Online via www.networkrail.co.uk/TranspennineEngagement, as well as via email at: TranspennineEngagement@networkrail.co.uk;
- By post to the Huddersfield to Westtown (Dewsbury) consultation FREEPOST address; and
- Hard copies of the questionnaires will be available at the consultation events.

In autumn 2019, information about the scheme will be made available for consultation. A deadline date will be shared on the consultation literature so that consultees are aware of the timeframe for responding – a period of at least one month will be given from the start of the consultation process.

We will collate the consultation feedback and review comments. We have allocated an analysis period following the consultation, which will provide sufficient time to fully assess the comments and, where appropriate, modify the scheme.

Reporting consultation feedback

The findings of the pre-application consultation will be documented as part of our formal submission of a Transport and Works Act Order. The submission will set out:

- All consultation activity undertaken.
- Overview of the feedback submitted.
- Information on how we have responded to comments made.

APPENDIX 4 – Approach to Consultation

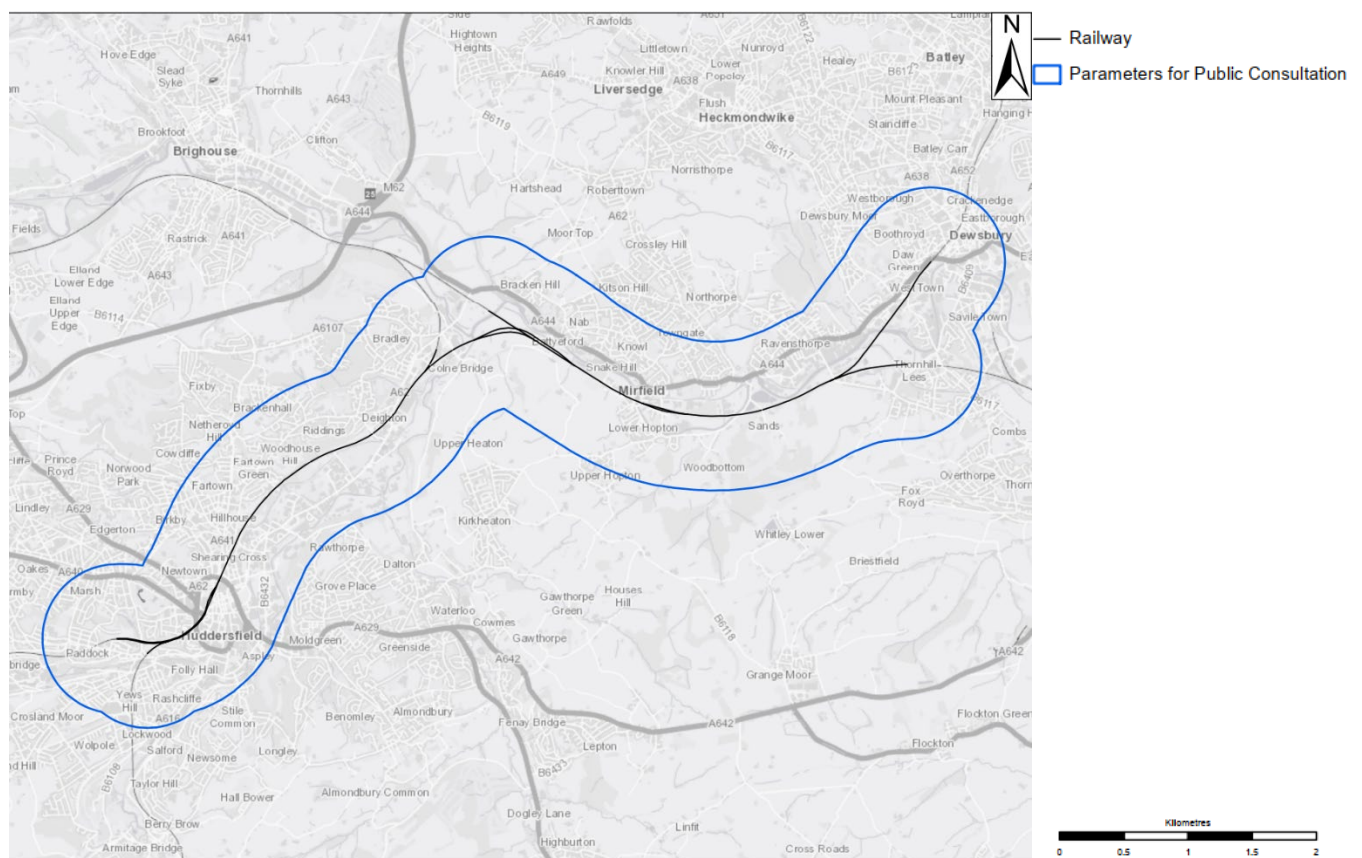
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Target consultation area: map

The geographical extent of the communities we propose to consult is shown in the consultation map below. Following your feedback and possible amendments, we will develop address lists for these areas and distribute relevant collateral via Royal Mail.

We also recognise that people living outside this area will have an interest in the scheme and we will make efforts to inform the wider communities of the consultation through media releases and advertising, so they can also feedback comments via on-line channels or at events.

Figure 2 - Proposed consultation invite area map



Key: Boundary areas for the community consultation.

Consultees within the target area will be notified through direct mail.

Relevant consultees outside of this area will be notified of the consultation through ward councillors, news releases, and online information

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Appendix 5 – Stakeholder Phase 1b

Item	Theme	Issues raised by consultee	Network Rail's position
1	Construction impacts – road closures	Consultee: Kirkburton Parish Council (“the Parish Council”) The Parish Council welcomes the proposals and sees the Huddersfield to Westtown (Dewsbury) Scheme (“the Scheme”) as an improvement to the existing rail services. The Parish Council has requested that any closure of Colne Bridge Road be kept to a minimum during the construction period as it will have an impact on drivers from the Deighton area of Huddersfield into Kirkheaton/Flockton and beyond.	Detailed mitigations regarding impacts on the local highway network will be formally agreed with Kirklees Council (“the Council”) as part of the Planning Conditions and a Traffic Management Plan (TMP) and a Travel Plan is a recommended Planning Condition. Network Rail has and will continue to engage with the Council regarding the Planning Conditions.
2	Construction impacts – local highways	Consultee: Royal Mail Royal Mail asked for more information about the impacts of the Scheme on local highways, including a number of roads and bridge closures and also temporary diversions.	Network Rail provided Royal Mail with as much detailed information as was possible at that stage in the design (Phase 1b consultation) and met with Royal Mail to discuss the Scheme proposals. The most detailed information was provided in October 2020 at the Stakeholder Engagement Phase. Network Rail will continue to engage with Royal Mail to discuss the potential impacts the Scheme may have on its services and will endeavour to minimise them, wherever practicable.
3	Construction impacts - traffic and transport	Consultee: Canal & River Trust (“the Trust”) – the feedback relates to the Environmental Scoping Report, Chapter 13 Traffic and Transport The potential impact on the bridges during the works should form part of the Environmental Impact Assessment (EIA) and the load restrictions on bridges, should be considered. Any new temporary bridge should also be assessed as part of the EIA.	In considering load restrictions imposed on bridges, these are identified and incorporated into the construction methodology by Network Rail and are not considered directly in the EIA. However, the load restrictions will be stated as a restriction in the TMP that is a recommended Planning Condition which will be submitted to and agreed by the Council before works can commence. However, the EIA assessment does consider the effects on bridges from construction traffic where appropriate, whether it is considering the setting of listed or non-designated structures for heritage or potential ecological constraints identified. Network Rail has and will continue to engage with the Trust for the duration of the Scheme.
4	Construction impacts on bridges	Consultee: Canal & River Trust The Trust has stated that several bridges will carry construction traffic over them during the construction period and that some of these structures carry weight restrictions which will have to be adhered to.	During the ongoing engagement with the Trust, and to assist in Network Rail's planning of construction routes, discussions have taken place regarding weight restrictions for bridges carrying the public highway the Trust is bridge authority for, and it is agreed that weight restrictions will apply. Network Rail will be carrying out structural assessments on some bridges and this information will be shared with the Trust.
5	Construction impacts from construction compounds	Consultee: Canal & River Trust	Protection of all watercourses is considered in the Environmental Statement (ES) – see Volume 2i: Scheme Wide Assessment: Chapter 11 Water Environment. During construction, it is identified

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

		Both the canal and culvert would need to be protected to ensure no sediment run off from the construction compound of fuel spillages, dust etc, enters the waterway.	that watercourses will be protected through implementation of a Pollution Prevention and Incident Control Plan (PPICP). The PPICP forms part of the Code of Construction Practice (CoCP) and will be submitted and approved with the Council before works can commence. It will amongst other items consider the potential for sediment runoff and fuel spillage. The issue of dust escape comes directly under the management of the Nuisance Management Plan (NMP) that is also an environmental plan authorised through the CoCP.
6	Design	Consultee: Kirkburton Parish Council The Parish Council wants members of the public to be discouraged from jumping from the bridge at Colne Bridge Road on to the railway tracks, and has asked for the design to take this in to consideration, although acknowledging that it is difficult to stop this happening completely.	As part of the design and in line with Network Rail's standards, the bridge will be constructed with parapets of 1.8m in height and this is to make sure that members of the public on the bridge do not come into contact with the overhead line electrification equipment. As part of the design process, and in order to include suitable mitigation measures to prevent trespass and suicide, Network Rail has consulted with the British Transport Police and Network Rail's asset managers to identify areas of high risk along the route in relation to trespass, vandalism and suicide.
7	Design	Consultee: Canal & River Trust Due to upgrade works to Bridge 2 over the Huddersfield Broad Canal, it is likely that a new deck would need to be installed to accommodate the extra tracks. The Trust would not accept any reduction in headroom beneath the structure over the towpath or navigation.	The Scheme proposes to replace the existing southern deck with a standard Network Rail bridge deck to allow for the new fast lines and it is proposed that the new span is constructed to the same soffit level as the existing.
8	Design	Consultee: National Association of Boat Owners The existing navigation and towpath use should not be inhibited by change in alignment, head room or width during the construction of the Broad Canal Crossing and the Ravensthorpe viaduct.	During the construction of Huddersfield Broad Canal and Ravensthorpe viaduct there will be potential impacts to canal users. Network Rail will endeavour to agree targeted periods for all construction operations to mitigate disruption so far as is reasonably practicable. Where the occupation of the towpath is required to facilitate construction, Network Rail will endeavour to maintain a safe walking route for pedestrians, however temporary closures will be required where it is not possible to do so. To facilitate the construction of Ravensthorpe viaduct there will be a temporary crossing required over the canal allowing construction vehicles to access the landfill site from Forge Lane. The crossing will be designed in accordance with Canal & River Trust standards and will not compromise or inhibit the navigation of canal users other than temporary inconvenience during installation and removal. The phasing of the construction will be developed with detailed design

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

			and all work will be planned to achieve minimum disruption to canal users as far as is practicably possible. Once completed, the Ravensthorpe Viaduct does not affect the towpath or canal headroom or width.
9	Design	<p>Consultee: Canal & River Trust</p> <p>The new viaduct spanning the canal and River Calder (south of Bridge 29) will span both the canal and river. This structure has the potential to have a significant impact on the canal corridor, both structurally and visually. Any new crossing should follow the principles set out in the Trusts HS2 guidance on bridge structure.</p>	Network Rail has reviewed the HS2 guidance principles on bridge structure and has presented and discussed with the Trust which principles are acceptable to the Scheme in light of the differences between this Scheme and HS2. Network Rail has met regularly with the Trust to present and discuss updates to the design, and where feedback has been given, this has been considered, and where feasible, it has influenced the design.
10	Design	<p>Consultee: Health and Safety Executive (HSE)</p> <p>There is not sufficient information available to determine whether HSE are responsible for health and safety in certain areas of the Scheme and once the final plans are determined, the HSE would like to be kept up to date.</p>	Network Rail has consulted with HSE at Phase 2 stakeholder consultation and during engagement events in October 2020. HSE is served a copy of the Application and accompanying documents, as stated under Rule 13 of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006.
11	Design	<p>Consultee: Design Council</p> <p>The Design Council acknowledged receipt of the consultation pack and requested information regarding the objectives of the Council reviewing the information provided.</p>	A response was given explaining that Network Rail was at option selection stage for the design and construction of the Scheme and that a Transport and Works Act Order (“the Order”) would be submitted to the Secretary of State for Transport (SoS) in due course. We requested feedback from the Design Council which would be considered, and where feasible, have some influence on the proposals. An offer was made to provide design drawings or a meeting in order to discuss the Scheme further.
12	Engagement with stakeholders	<p>Consultee: Kirklees Council</p> <p>The Council strongly supports the aims of the Transpennine Route Upgrade (TRU) programme and the Scheme. The Council requests that as the Scheme develops, full and proper engagement continues between Network Rail, the West Yorkshire Combined Authority (“the Combined Authority”), business owners, residents and all other key stakeholders.</p>	Network Rail is committed to continued consultation and engagement with all stakeholders. A monthly working group was set up with the Council, the Combined Authority and Transport for North in January 2019 to update all parties on the design and progress of the Scheme and these meetings continue. Network Rail has carried out two phases of public consultation in September 2019 and March 2020 and a public engagement event in October 2020. Engagement/consultation started with landowners in August 2019 and discussions with them is iterative. The CoCP (as part of the Planning Conditions which are submitted to and approved by the Council) will include an External Communications programme.
13	Enhanced involvement into key decisions relating to TRU	<p>Consultee: Kirklees Council</p> <p>The Council to date has had limited sight of and input into key decisions in relation to TRU. The Council is seeking an enhanced role on TRU through Transport for North so that both parties can ensure that the proposed improvements can be planned and delivered in a way that is appropriate to the region and the north of England.</p>	In relation to the Scheme, the Council is a key stakeholder and consultation/engagement has been and will continue to be iterative. Regarding the wider TRU programme and remit, Network Rail's client is the Department for Transport (DfT), from which scope and client requirements are received. Therefore, any requests for more key decision making in the TRU programme should be made directly

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

			to the DfT. Nevertheless, Network Rail will continue to keep the Council informed of wider issues relating to the TRU programme.
14	Accessible stations	Consultee: Kirklees Council All stations on the Transpennine route should be made accessible and the Council requests that Network Rail prioritises its funding and resources to make the whole route accessible.	The Order will include works to all four stations included in the Scheme (Huddersfield, Deighton, Mirfield and Ravensthorpe) and these works will include provide step free access. The scope of the Order does not include in its remit stations outside of the footprint of the Scheme and therefore this report does not address the scope of stations outside of the four within the area of the Scheme.
15	Station facilities	Consultee: Kirklees Council: The Council would expect an appropriate number and size of station facilities and these should be provided at the forecast level of footfall rather than the current levels.	Stations are placed in one of eight categories, which are influenced by the volume, value and type of traffic they handle. This in turn reflects the facilities that a station should provide. The station facilities in the Scheme reflect the current category for each station, however the classification is reviewed, when appropriate.
16	Station facilities	Consultee: Kirklees Council All possible options should be explored to further decarbonise the rail network to help reduce the impact on the environment. Any car parking work should make provision for charging points as part of the Scheme. The Council understands that the DfT has stated that charging points should be part of the Scheme's remit. The level of cycle storage should not be reduced as part of the Scheme and if opportunities arise where additional secure cycle parking could be provided, then this should be identified.	The DfT has not included charging points in the Scheme's remit, and as such they are not included in the design of stations. However, passive provision has been made in the electrical design of all stations so that a third party could install charging points in the future. Consideration of the carbon footprint has formed part of the design process, and where feasible and practicable, low carbon options have been developed. In terms of cycle parking, the Scheme's remit is to provide like for like replacement of existing facilities, therefore all stations in the Scheme's footprint will be reinstated with the existing cycle parking facilities.
17	Service patterns	Consultee: Kirklees Council The Council has asked for greater clarity on what the TRU will provide in terms of capability and capacity of train services.	Between Manchester and York there will be capacity to run six fast 'inter-urban' trains every hour, as well as two local 'stopping' services every hour, in both directions. The trains will be longer too, meaning there will be more than three times the number of seats going between Manchester and York every hour than compared with those at present. The actual service pattern this is based upon is still to be determined and Network Rail will continue to engage with the Council on this matter.
18	Disruption to the operational railway during construction	Consultee: Kirklees Council The Council has requested that Network Rail share its strategy on how it will manage rail passengers on train services that are affected during the construction period.	Network Rail, along with its rail industry partners, are committed to working with affected parties regarding the potential disruption to the operational railway and how best to manage the railway when some services are not running. This will be a mix of trains using diversionary routes, and high-quality coaches. This plan is being developed and stakeholders will be briefed as it develops. We have already carried out some research with Transport Focus on passengers' attitudes and preferences towards disruption, with the findings of this research feeding a passenger handling plan.

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

19	Leeds Station capacity	<p>Consultee: Kirklees Council</p> <p>Leeds Station has become increasingly become a problem and bottleneck, not only causing issues on the current timetable but limiting any future enhancements in the region and the North, including the delivery of urgently needed longer trains and other existing franchise commitments on the train operating companies. The Council asks Network Rail to prioritise work on resolving the capacity issues at Leeds which play a key role in narrowing the productivity gap, strengthening and rebalancing the national economy.</p>	The scope of the Order does not include in its remit Leeds Station but the feedback from the Council has been sent to the wider TRU programme team in Network Rail.
20	Water quality and flood risk	<p>Consultee: Environment Agency (EA)</p> <p>Flood Risk Activity Permit the Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:</p> <ul style="list-style-type: none"> • on or within 8 metres of a main river (16 metres if tidal) • on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal) • on or within 16 metres of a sea defence • involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert • in a floodplain more than 8 metres from the riverbank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission <p>Network Rail should not assume that a permit will automatically be forthcoming once planning permission has been granted.</p>	Network Rail has consulted in detail with the EA about the Scheme as the design has developed. If the Order is made, although formal consents or permits are not required, the EA retains protective provisions that require Network Rail to engage with the EA over specific elements of the Scheme as the detailed design progresses.
21	Water quality and flood risk	<p>Consultee: Canal & River Trust – feedback relates to the Environmental Impact Assessment, Chapter 10 Water Quality and Flood Risk</p> <p>The details of how any water is to be captured, treated and disposed of should be considered especially where crossings of the canal could allow for spillage or run-off directly into the canal. Similarly, regard would need to be given to run-off and surface water discharge from the construction compounds. Any impacts on the canal from drainage or flood risk should be included within the EIA as this could affect both water quality and quantity and have a wider impact on the Trust's network.</p>	<p>The EIA considers the points made by the Trust and the impacts and mitigation measures are reported in the ES - Volume 2i: Scheme Wide Assessment: Chapter 11 Water Environment.</p> <p>Protection of all watercourses is considered in the ES in Volume 2i: Scheme Wide Assessment: Chapter 11 Water Environment. During construction it is identified that watercourses will be protected through implementation of a Pollution Prevention and Incident Control Plan (PPICP) which forms part of the CoCP. It will amongst other items consider the potential as may be required, for sediment runoff, over-pumping and sediment treatment, and fuel spillage.</p>

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

		The Trust is not a land drainage authority and such discharges to the waterways are not granted as of right; where they are granted they will be subject to the completion of a commercial agreement.	Network Rail notes the comment on gaining agreement for any formal requirement to discharge into the canal network.
22	Waste and minerals	Consultee: Environment Agency Treatment or deposit of waste material will need to be carried out in accordance with Environmental Permitting regime.	Network Rail concurs that the treatment or deposit of waste material will be carried out in accordance with the Environmental Permitting regime.
23	Environmental Impact Assessment (EIA)	Consultee: Natural England It is important for the EIA to consider the potential cumulative effects of the Scheme, including all supporting infrastructure, with other similar proposals and a thorough assessment of the 'in combination' effects of the proposed development with any existing development and current applications. A full consideration of the implications of the whole Scheme should be included in the ES.	The cumulative effects of the Scheme as outlined by Natural England are considered in the ES, both in a standalone chapter and in the route section reports, where applicable – see Volume 2i: Scheme Wide Assessment: Chapter 22 Scheme Wide Cumulative Effects and Volume 2ii: Route Section Assessments: Chapter 22 Route Section Cumulative Effects.
24	Biodiversity and geology (Ecological aspects of an ES)	Consultee: Natural England Natural England advises that the potential impacts of the Scheme upon features of nature conservation interest and opportunities for habitat creation/enhancement should be included within the EIA in accordance with appropriate guidance on such matters.	Network Rail can confirm that the EIA does consider the potential impacts of the Scheme upon features of nature conservation interest. The EIA identifies significant effects and provides appropriate mitigation, and this may involve realising opportunities for habitat creation. Please refer to the ES - Volume 2i: Scheme Wide Assessment: Chapter 9 Biodiversity for the recommended mitigation measures. In terms of considering ecological enhancement measures, this will be detailed in the committed biodiversity offsetting work that includes 10% enhancement on baseline. However, this process is separate to the EIA as agreed with Natural England. The ES may report some elements of positive gain but it is the intention to complete and report the biodiversity offsetting plus 10% only at the conclusion of the construction period of the project. Network Rail will engage with Natural England during this period.
25	Biodiversity and geology (Internationally and nationally designated sites)	Consultee: Natural England The ES should thoroughly assess the potential for the proposal to affect designated sites. European sites eg. designated Special Areas of Conservation and Special Protection Areas) fall within the scope of the Conservation of Habitats and Species Regulations 2017 (as amended). In addition, paragraph 176 of the National Planning Policy Framework requires that potential Special Protection Areas, possible Special Areas of Conservation, listed or proposed Ramsar sites, and any site identified as being necessary to compensate for adverse impacts on classified, potential or possible Special Protections Areas, Special Areas of Conservation and Ramsar sites be treated in the same way as classified sites.	Network Rail has agreed with Natural England that a standalone Habitats Regulations Assessment report was not required if impacts and effects on European sites were adequately assessed within the reports already being produced. The required text can be reviewed in the ES - Volume 2i: Scheme Wide Assessment: Chapter 9 Biodiversity.

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

		<p>Under Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended), an appropriate assessment needs to be undertaken in respect of any plan or project which is (a) likely to have a significant effect on a European site (either alone or in combination with other plans or project) and (b) not directly connected with or necessary to the management of the site.</p> <p>Should a Likely Significant Effect on a European/Internationally designated site be identified or be uncertain, the competent authority (in this case the Local Planning Authority) may need to prepare an Appropriate Assessment, in addition to considerations of impacts through the EIA process.</p>	
26	Biodiversity and geology (Regionally and locally important sites)	<p>Consultee: Natural England</p> <p>The EIA should consider any impacts upon local wildlife and geological sites. Local sites are identified by the local wildlife trust, geoconservation group or a local forum established for the purposes of identifying and selecting local sites. They are of county importance for wildlife or geodiversity. The ES should therefore include an assessment of the likely impacts on the wildlife and geodiversity of such sites. The assessment should include proposals for mitigation of any impacts and if appropriate, compensation measures.</p>	The EIA considers all potential impacts upon the local wildlife and geological sites. The ES reports on the likely impacts and any required mitigation measures which will be put in place to offset the impacts. Please refer to the ES - Volume 2i: Scheme Wide Assessment: Chapter 9 Biodiversity.
27	Biodiversity and geology (Protected species)	<p>Consultee: Natural England</p> <p>The ES should assess the impact of all phases of the Scheme on protected species (including, for example, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law but advises on the procedures and legislation relevant to such species. Records of protected species should be sought from appropriate local biological record centres, nature conservation organisations, groups and individuals; and consideration should be given to the wider context of the site for example in terms of habitat linkages and protected species populations in the wider area, to assist in the impact assessment.</p>	All surveys recommended by Natural England have been carried out and comply with the relevant legislation in identifying the appropriate protection and mitigation. The findings of these surveys are reported in the ES, along with mitigation measures to offset any impacts to protected species. For the survey data, please refer to the ES – ES Volume 3: Appendices.
28	Biodiversity and geology (Habitats and species of principal importance)	<p>Consultee: Natural England</p> <p>The ES should thoroughly assess the impact of the proposals on habitats and/or species listed as 'Habitats and Species of Principal Importance' within the England Biodiversity List, published under the requirements of S41 of the Natural Environment and Rural Communities (NERC) Act 2006. Section 40 of the NERC Act 2006</p>	<p>Network Rail concurs with the advice given by Natural England and has considered it in the ES – Volume 2i: Scheme Wide Assessment: Chapter 9 Biodiversity.</p> <p>Within the structure outlined the ES reports on the impact of the Scheme on habitats and species listed as 'Habitats and Species of Principal Importance and the mitigation measures in place to offset</p>

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

		<p>places a general duty on all public authorities, including local planning authorities, to conserve and enhance biodiversity.</p> <p>Government Circular 06/2005 states that Biodiversity Action Plan (BAP) species and habitats, 'are capable of being a material consideration...in the making of planning decisions'. Natural England therefore advises that survey, impact assessment and mitigation proposals for Habitats and Species of Principal Importance should be included in the ES. Consideration should also be given to those species and habitats included in the relevant Local BAP.</p>	any impacts – see the ES - Volume 2i: Scheme Wide Assessment: Chapter 9 Biodiversity and Volume 2ii: Route Section Assessments: Chapter 9 Biodiversity.
29	Biodiversity and geology (Habitats and species of principal importance)	<p>Consultee: Natural England</p> <p>Natural England advises that a habitat survey (equivalent to Phase 2) is carried out on the site, in order to identify any important habitats present. In addition, ornithological, botanical and invertebrate surveys should be carried out at appropriate times in the year, to establish whether any scarce or priority species are present. The ES should include details of:</p> <ul style="list-style-type: none"> • Any historical data for the site affected by the proposal (e.g. from previous surveys); • Additional surveys carried out as part of this proposal; • The habitats and species present; • The status of these habitats and species (e.g. whether priority species or habitat); • The direct and indirect effects of the development upon those habitats and species; • Full details of any mitigation or compensation that might be required. 	Network Rail acknowledges the comments made by Natural England on the extent of the ecology surveys and the composition of the ES. Habitats and species of principal importance that are relevant to the Scheme have been assessed on site and reported in the ES. Please refer to the ES Volume 2i: Scheme Wide Assessment: Chapter 9 Biodiversity and Volume 2ii: Route Section Assessments: Chapter 9 Biodiversity, where the assessment is broken down into 6 geographic areas.
30	Biodiversity and geology (Habitats and species of principal importance)	<p>Consultee: Natural England</p> <p>The development should seek, if possible, to avoid adverse impact on sensitive areas for wildlife within the site, and if possible provide opportunities for overall wildlife gain.</p>	<p>The ES identifies where the Scheme is likely to cause adverse impacts without mitigation and provides mitigation in respect of any environmental impacts identified. The output of this process can be reviewed in the ES Volume 2i: Scheme Wide Assessment: Chapter 9 Biodiversity and also Volume 2ii: Route Section Assessments: Chapter 9 Biodiversity.</p> <p>As agreed with Natural England, the ES identifies all ecological impacts through the extensive Phase 1 and Phase 2 surveys – see ES Volume 3: Appendices and where significant ecological impacts are found, recommends appropriate mitigation. TRU (Manchester to Leeds) as a wider programme of work separately commits to biodiversity offsetting with 10% net gain and anticipates that Natural England will be a significant stakeholder in achieving this commitment. However, as agreed with Natural England, this is a separate process to the EIA and will only be fully completed at the end of construction on the Scheme.</p>

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

31	Geology, soil and land contamination	<p>Consultee: Canal & River Trust – feedback relates to the Environmental Scoping Report Chapter 11</p> <p>The Trust requests that any contaminated land assessment and especially any mitigation considers the canal as a sensitive receptor and considered in any conceptual models. The EIA should also consider ground condition in terms of construction work in close proximity to the waterway infrastructure which could potentially adversely affect the structural integrity of the waterway. It is essential that the structural integrity of the canal cutting is not put at risk during the construction works.</p> <p>Works in the vicinity of the waterways, in terms of works to bridges over the canal, use as construction routes or use of land adjacent to the waterways for construction compounds should consider the waterway users as receptors, in particular boaters using the navigations or towpath users.</p>	<p>Network Rail can confirm that all watercourses, including the canal network as may be applicable to the Scheme are included in the assessment for the consideration of contaminated land and the potential mobilisation of contamination in the ES Volume 2i: Scheme Wide Assessment: Chapter 12: Geology, soils and land contamination.</p> <p>The canal and its users have been considered as receptors as part of the EIA, as is applicable to the Scheme, and impacts and mitigation measures are reported in the ES Volume 2i: Scheme Wide Assessment: Chapter 12 Geology, Soils and Land Contamination.</p> <p>There are not predicted to be adverse effects on the structural stability of the canal during the construction period. This is managed through the design of the compounds' access routes and works adjacent to the canal. The design takes into account the local ground conditions and the structural form of the canal walls.</p>
32	Ecology and biodiversity	<p>Consultee: Canal & River Trust – feedback is in relation to the Environmental Scoping Report, Chapter 8 Ecology and Biodiversity</p> <p>Where the Scheme is within close proximity to the Huddersfield Broad Canal and Calder & Hebble Navigation which are designed as County Wildlife Sites, there needs to be consideration for the potential impacts on aquatic floating plantain with the canal, which is particularly susceptible to shading, as well as bat foraging, commuting and roosting along the waterway corridors. In terms of the works to existing structures regard needs to be given to direct roost loss, roost disturbance and bat commuting routes. Canal corridors often form dark heavens for bats in urban areas where they can forage and roost without disturbance from light, which should be protected.</p> <p>Regard also need to be given to nesting birds and other protected species which may be present either on the existing structures or within the construction compounds or where tree removal is required.</p>	<p>Network Rail can confirm that the Biodiversity assessment in the ES takes the potential presence of aquatic floating plantain into consideration as may be applicable and is in discussions with Natural England concerning potential licensing for this species – see ES Volume 2i: Scheme Wide Assessment: Chapter 9: Biodiversity and Volume 2ii: Route Section Assessments: Chapter 9 Biodiversity: Section 6 Ravensthorpe and Westtown.</p> <p>Bat foraging in all potential habitats, including for species of bat that use watercourses to forage, is considered in the ES Volume 2i: Scheme Wide Assessment: Chapter 9 Biodiversity. All relevant structures have been the subject of standard Phase 1 ecology surveys and Phase 2 bat surveys as were required and these surveys support the assessment and any recommended mitigation is identified in the ES Volume 2i: Scheme Wide Assessment: Chapter 9: Biodiversity.</p>
33	Designated landscapes and landscape character (Landscape and visual impacts)	<p>Consultee: Natural England</p> <p>Natural England would wish to see details of local landscape character areas mapped at a scale appropriate to the development site as well as any relevant management plans or strategies pertaining to the area. The EIA should include assessments of visual effects on the surrounding area and landscape together with any physical effects of the development, such as changes in topography.</p>	<p>Landscape as a subject is addressed in the ES Volume 2i: Scheme Wide Assessment: Chapter 10 Landscape, Townscape and Visual; and Volume 2ii: Route Section Assessments: Chapter 10 Landscape, Townscape and Visual. The assessment draws on landscape views agreed with the Council that have been assessed and represented in a series of photomontages showing the current and future railway. Local landscape areas are provided in the ES Volume 4: Figures.</p>

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

			The assessment has resulted in recommended replacement landscaping that is captured and represented in the ES Volume 4: Figure 2.3: Landscape Figures. The deemed planning permission will include a condition for a Landscape and Ecological Management Plan (LEMP) that will be submitted to and approved with the Council before works commence. The LEMP will add the detail of the proposed works represented in the ES Volume 4: Figure 2.3 to produce a landscape Scheme.
34	Designated landscapes and landscape character (Heritage landscapes)	Consultee: Natural England Network Rail should consider whether there is land in the area affected by the development which qualifies for conditional exemption from capital taxes on the grounds of outstanding scenic, scientific or historic interest.	Network Rail has considered the information supplied by Natural England. This would apply to land over 20 hectares and so this does not apply to the Scheme.
35	Landscape and visual impact	Consultee: Canal & River Trust – feedback is in relation to the Environmental Impact Assessment Chapter 9 Landscape and Visual Impact The cumulative impact of tree removal to facilitate the development would need to be assessed. The provision of overhead lines along the route as part of the electrification works and the potential visual impact from the canal crossing should be considered as part of the EIA. The canals are also used by anglers and the introduction of overhead electrical lines may interfere with the use and enjoyment of the canal in this regarding and should be assessed and mitigated accordingly. The proposed works could have a significant on the views, character, environment, scale and tranquillity that the users of the waterways currently enjoy. The scale, material, quality and character of the new infrastructure will have a crucial relationship with the existing canals. Each crossing and intervention along the waterways should be subject to careful individual assessment and consideration to establish the suitability of the design response to the locale. The Trust request that individual bridge designs at each crossing reflect the character of each area, contribute positively to the waterway environment and meet the Trust's expectations for high quality structures and spaces.	The EIA includes assessments of visual effects on the surround area and landscape, as well as any physical effects of the development. The ES considers the effects of the Scheme on the landscape in the ES Volume 2i: Scheme Wide Assessment: Chapter 10 Landscape, Townscape and Visual. Network Rail can confirm that tree removal and the provision of overhead lines and infrastructure is assessed in the ES - Volume 2i: Scheme Wide Assessment: Chapter 10 Landscape, Townscape and Visual. Any required mitigation is detailed in the ES Volume 4: Figure 2.3 Landscape Figures. Network Rail can confirm that the design of the Scheme is sensitive to the surrounding environment and all third-party stakeholders, including The Trust have been consulted on the developing design. As the design for the Scheme has developed, Network Rail has met regularly with the Trust to present its design updates, and where the Trust has given feedback, this has been considered, and where possible, has influenced the design.
36	Landscape and visual impact	Consultee: Canal & River Trust Red Doles Road – regard needs to be given to the potential visual impact of the proposed construction compound on the canal corridor and setting of the listed heritage structures. In this area there existing established trees and a tree survey would be required to fully understand the impact and potential mitigation from the canal corridor.	In light of feedback from the Trust through discussions relating to the compound at Red Doles Road, the positioning and layout of the compound has been altered which now maintains the tree line to the canal. Any tree removal and subsequent visual impacts are considered in the ES, Volume 2i: Scheme Wide Assessment: Chapter 9 Biodiversity.

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

37	Access and recreation	<p>Consultee: Natural England</p> <p>Natural England encourages any proposal to incorporate measures to help encourage people to access the countryside for quiet enjoyment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways are to be encouraged. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.</p>	<p>The ES, Volume 2i: Scheme Wide Assessment: Chapter 14 Traffic and Transport outlines the effects on footpaths and walkways and provides mitigation for any footpaths that are significantly affected by the Scheme.</p> <p>Outside of mitigation, this is considered an enhancement and separate to the ES assessment, therefore it is not included in the Order for determination by the SoS. However, Network Rail is providing compensatory public open space in two extended vicinities in the Ravensthorpe area to replace the accumulation of public open space removed by the Scheme. This commitment can be reviewed in the ES, Volume 2i: Scheme Wide Assessment: Chapter 20 Public Open Space.</p>
38	Access and recreation (Rights of Way, access land, coastal access and national trails)	<p>Consultee: Natural England</p> <p>The EIA should consider potential impacts on access land, public open land, rights of way and coastal access routes in the vicinity of the development. Appropriate mitigation measures should be incorporated for any adverse impacts. We also recommend reference to the relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.</p>	<p>The ES, Volume 2i: Scheme Wide Assessment: Chapter 14 Traffic and Transport, outlines the effects on footpaths and walkways and provides mitigation for any footpaths that are significantly affected by the Scheme. Network Rail notes reference made on the Right of Way Improvement Plans and can confirm that all footpaths will be maintained and replaced where applicable once the Scheme is complete.</p> <p>The Scheme does not affect coastal access routes. Access to land, public open land and rights of way are all considered in the ES, Volume 2i: Scheme Wide Assessment: Chapter 14 Traffic and Transport and Chapter 20 Public Open Space.</p>
39	Soil and agricultural land quality	<p>Consultee: Natural England</p> <p>Impacts from the development should be considered in light of the Government's policy for the protection of the best and most versatile (BMV) agricultural land as set out in paragraph 170 of the National Planning Policy Framework (NPPF). We also recommend that soils should be considered in the context of the sustainable use of land and the ecosystem services they provide as a natural resource, as also highlighted in paragraph 170 of the NPPF.</p>	<p>Network Rail can confirm that the assessment of best and most versatile (BMV) agricultural land is contained in the ES Volume 2i: Scheme Wide Assessment: Chapter 19 Agriculture.</p> <p>Network Rail is required to compulsorily purchase agricultural land at one specific location in the Heaton Lodge area and this is addressed from an agricultural consideration in the ES Volume 2i: Scheme Wide Assessment: Chapter 19 Agriculture. In considering this one area where soil is affected in terms of BMV, this is considered to satisfy paragraph 170 of NPPF.</p>
40	Air quality	<p>Consultee: Canal & River Trust – feedback in relation to the Environmental Scoping Report, Chapter 6 Air Quality</p> <p>The EIA should consider the waterway and its users as a sensitive receptor to construction dust and in terms of emissions from construction traffic using waterway crossings.</p>	<p>The EIA considers the points made by the Trust in the ES Volume 2i: Scheme Wide Assessment: Chapter 7 Air Quality, along with the mitigation measures to offset the impacts.</p> <p>In terms of protection of assets and prevention of pollution, this will be controlled through PPICP which will be submitted to and agreed by the Council before work commences.</p>

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

41	Air quality	<p>Consultee: Natural England</p> <p>A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. The assessment should take account of the risks of air pollution and how these can be managed or reduced.</p>	<p>In the ES Volume 2i: Scheme Wide Assessment: Chapter 7 Air Quality considers the potential impacts from a temporary increase in particulate and construction dust during the construction period. Mitigation recommended includes a requirement to submit and agree a Nuisance Management Plan (NMP) as a Planning Condition to the Council before work commences that outlines how nuisance from dust and mud is controlled.</p> <p>In considering particulates generated from the operation of the railway, the railway line is to be electrified and this in general will reduce particulates generated by the passage of electrified trains compared to diesel units. Whilst railways contribute a small fraction of particulate dust in comparison to road traffic, this change can be reported as negligible beneficial.</p>
42	Climate change adaption	<p>Consultee: Natural England</p> <p>The England Biodiversity Strategy published by Defra establishes principles for the consideration of biodiversity and the effects of climate change. The ES should reflect these principles and identify how the development's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained. The NPPF requires that the planning system should contribute to the enhancement of the natural environment 'by establishing coherent ecological networks that are more resilient to current and future pressures' (NPPF Para 174), which should be demonstrated through the ES.</p>	<p>In the ES Volume 2i: Scheme Wide Assessment: Chapter 9 Biodiversity and accompanying figures, the habitat designations across the Scheme are presented. The ES identifies appropriate re-planting where applicable and presents these areas of re-planting in the ES Volume 4 Figures: Figure 2.3 Landscape Figures. Network Rail is recommending a planning condition for a Landscape and Ecological Management Plan (LEMP) that will be submitted to and agreed by the Council. The LEMP will comply with the ES Volume 4 Figures: Figure 2.3 Landscape Figures as outlined above but build in the detailed planting regime at that time. The discharge of the condition will identify appropriate planting that are required in consideration of climate change.</p>
43	Contribution to local environmental initiatives and priorities	<p>Consultee: Natural England</p> <p>The Scheme is within a Strategic Green Infrastructure Network as identified in the Kirklees Council Local Plan. Some consideration should be given to how the proposal can help meet the aims of this Green Infrastructure Network, as outlined in Policy LP31 within the plan.</p>	<p>The Strategic Green Infrastructure Network can in part be met by the detail of the LEMP as outlined above as the landscape detail to be agreed by planning condition with the Council. Network Rail has committed to biodiversity offsetting plus 10% net gain across the Scheme, but this is a separate activity to the EIA as agreed with Natural England. The net gain will take into account Policy LP31.</p>
44	Cumulative and in-combination effects	<p>Consultee: Natural England</p> <p>A full consideration of the implications of the Scheme should be included in the ES. All supporting infrastructure should be included within the assessment. The ES should include an impact assessment to identify, describe and evaluate the effects that are likely to result</p>	<p>The whole Scheme has been taken into account when conducting the EIA and producing the ES.</p> <p>Network Rail has agreed the list of schemes with the Council that are to be taken into account in considering potential cumulative effects. This can be reviewed in the ES Volume 2i: Scheme Wide</p>

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

		from the project in combination with other projects and activities that are being, have been or will be carried out.	Assessment: Chapter 22 Scheme Wide Cumulative Effects and specific to ecology in Chapter 9 Biodiversity.
45	Heritage	Consultee: Historic England Before scoping out physical impacts on buried archaeological remains within the existing railway corridor, Network Rail should seek advice from the West Yorkshire Archaeological Service (WYAS).	Network Rail has consulted fully with WYAS before scoping out the potential impacts on buried archaeological remains from the ES and agree with WYAS the extent of the assessment required and any pre-construction archaeological work in considering any potential archaeological remains.
46	Heritage (the study area)	Consultee: Historic England (feedback relates to section 5.2.1 of the Environmental Scoping Report) The study area refers to the study area comprising a 500(m) buffer around the existing extent of the Scheme boundary. We are pleased to note that reference is made to the need to consider extending this area for heritage assets (designated and non-designated) as appropriate where the asset may have a wider field of visual influence / setting. This is important given the dynamic nature and often large-scale of railway infrastructure.	The Zone of Theoretical Visibility (ZTV) has been used to identify heritage assets which lie up to 2km from the Scheme but which fall within the ZTV, and where there is potential for impact on value as a result of changes to their setting resulting from construction or operation of the proposed Scheme. This includes, but is not limited to, the assets suggested by Historic England.
47	Heritage (the study area)	Consultee: Canal & River Trust Any works to structures would need to be sympathetic to the setting of heritage assets.	Using the Zone of Theoretical Visibility, designated heritage assets up to within 500m of the Scheme, where their setting is assessed as sensitive to changes from the Scheme are considered in the EIA and reported in ES, Volume 2i: Scheme Wide Assessment: Chapter 6 Historic Environment. Robust consultation and engagement have been ongoing with Historic England and the Council regarding heritage assets affected by the Scheme.
48	Heritage (Potential for construction impacts)	Consultee: Historic England - feedback relates to section 5.3.3 of the Environmental Scoping Report Before scoping out physical impacts on buried archaeological remains within the existing railway corridor Network Rail should seek advice from the West Yorkshire Archaeological Service (WYAS).	Network Rail has consulted fully with WYAS before scoping out the potential impacts on buried archaeological remains from the ES and agreed with WYAS the extent of the assessment required in considering any potential archaeological remains. Further consultation took place with WYAS during the drafting of the EIA.

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

49	Heritage (Proposed assessment methodology)	<p>Consultee: Historic England - feedback relates to section 5.4.1 of the Environmental Scoping Report.</p> <p>Historic England accepts the use of the Design Manual for Roads and Bridges (DMRB) as the assessment methodology, but would highlight that it does not align exactly with the legal requirements to protect listed buildings and conservation areas, as set out in sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas Act (1990) or the way heritage significance and impact is described in the National Planning Policy Framework (NPPF). For example (see Table 5-1) the value of Grade I and II* listed buildings is categorised as 'high' and the value of Grade II listed buildings as 'medium' value. The legal protection for listed buildings does not make this distinction in the 1990 Act and also the listing of a building recognizes that it has special architectural and historic interest in a national context and therefore it would be reasonable to conclude that Grade II listed buildings have high heritage value.</p>	<p>DMRB is used as the foundation for delivery of the historic environment assessment and requires professional judgement to be applied throughout the process as well as continued consultation (<i>LA 104 Environmental assessment and monitoring</i>, 2019, p14). The Assessment of Heritage Value table 5-1 does recognise that Grade II Listed Buildings are nationally important, and this is stated in the description column of the table. A distinction is made in the National Planning Policy Framework (2018, p.56) where assets of the highest significance are described as '...scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings and grade and II* registered parks and gardens, and world heritage sites...'. As grade II buildings are not included in this list, it indicates that whilst they are noted as being significant, they are not of the highest significance. The methodology in the Assessment of Heritage Value section has therefore attempted to capture this subtle distinction in classifying Grade I and II* listed buildings as nationally important and of high value, with Grade II listed buildings as nationally important and of medium value. The final assessment can be reviewed in the ES, Volume 2i: Scheme Wide Assessment: Chapter 6 Historic Environment.</p>
50	Heritage (Proposed assessment methodology)	<p>Consultee: Historic England - feedback relates to Table 5-2 "the criteria for judging the impact of the Scheme upon the historic environment resource will be assessed as shown in Table 5-2". Table 5-2. Does the 'Impact Magnitude' category 'Major adverse' break down into 'very large' and 'large' when translated into Table 5-3 'Impact Magnitude' 'Major'?</p> <p>Historic England is concerned because, for example, the demolition of a Grade II listed building (if using the DMRB category) it would be 'medium value' with a 'major' impact magnitude, this would only lead to the conclusion that the significance of effect would be 'large or moderate'. Historic England would argue that the demolition and total loss of any listed building would be a 'very large' significance of effect.</p>	<p>For assets valued as 'very high' and 'high', there is the potential for 'major adverse' impacts to have either a 'very large' or 'large' effect on significance. Similarly, for assets valued as 'medium', there is the potential for 'major impacts' to have either a 'large' or 'moderate' effect. In both cases, all the resultant effects are identified as significant in the ES, Volume 2i: Scheme Wide Assessment: Chapter 6 Historic Environment.</p> <p>Professional judgement has been made with such assessments, informed by the process of engagement with Historic England and the Council where impacts are occurring in relation to Listed Buildings, in order to define environmental effects as accurately as possible. The assessment in the ES – Volume 2i: Scheme Wide Assessment: Chapter 6 Historic Environment identifies all 'moderate', 'large' or 'very large' significances of effect on heritage assets to be significant environmental effects.</p>

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

51	Heritage (Proposed cumulative assessment)	<p>Consultee: Historic England - feedback relates to section 5.5.1 of the Environmental Scoping Report</p> <p>Where an assessment of the in-combination effects with other topics areas will be undertaken in the ES, Historic England suggests that this should include the potential for loss of or harm to heritage assets (designated or non-designated) with related or group value. This may well increase the level of harm to each of the heritage assets affected.</p>	<p>Potential for loss or harm to heritage assets which derives significance from group value has been addressed within the ES – see Volume 2i: Scheme Wide Assessment: Chapter 6 Historic Environment.</p>
52	Heritage (Proposed mitigation and residual effects)	<p>Consultee: Historic England - feedback relates to section 5.6.2 of the Environmental Scoping Report</p> <p>Historic England are extremely concerned that where minor or medium adverse impacts resulting in slight adverse effects will not be considered for mitigation measures. This is contrary to the NPPF, paragraphs 193 and 194 which states that any harm, irrespective of the level of harm, should require a clear and convincing justification' and that great weight should be given to the conservation of heritage assets. Historic England strongly advises that where any harmful impacts to the significance of heritage assets (designated or non-designated) are identified, they should be avoided where possible and the minimized and mitigated as far as possible.</p>	<p>Network Rail has complied with the necessary guidance in assessing the effects of the Scheme as stated in the Environmental Scoping Report and reported in the ES, see Volume 2i: Scheme Wide Assessment: Chapter 6 Historic Environment.</p> <p>The Historic Environment Assessment in the ES – Volume 2i: Scheme Wide Assessment: Chapter 6 Historic Environment – takes into account Historic England's response and has identified mitigation and compensation requirements in relation to impacts which result in slight adverse effects on low or medium value assets, where appropriate, as well as those resulting in large significant effects.</p> <p>Regarding weight being given to the conservation of heritage assets, including development within their setting, Network Rail has complied with the necessary guidance in assessing the effects on the Scheme, as stated in the Environmental Scoping Report and the ES – Volume 2i: Scheme Wide Assessment: Chapter 6 Historic Environment.</p>
53	Heritage (Proposed mitigation and residual effects)	<p>Consultee: Historic England - feedback relates to section 5.6.4 of the Environmental Scoping Report</p> <p>Where significant adverse effects upon heritage assets are unavoidable through design, Historic England suggests the needs for the highest quality/bespoke/iconic design solution, as appropriate to its context.</p>	<p>The design solution has been addressed in the ES, Volume 2i: Scheme Wide Assessment: Chapter 6 Historic Environment and reference to Conservation Principles has been made.</p>

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

54	Heritage (Proposed mitigation and residual effects)	Consultee: Historic England - feedback relates to section 5.6.7 of the Environmental Scoping Report) The design process should include fabric repairs to designated and non-designated heritage assets. Taking advantage of scaffolding etc allowing accessibility to the structures for essential maintenance works to be undertaken.	Opportunities to deliver enhancements to the significance of designated and non-designated heritage assets both online and within the study area are identified in the ES – Volume 2i: Scheme Wide Assessment: Chapter 6 Historic Environment.
55	Historic environment	Consultee: Canal & River Trust - feedback is related to Chapter 5 Historic Environment of Environmental Scoping Report. The canal network should be regarded as a non-designated heritage asset within the assessment. The EIA will need to include an assessment of the heritage and archaeology and the proposed works on these heritage assets and their setting and how the proposals would impact on them in terms of physical and visual impacts on views, setting and appearance. Any impacts would need to be mitigated accordingly to avoid harm to significant.	The impacts and mitigation measures are reported in the ES Volume 2i: Scheme Wide Assessment: Chapter 6 Historic Environment and Volume 2ii: Route Section Assessments: Chapter 6 Historic Environment.
56	Heritage (engagement with the local authority)	Consultee: Historic England Historic England strongly advises that the conservation and archaeological advisers to the relevant local authority are closely involved throughout the preparation of the Strategic Environmental Appraisal and Sustainability Appraisal of this Plan.	Network Rail has met regularly with both the relevant officer at the Council and representatives from Historic England as the design for the Scheme has developed and will continue to engage with both parties throughout the development of the Scheme.
57	Diversion of public rights of way	Consultee: The Ramblers' Association Huddersfield Group and the Peak and Northern Footpath Society Both organisations are unable to support the proposed permanent closure of the public footpath under the railway at Heaton Lodge Junction (from Helm Lane to the Calder and Hebble Navigation).	Heaton Lodge footbridge, structure MVL4/4, is to be replaced with a new Network Rail standard detail footbridge to provide sufficient vertical and horizontal clearance for the electrification of the railway line and compliant parapet heights and deck width. The new structure will be located on, or directly adjacent to the location of the existing footbridge. Helm Lane underpass (the public footpath under the railway at Heaton Lodge Junction) is not to be closed permanently but is to be relocated from its existing position, approximately 90m east to provide the shortest crossing route and to have the least impact on sensitive switch and crossing infrastructure above. Adopting an underpass minimises the number of steps required, with a set only likely to be needed at the southern entrance. The existing underpass is to be decommissioned. The minor diversion of the footpath to the new underpass structure shall be done in as short a route as possible while adopting considered gradients to maximise ease of access for all users.
58	Diversion of public rights of way	Consultee: The Ramblers' Association Huddersfield Group and the Peak and Northern Footpath Society	The current public right of way over Colliery Lane conflicts with the proposed realignment of the permanent way to facilitate the four

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

		Information is required about what suitable arrangements can be made for the diversion of the Calder Valley Greenway across Colliery Bridge (also known as Colliery Lane (Wheatley's) Overbridge (NRR: MVL3/103).	tracking in this area. Therefore, a new bridge will be provided which will require a minor diversion to the public right of way over the new bridge.
59	Noise & vibration (construction)	Consultee: Canal & River Trust – feedback is related to the Environmental Scoping Report Chapter 7 Noise and Vibration The canal corridors need to be protected from intrusive forms of development and any potential impacts such as noise should be kept to a minimum. The canal and its users should be included as a noise sensitive receptor as part of the EIA.	<p>The Noise and Vibration assessment for the operation of the railway, that includes canal users as one of the non-residential receptors has concluded that there are no significant effects identified on non-residential users during the operation of the Scheme.</p> <p>The assessment can be reviewed in the ES Volume 2i: Scheme Wide Assessment: Chapter 8 Noise and Vibration and then in Volume 2ii: Route Section Assessments: Chapter 8 Noise and Vibration.</p>
60	Noise (construction)	Consultee: National Association of Boat Owners The canal is a residential and amenity area and exposure to excessive noise and light will blight the area, particularly at night. Network Rail is requested to ensure that significant noise abatement is applied to the construction work.	<p>The canal and its users are included as a noise sensitive receptor as part of the EIA.</p> <p>The EIA considers the points made by the Trust and the impacts and mitigation measures are reported in the ES Volume 2i: Scheme Wide Assessment: Chapter 8 Noise and Vibration. The CoCP will include a Noise and Vibration Management plan, including a construction methodology assessment.</p>
61	Noise (operational)	Consultee: National Association of Boat Owners The canal is a valuable residential and amenity area and long-term exposure to excessive noise will blight the area, particularly at night. We ask that Network Rail consider all aspects of noise such as but not limited to traction noise, rail squeal, rail joint etc, both to minimise and abate.	<p>The canal and its users are included as a noise sensitive receptor as part of the EIA.</p> <p>The EIA considers the points made by the Trust and the impacts and mitigation measures are reported in the ES, Volume 2i: Scheme Wide Assessment: Chapter 8 Noise and Vibration.</p>
62	Population and human health	Consultee: Canal & River Trust – feedback is related to the Environmental Scoping Report Chapter 14 Population and Human Health	The ES does consider the potential effects on navigation and the towpath users - Volume 2i: Scheme Wide Assessment: Chapter 15 Population and Human Health and also Volume 2ii: Route Section

APPENDIX 5 – Stakeholder Phase 1b – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

		The EIA should consider canal users both in terms of navigation and towpath users and their enjoyment of the waterway which could be harmed by stoppages or towpath closures associated with the works.	Assessments: Chapter 15 Population and Human Health for the geographically based sections of that chapter.
63	Disruption to canal users	Consultee: Canal & River Trust The Trust is concerned about the potential disruption to boating businesses during the construction period. Ideally the proposed improvement works affecting waterway should be scheduled to fit in with the Trust's winter stoppage period. Any stoppages or temporary canal closures need to be agreed through the Third-Party Works process and programmed well in advance.	Network Rail has requested, and the Trust has provided a list of canal users and a programme of future canal closures. We will engage with all parties that will be affected by the temporary closures of the canal and work with the Trust to minimise impacts on the canal, where practicable.
64	Disruption to canal users	Consultee: Canal & River Trust The canal system supports an industry for leisure and commercial activities, and long and unplanned closures will destroy this, therefore any closures will need careful management.	Any temporary closures of the canal will be planned well in advance and discussions will take place with all canal users as part of the planning of these closures.

APPENDIX 6 – Stakeholder Phase 2 – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Appendix 6 – Stakeholder Phase 2

Item	Theme	Issues raised by consultee	Network Rail's position
1	Passive provision for Northern Powerhouse Rail	Consultee: Kirklees Council ("the Council") The Transpennine Route Upgrade (TRU) programme should ensure that passive provision is provided for the emerging Northern Powerhouse Rail (NPR) scheme options, whenever practical.	TRU is considered the baseline operating condition for NPR. Regular interface meetings are held between both programmes of work. It is agreed between the programmes that the proposals for the Huddersfield to Westtown (Dewsbury) scheme ("the Scheme") would be the same with or without NPR existence. There is potential that future NPR works (dependent upon route selections etc) could add to the Scheme, but it would not alter the infrastructure solutions proposed through the Transport and Works Act Order ("the Order").
2	Engagement with Network Rail	Consultee: Kirklees Council The Council, as Highway Authority, would require the submission of all relevant design details for the proposed highway alignments/alterations including the design of all new bridges/highway retaining walls, together with any modifications to existing highway structures details for technical approval.	Network Rail has regularly consulted and engaged with the Council as the design has developed and has shared planning and drawings of the Scheme. The Council is served a copy of the Application and supporting documents, as stated under Rule 13 of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006.
3	Deighton Station	Consultee: Kirklees Council Of the two locations consulted on at Phase 2, the Council's preference is for Deighton Station to remain in its existing location.	Deighton Station will be upgraded and remain in its existing location.
4	Deighton Station	Consultee: Kirklees Council Network Rail should work closely with the Council and the West Yorkshire Combined Authority ("the Combined Authority") and explore opportunities to improve access to the station from the nearby communities on foot, by bus and by cycle, and improve car parking provision wherever possible.	Network Rail has worked closely with both the Council and the Combined Authority during the development of the Scheme and will continue to do so. The opportunities highlighted by the Council are not part of the Scheme remit, however discussions have taken place and will continue around third-party funding and Network Rail's willingness to provide passive provision for future opportunities such as improved car parking provision. In any event of those discussions, the Scheme will not actively frustrate any future opportunities. As part of the remit for the four stations within the Scheme (Huddersfield, Deighton, Mirfield and Ravensthorpe), all will deliver step free access to platforms, blue badge parking spaces and a drop off area, facilities which do not currently exist at the four stations.
5	Deighton Station	Consultee: Kirklees Council The Council would expect that all accessibility to and around the new station will be to current Disability Discrimination Act (DDA) standards, including access to all platforms.	Deighton Station is designed in accordance with Network Rail's "Access for All" policy, with step free access to both platforms.
6	Station facilities	Consultee: Kirklees Council Any station options should have appropriate level of passenger facilities to accommodate the forecast demand and must be fully accessible with	The Scheme's remit does not include increasing the capacity of parking at stations. Regarding linkages to public rights of way and

APPENDIX 6 – Stakeholder Phase 2 – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

		appropriate passenger information and signages. Network Rail should work closely with the Council and the Combined Authority and explore opportunities to improve access to the station to the nearby communities on foot, by bus and by cycle, and improve car parking provision wherever appropriate. The relocation of the station provides additional opportunity to provide links to existing public rights of way that form part of the core walking and cycling network within Kirklees to link only the development but to other key development sites with the North Kirklees Growth Zone.	access to stations for nearby communities, discussions have taken place with the Council and Combined Authority about such opportunities but because third party funding is not available, passive provision has not been included in the design. However, there is nothing in the design that actively frustrates such opportunities being progressed in the future.
7	Deighton – Whitacre Street bridge	Consultee: Kirklees Council The Council welcomes the reconstruction of Whitacre Street bridge which has had a weight limit and a restricted carriageway width for many years. It is expected the reconstructed bridge will have a carriageway and footway widths to Design Manual Roads and Bridges (DMRB) standards.	Whitacre Street bridge will be reconstructed to allow for track alignment and overhead line equipment clearances. The bridge and highways geometry are subject to approval by the Council.
8	Deighton	Consultee: Kirklees Council Any vacant areas of land post construction could be considered as potential development options in the vicinity of the existing station and should be encouraged given the sustainable location of the site. A high-density scheme without the requirement for private vehicles could be considered in this location.	As part of the Order, Network Rail will only permanently acquire land, or take temporary possession of such land that is required in order to deliver the Scheme and operate the railway. Any land taken temporarily will be reinstated to its original condition and given back to the owner following the construction period.
9	Landowner consultation	Consultee: Network Rail Network Rail should consult affected landowners at the earliest opportunity to mitigate any impact to properties.	Network Rail started to consult with landowners in August 2019. Consultation is iterative and engagement will continue with landowners for the duration of the Scheme.
10	John William Street bridge, Huddersfield – design	Consultee: Kirklees Council Where Huddersfield Viaduct passes over John William Street, the Council's preference would be a single span but with the enhanced pavement widths proposed with the central support option.	The replacement of John William Street bridge to support new platforms and improved track will have a single span. There will be minor works to the kerb line at the John William Street/Viaduct Street junction. All other kerb lines are to be retained in their existing positions.
11	John William Street bridge, Huddersfield – design	Consultee: Kirklees Council Network Rail should look for opportunities to enhance the quality of place and access to local businesses in terms of lighting in conjunction with Kirklees Council.	The existing lighting under John William Street bridge will be retained. At single option development stage, lighting will be reviewed with any highway works under the structure. Lighting under the bridge would continue to be maintained by the Council and Network Rail will continue to engage with the Council as the design develops.
12	John William Street bridge,	Consultee: Kirklees Council	The highway and delivery of cycle infrastructure, and indeed all modes of transport, is the responsibility of the Council and the

APPENDIX 6 – Stakeholder Phase 2 – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

	Huddersfield – segregated cycle infrastructure	Network Rail should make provision for segregated cycle infrastructure, in line with forthcoming cycle design guidance to be published by the Government.	Authority, in combination with third parties, as appropriate. Network Rail has regular engagement with the Council and the Combined Authority but there is no requirement to deliver such infrastructure as part of the Scheme. Regarding John William Street bridge, no cycle provision currently exists and the Scheme does not actively frustrate the installation of cycle infrastructure in the future.
13	John William Street bridge, Huddersfield – ecology	Consultee: Kirklees Council Any design should consider how the issue of roosting birds, which congregate under the existing bridge, can be discouraged.	The underside of the structure is to be provided with pigeon prevention / proofing such as pigeon netting to replicate the current deterrent measures in places or pigeon spikes to bottom flanges of girders.
14	John William Street bridge – construction impacts	Consultee: Kirklees Council The proposed work will cause a significant disruption to the travelling public. The Council understands that a certain level of disruption is inevitable. We are seeking Network Rail to continue to work with us and share the disruption strategy at the earliest opportunity.	Network Rail will continue to engage with the Council and detailed mitigation measures will be formally agreed with officers as part of the Planning Conditions which will include a condition for a Traffic Management Plan and Travel Plan.
15	Construction impacts	Consultee: Kirklees Council The Combined Authority has concerns regarding the impact of the construction compounds and traffic on the existing routing of bus services.	Network Rail will continue to engage with the Combined Authority and detailed mitigation measures regarding impacts to the local road network will be formally agreed with the Council as part of the Planning Conditions which will include a condition for a Traffic Management Plan and Travel Plan.
16	Area Action Plan for Huddersfield	Consultee: Kirklees Council Kirklees Council are in the process of preparing an Area Action Plan for Huddersfield covering the period 2019-2031. Any permanent compound sites/sites needed for access/areas required for demolition within the boundary of Huddersfield Ring Road or on the edge of the Ring Road will require identification on the defined policies map to ensure these areas are not allocated for an alternative use.	Network Rail acknowledges that the Area Action Plan (“the Plan”) for Huddersfield is being drafted and its current status. The Scheme does not prejudice the overall aims the Plan. In relation to construction compounds, these will be temporary by nature and will be identified in the Works Plans which support the Order, therefore it is not considered necessary for them to be identified on the policies map.

APPENDIX 6 – Stakeholder Phase 2 – Comments and Responses

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

17	Huddersfield Station – car parking	<p>Consultee: Kirklees Council</p> <p>The closure of Fitzwilliam Street carpark (next to Huddersfield Station) due to the proposed construction compound will have an economic impact on Huddersfield. The overall impact on car parking provision across all towns should be reviewed as part of the TRU programme work.</p>	<p>Fitzwilliam Street carpark is a privately owned car park and is not a station car park, therefore Network Rail is not required to provide alternative car parking. As part of the Scheme's remit, Network Rail is not tasked with increasing the capacity of station parking at any of the stations. Network Rail will be including blue badge parking and drop off areas at each of the four stations within the Scheme. Huddersfield Station and Mirfield Station do both have station car parks, with the number of parking spaces remaining as they are today. Improvements at both Deighton Station and Ravensthorpe Station include formal blue badge and drop off parking.</p>
18	Construction impacts – noise, vibration, dust and artificial light	<p>Consultee: Kirklees Council</p> <p>As a result of construction compounds and traffic, there are environmental health concerns regarding noise, vibration, dust and possible artificial light where these are located close to existing sensitive premises and residential properties.</p>	<p>Impacts from construction are considered in the Environmental Statement (ES) as well as mitigation measures to offset these impacts.</p> <p>Please refer to the ES Volume 2i: Scheme Wide Assessments: Chapter 7 Air Quality, Chapter 8 Noise and Vibration, Chapter 15 Traffic and Transport. The Code of Construction Practice, as part of the Planning Conditions, will include a Noise and Vibration Management plan, including a construction methodology assessment, as well as a Nuisance Management Plan. There is also a separate condition for a Traffic Management Plan.</p>
19	Colne Bridge Road	<p>Consultee: Kirklees Council</p> <p>The Council's preference for the design at this location is the offline line construction of the new bridge to minimise disruption to road users and the wider community.</p>	<p>The new bridge will be constructed offline to the east which means a new replacement structure will be constructed to the adjacent. This option limits the length of road closure required during the construction period whilst minimising the impact to surrounding businesses.</p>

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Appendix 7 – Feedback Received During Phase 1 Public Consultation and Network Rail's Position to the Issues Raised

Phase 1: Huddersfield to Westtown (Dewsbury) – September 2019

When asked for comments on Network Rail's proposals, consultees raised a number of key issues and themes. All the feedback that has been submitted by consultees has been carefully considered and Network Rail's comments and positions on the issues raised are set out and grouped together in the following pages.

The key issues raised in the September 2019 consultation focussed around the following themes:

1. Station facilities and parking
2. Grade separation at Ravensthorpe
3. Concerns about construction impacts of the Scheme
4. The need to demonstrate a business case and value for money
5. Local and environmental impacts
6. Design of the Scheme
7. Provision of freight services
8. Concerns about the operational impacts of the Scheme
9. Support for the Scheme
10. General / Non-site-specific feedback

The multiple-choice questions are summarised as follows:

I support the plans for the upgrade of the railway between Huddersfield and Westtown (Dewsbury).	Count	Percentage (out of 209 respondents)
Strongly agree.	143	68%
Agree.	34	16%
Undecided.	5	2%
Disagree.	16	8%
Strongly disagree.	9	4%

In your view, what are the most important facilities at a station?	Count	Percentage
Step-free access.	121	58%
Clear signs and information.	108	52%
Parking facilities, including Blue Badge parking.	118	56%
Other (please give your answer in the space below).	78	37%

At Ravensthorpe, where a grade separation is required, is your preference	Count	Percentage
A tunnel (dive-under).	39	19%
A bridge (fly-over).	43	21%
I don't have a view on this.	122	58%

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

What topics are most important to you when considering the development of rail infrastructure projects:	Count	Percentage
Residents and the community	118	56%
The environment	92	44%
The local road network	65	31%
Local employment opportunities	54	26%
Potential disruption to the existing rail services whilst under construction	111	53%
Other (please use the space below to explain).	30	14%

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Item	Issue raised through response	Number of mentions from consultees on each issue	Network Rail position and where further information is available
1. Station facilities and parking			
1.1	Parking	43	It is not part of the Transpennine Route Upgrade (TRU) scope to increase the number of normal parking spaces at any of the stations. Network Rail will be including blue badge parking spaces and drop off areas at each of the four stations within the Transport and Works Act Order ("the Order"). Huddersfield and Mirfield have existing station car parks, with the number of parking spaces remaining as they are today once the work has completed. Improvements at both Deighton and Ravensthorpe include formal blue badge parking and drop off areas.
	Electric vehicle charging points	1	Electric Vehicle charging points are not included within the Scheme's remit, and as such they are not included in the design of stations. Passive provision has been included in the electrical design of all stations so that a third party could install charging points in the future.
	Park and Ride locations identified	2	There is no requirement in the Scheme remit to provide any park and ride facilities.
1.2	Station facilities	70	All four stations (Huddersfield, Deighton, Mirfield and Ravensthorpe) will have drop off areas, blue badge parking spaces and step free access, which is an improvement on what is currently available today at all stations except Huddersfield, where these facilities already exist. Any further amendments to stations will be designed to the required standards for the grade of station.
1.3	Concerns about accessibility at stations for those with disabilities	18	The design at the four stations is compliant with Disability Discrimination Act (DDA) standards, including step free access to all platforms.

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

1.4	Cycling access to station and facilities	11	In terms of cycle parking, the Scheme's remit is to provide like for like replacement of existing facilities, therefore all stations in the Scheme's footprint will be reinstated with the existing cycle parking facilities.
1.5	Safety and security	9	The train operator is responsible for the day-to-day operation of the four stations. In relation to the lifts specifically, the lifts would be equipped and monitored via CCTV, with power to the doors controlled from this central point. Lifts would also be equipped with help buttons and will be covered by a maintenance contract which includes response and repair.
1.6	Additional entrance to be added at Huddersfield Station	8	There are no plans to include an additional entrance at Huddersfield Station. It is not the remit of TRU to deliver a new station entrance to Huddersfield. As part of the Scheme there is significant remodelling work to Huddersfield Station but it is not a requirement to develop a western entrance to the station. However, the existing subway that is being extended to serve the new platforms, could in the future be extended further by a third party and link into any future plans to develop that site.
1.7	Zebra crossing to be added to the front of Huddersfield station	1	Not part of the Order remit. This would need to be highlighted and need identified with the local highway authority.
1.8	First aid equipment including defibrillators at stations	1	The stations are managed by the train operating companies who will make sure all relevant health and safety guidance is met, and the station has the most appropriate equipment.
2. Grade separation at Ravensthorpe			
2.1	Support for fly-over	43	For the option selection process and how the preferred option was chosen, please refer to the ES, Volume 2i: Scheme Wide Assessment: Chapter 3 Consideration of alternatives.
2.2	Support for dive-under	39	

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

3. Concerns about construction impacts of the Scheme			
3.1	Concerns of disruption to the operational railway throughout construction	33	Network Rail, along with its rail industry partners, are committed to working with affected parties regarding the potential disruption to the operational railway and how best to manage the railway when some services are not running. This will be a mix of trains using diversionary routes, and rail replacement services. This plan is being developed and stakeholders will be engaged with as it develops.
	Diversionary routes strengthening and timetabling	1	<p>Work is planned to strengthen the diversionary routes prior to the TRU work. By improving the resilience of these routes, this will accommodate an increase in capacity while work takes place on TRU. This will provide passengers with a reliable, alternative service. While this isn't a deliverable for the TRU programme to upgrade these routes, they are being worked on in order to facilitate TRU.</p> <p>Timetabling is still to be agreed between the Department for Transport and train operating companies with input from and Network Rail.</p>
3.2	Concerns about local construction impacts causing disruption to local roads, cyclists and pedestrians	14	<p>Regarding any road closures, detailed mitigations will be formally agreed with Kirklees Council ("the Council") as part of the Planning Conditions and this will include a Traffic Management Plan and a Travel Plan as a condition.</p> <p>Temporary and permanent Public Rights of Way (PROW) closures are outlined and discussed in detail in the ES, Volume 3: Appendix 14-1 Transport Assessment. Detailed discussions regarding the Transport Assessment have taken place and will continue with the Council as the local highway authority. In addition to the Transport Assessment, the ES further assesses the effects on the PROW in Volume 2i: Scheme Wide Assessment: Chapter 15 Population and Human Health.</p> <p>The effects on cyclists is covered in the ES, Volume 3: Appendix 14-1 Transport Assessment and in Volume 2i: Scheme Wide Assessment: Chapter 15 Population and Human Health.</p>

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

3.3	Concerns about size and impact of construction compounds	2	<p>For construction compounds, possession of land will be taken on a temporary basis only. The team have sought to minimise the requirement for temporary possession of land at all times.</p> <p>The construction compounds will include site offices, welfare facilities, spaces for storage of construction materials, storage of plant and machinery, and car parking. Network Rail will work with its contractors to make sure there is minimal disruption to those who live and work around the areas.</p> <p>Regarding any impacts on roads, detailed mitigations will be formally agreed with the Council as part of the Planning Conditions and a Traffic Management Plan and a Travel Plan will be a condition. This will also include any potential impact of the compounds due to their location, construction activities, hours of use and any sensitive receptors.</p>
3.4	Concerns about the length of construction period	9	The construction programme is very complex and has to take into account working next to an operational railway. Construction planning is ongoing and Network Rail is committed to delivering the Scheme in the shortest timescales possible, with safety at its utmost priority.
3.5	Concerns on construction impacts to local communities	13	Network Rail is committed to engaging with the local community during the construction works. A CoCP (as part of the Planning Conditions which are submitted to and approved by the Council) will include an External Communications programme and this will set out how Network Rail will communicate with the local community during the construction period. The CoCP will also include mitigation measures to reduce construction impacts on the local community.
4. The need to demonstrate a business case and value for money			
4.1	Local employment opportunities and economic benefits	10	Network Rail have made a commitment (through its Social Value Key Requirements Document, August 2020) to support apprentice schemes and local employment as far as possible.

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

			In terms of apprenticeships the aim is to provide one apprentice vacancy for every £4 millions of spend by programme completion. In terms of use of local labour, a target of 80% of the workforce should live within 40 miles of the route, with at least 10% being within 25 miles of the route. Other initiatives would include adult work experience placement days, year in industry placements and student research opportunities. Please refer to the planning statement for more information.
4.2	Strategic aims of the Scheme (Journey time, reliability and capacity benefits to local passengers)	7	The strategic aims of the TRU programme, and the expected benefits to future users, are capacity, reliability and journey time improvements. All the proposed works are in place to deliver these benefits. Please refer to the Statement of Aims for further details (NR04) .
4.3	Justification of spend	6	The Scheme has been funded and approved thus far by the Department for Transport and Her Majesty's Treasury. There are continuing funding requirements, and the Scheme has to continue to demonstrate value for money for the taxpayer. With all governance gateways so far having been passed, it is shown that the Scheme is an efficient use of taxpayers' money.
5. Local and Environmental impacts			
5.1	Concerns about environmental impacts during construction (e.g. noise, dust, light, biodiversity, visual)	7	The ES, which is submitted in accordance with the Application Rules, assesses the environmental effects of the Scheme, both when building it and then during the operation of the new Scheme. Through the ES, Network Rail is committed to producing a number of environmental management plans setting out measures to manage and mitigate impacts on all aspects of the local environment including Noise and Vibration, Landscape, Townscape and Visual and Traffic and Transport. The environmental management plans will include means of on-going communication with the public. Once Network Rail receives permission to build the Scheme, the plans must be produced in detail, submitted to and agreed with the Council by Planning Condition before works can start. The commitment to do this is set out in the ES, that is submitted with the Order application. The ES includes a Code of Construction Practice (CoCP) where this commitment can be reviewed in detail. In terms of liaising with the public, the Communications Plan is the document that outlines how and when Network Rail will do

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

			this in advance of and during the works and the Communications Plan will be submitted and approved by the Council as part of the CoCP.
	Specific concerns regarding rabbits at Heaton Lodge	1	Rabbits are not a protected or notable species in the UK as they are very common and widespread. They are not subject to survey and will not be included in the ES. Contractors would be required to take reasonable steps during construction to minimise suffering to comply with animal welfare legislation (e.g. Animal Welfare Act 2006), but there would be no legal requirement to re-home them or provide compensatory habitat.
5.2	Concerned about vegetation and trees cut down as a result of construction, and request to replant	3	<p>The ES assesses all potential environmental effects, and this includes an assessment of landscape. This is a consideration of what the Scheme looks like from various public viewpoints and this identifies where mitigation is required, including the potential replanting of vegetation lost in the construction of the Scheme. The ES includes Landscape figures showing where various types of replanting is required as mitigation for the removal of existing vegetation and construction of new infrastructure, see Volume 4: Figures: Figure 2.3 Landscape Figures.</p> <p>As part of the Scheme, Network Rail is electrifying the route. For reasons of safety there needs to be a specific clearance to live electrification equipment. This applies to the overhead line and will unfortunately mean that trees need to be removed to provide the clearance distance required to the overhead line infrastructure.</p>
5.3	Concerns about local businesses during construction	2	Network Rail has engaged with and will continue to meet with business owners. Mitigation will be provided where appropriate to lessen or remove adverse impacts of the Scheme on local businesses. Network Rail will follow the statutory compensation code in assessing any claim for compensation where mitigation does not remove the impact on directly affected businesses.
5.4	Opportunity for Network Rail to work with and support local	1	Network Rail welcome the opportunity to work with local community groups in the area to help with improvements to stations, should an opportunity for this be identified.

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

	community groups to improve stations		Network Rail employees are entitled to up to five days' volunteer leave to help UK registered charities and support community engagement activity such as our community rail, community safety and early engagement work.
5.5	Concerns around the work linking in with other improvements in the area	2	Network Rail will continue to engage and work with the Council, West Yorkshire Combined Authority, and other relevant stakeholders regarding other developments in the area, to ensure coordination in improvements across the TRU and to minimise any potential adverse impacts.
6. Design of the Scheme			
6.1	Design impacts (e.g., visual, biodiversity, heritage, public footpaths, carbon, noise)	6	Stakeholders including the Council, Historic England, Environment Agency and Natural England have been engaged with throughout the design process to ensure that the designs minimise any adverse impact on the environment and that appropriate mitigation measures are in place. For further detailed analysis, and mitigation proposed for landscape, heritage and other environmental factors, please refer to the ES, Volume 2i: Scheme Wide Assessments: Chapter 6 Historic Environment and Chapter 10 Landscape, Townscape and Visual.
	Huddersfield Station heritage concerns	2	<p>Using the Zone of Theoretical Visibility, designated heritage assets up to within 500m of the Scheme, where their setting is assessed as sensitive to changes from the Scheme are considered in the EIA and reported in ES, Volume 2i: Scheme Wide Assessment: Chapter 6 Historic Environment. Robust consultation and engagement have been ongoing with Historic England and the Council regarding heritage assets affected by the Scheme.</p> <p>At Huddersfield Station, Network Rail are conscious of the heritage status of the station and the surrounding areas. That has been taken fully into account as part of the proposals and the station has been treated sensitively in light of its Grade I listed status. Network Rail continue to consult and engage with both the Heritage Officer at the Council and Historic England regarding the character at Huddersfield Station. For more</p>

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

			information, please refer to the ES Volume 2i: Scheme Wide Assessment: Chapter 6 Historic Environment.
	Concerns around disruption to provide an extra platform at Huddersfield Station	3	Existing Platform 4a/4b is retained in its existing position and renamed as Platform 3. Existing Bay Platforms 5 & 6 are not long enough to accommodate the Scheme upgrades and cannot be made long enough to meet the required specification. For this reason it is proposed that those platforms are removed, which facilitates a reduction in width of the Platforms 4-8 island and Platform 8 is renamed as Platform 4. This makes space for new island Platforms 5-6. Reducing the width of Platforms 4-8 necessitates repositioning the Tea Rooms by 2 metres in order to provide the required 3.3m clear from Platform 4 edge. This was all optioneered, discussed, and presented as the selected option in the GRIP 3 Report, which was issued in November 2019. Through 2020, the Scheme has been further developed, fully presented, discussed, and agreed with the major heritage stakeholders Historic England and the Council. The design and layout of the station has been developed in line with Network Rail standards and the requirements for the station and in discussions with the train operating companies.
	Concerns around removal of footpath between the Hebble and Calder Navigation Canal and Helm Lane at Heaton Lodge	1	While Network Rail will need to undertake work to bridge and tunnel between the Hebble and Calder Navigation Canal and Helm Lane, this access will not be removed. There will be a period of limited closure, whilst some works are undertaken, but this will be advertised closer to the time.
6.2	Justification of design decisions	3	Environmental and wider sustainability issues are material considerations in the design development and option selection process. These issues have been considered through the design process, thereby achieving a continuous process of iterative design improvement with respect to the environment. Further information can be found in the ES Volume 2i: Scheme Wide Assessment: Chapter 3 Consideration of alternatives.

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

6.3	Decommissioning of railway viaducts - Grade II listed cast iron viaduct structures at Ravensthorpe	7	Across the rail network, it is normal practice for structures such as these to be secured from unauthorised access, particularly for the protection of vulnerable people. There are significant liability and maintenance issues associated with Network Rail allowing public access and creating a 'slow way' and this is not something that Network Rail can support. However, should another organisation wish to purchase the structure and all the associated ongoing maintenance and liabilities linked to providing a publicly accessible structure at height, discussions to explore this further with Network Rail would be welcomed, but Network Rail would still flag concerns regarding public access to structures at height, in close proximity to the railway.
6.4	Concerns around removal of Woodend Bridge. To be retained and accessible for pedestrians and vehicles	5	Woodend Bridge is a time expired asset that is scheduled to be removed following Network Rail asset management protocol. The removal of the bridge is not part of the Order Scheme. Even if Woodend Bridge was not life expired, it is currently too low to allow overhead line equipment to pass beneath it. There are no access rights over the bridge, and the structure would have been removed to facilitate the additional infrastructure required.
6.5	Colne Bridge Road to be widened to allow two vehicles to pass	1	The current bridge allows two cars/LGV vehicles to pass at the same time, but not two HGVs, and has a very small pedestrian walkway. When reconstructing Colne bridge, it will be widened to allow two HGV vehicles to pass at the same time, as well as adding a footpath.
6.6	Concern of the placement of overhead line electrification and the proximity to residential properties	2	The placement of Overhead Line Equipment (OLE) is defined by Network Rail standards and it will not introduce any new safety concerns to the residential properties. All equipment will be within the proposed Network Rail boundary. Rules for permitted proximity for OLE masts or electrical connections from residential or other buildings vary from project to project. Identified risks due to proximity shall be identified and mitigation measures will be put in place so that any hazard is reduced as low as reasonably practicable.

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

			The final form of OLE including gantry location is led by design operational and technical needs. However, once the principle of the design is confirmed as operationally acceptable, then the detailed design amongst other criteria seeks to minimise the environmental effects of the final form and placement. On this Scheme the recommended design of the gantries is the same as that used on the North West Electrification scheme, that is a more lightweight, less visually obtrusive arrangement than previously electrified railways, that allows greater spacing between gantries (55 to 65m) and more flexibility on precise location. An example is shown in the ES Volume 2i: Scheme Wide Assessment: Chapter 10 Landscape, Townscape and Visual.
6.7	Concerns around the usage of Ravensthorpe station	1	It is not within the TRU remit to close any existing stations.
6.8	Provision of another grade separated junction in Huddersfield	1	In order to deliver the benefits of TRU there is no requirement to include a second grade separated junction between Huddersfield and Westtown (Dewsbury).
6.9	Layout of Huddersfield Station	2	The Scheme proposals retain and extend the Penistone (not Sheffield) Line platform and provide 4 x 200m long through platforms and a bay platform facing in the Leeds direction. As noted above, Existing bay Platforms 5 & 6 cannot be extended to the minimum length required by the specification. This is due to a limitation on the width of John William Street Bridge & the viaduct. It is not possible to extend existing Platforms 4-8 across the bridge and viaduct with sufficient width to retain the 2 bay platforms and achieve the required minimum platform lengths to stable 6-8 carriage trains.
6.10	Concerns around Network Rail's need to compulsory purchase land and property	3	In order to deliver the required works, and subsequent benefits of the Scheme there are instances where Network Rail will need to compulsory purchase a small number of properties, and some areas of land will be required. All properties that Network Rail propose to compulsory purchase as part of the Scheme are where the proposed new

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

			track alignment will be placed and not for construction purposes. The exercise of powers to compulsorily purchase land will be fully justified in the Order, for the delivery of the Scheme.
6.11	Concerns around island platform at Mirfield and not all tracks being platformed	3	<p>Mirfield Station has been designed to accommodate the stopping services on the slow line only and there will be no provision for the fast line services to connect to the slow lines at Mirfield.</p> <p>There is provision for the Grand Central London Service to continue to stop at Mirfield, should the Train Operating Company wish to.</p>
6.12	Concerns around the design of the lifts and stairways at stations	2	The stations are designed to a level of detail appropriate to Network Rail Grip Stage 3 and remain under development as the Scheme progresses. Lighting and CCTV will be provided at all stations.
6.13	Concerns around potential suicide spots	1	As part of the design and in line with Network Rail's standards, the bridge will be constructed with parapets of 1.8m in height and this is to make sure that members of the public on the bridge do not come into contact with the overhead line electrification equipment. As part of the design process, and in order to include suitable mitigation measures to prevent trespass and suicide, Network Rail has consulted with the British Transport Police and Network Rail's asset managers to identify areas of high risk along the route in relation to trespass, vandalism and suicide.
6.14	Platforms at stations to be extended to accommodate longer services	3	<p>The proposed platforms at Deighton, Mirfield and Ravensthorpe are all 150m long to allow for 6-car stopping services.</p> <p>At Huddersfield, the proposals retain and extend the Penistone (not Sheffield) Line platform and provide 4 x 200m long through platforms and a bay platform facing in the Leeds direction.</p>

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

6.15	Mirfield Viaduct and flooding	3	Network Rail has engaged with relevant bodies including the Environment Agency, Canal & Rivers Trust, the Council and other stakeholders regarding the work. The flood risk assessment at Mirfield is referred to in the ES, Volume 2ii: Route Section Assessment: Route Section 5 Mirfield and Lower Hopton, Chapter 11 Water Environment, considers the effects the scheme will have on potential flooding and this includes the area around Mirfield Viaduct.
6.16	Layout of Mirfield Station including land around	1	<p>The proposed intervention at Mirfield Station is to provide platforms for stopping services along the two proposed slow lines. The existing railway alignment means that Network Rail are able to utilise the existing island platform, extending it to the east to provide platforms suitable for longer trains. In order to provide step free access to all services at Mirfield, as part of Network Rail's "Access for All" policy, it is proposed to create a new entrance with a lift and steps from the east of Station Road (opposite the existing entrance). A proposed footbridge will connect the island platform to the existing station car park to the south of the railway.</p> <p>It is not proposed to widen the railway bridge over Station Road, or to develop the Network Rail owned site to the north west (leased by Jewson).</p>
7. Provision of freight services			
7.1	Provision of freight services	6	Freight provision and capacity will not alter from what is available today. When assessing loops and passing places and how freight is accommodated, that forms part of the overall modelling to keep freight capacity as it is today. There is no requirement to do any further work to facilitate additional freight paths.
8. Concerns about the operational impacts of the Scheme			
8.1	Timetabling and onward connections	14	Timetabling and onward connections are to be agreed between the Department for Transport and train operating companies with input from Network Rail as to which routes are included in franchise agreements and how this links in with wider ambitions across each geographical area. This is not part of the Order or of the wider TRU remit.

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

8.2	Prioritising local connectivity as well as faster long-distance services	7	Between Manchester and York there will be capacity to run six fast 'inter-urban' trains every hour, as well as two local 'stopping' services every hour, in both directions. The trains will be longer too, meaning there will be more than three times the number of seats going between Manchester and York every hour than compared with those at present. The actual service pattern is still to be determined and subject to agreement with the train operating companies.
8.3	Concerns about operational noise for lineside neighbours	3	Operational noise is considered in the ES with appropriate mitigation measures, see Volume 2i: Scheme Wide Assessment: Chapter 8 Noise and Vibration.
8.4	Provision of services to run from Ravensthorpe to Wakefield	6	Relocation of Ravensthorpe Station to the west of Thornhill Junction provides train operating companies with the opportunity to provide stopping services to/from Wakefield to call at Ravensthorpe Station, in addition to the existing Leeds services, should they wish to.
8.5	Concerns around bi-mode trains along the Transpennine Route (electric and diesel powered)	8	The section of track between Huddersfield and Westtown (Dewsbury) and through to Leeds is to be electrified as part of the TRU programme. By electrifying the identified section, this would allow for the use of bi-mode trains to switch between both electric and diesel power.
9. Support for the Scheme			
9.1	Support for the Scheme	183	As part of the feedback for Phase 1 Consultation, 183 responses were in support the Scheme.
10. General / Non-site-specific feedback			
10.1	Further / full electrification of the	26	The section of track between Huddersfield and Westtown (Dewsbury) and through to Leeds is to be electrified as part of the TRU programme. There are sections of the TRU that are currently not electrified. It is important to note that the benefits that Network Rail are tasked with delivering as part of the Order, including increase in capacity, reliability

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

	whole Transpennine Route		and journey time reductions, can all be delivered within the scope Network Rail have currently for TRU, which includes some non-electrified sections.
	Third line electrification	1	Where electrification will be installed between Huddersfield and Westtown (Dewsbury) and through to Leeds, Network Rail are proposing to employ this with overhead line equipment (OLE), gantries and portals. Network Rail do not propose employing any other electrification including third line electrification which is currently in place in the South East.
10.2	Improvements to the whole and other areas within the Transpennine route	15	The Huddersfield to Westtown section is programmed earlier in the delivery of the wider TRU scheme in order to accommodate the time required to complete the Application process, which is more complex than other parts of the wider TRU scheme. The overall improvement to the whole area across the Pennines is consistent as the TRU programme is rolled out.
10.3	Bus services and the local networks, better connectivity	34	When considering how the stations, local highway network and services interact, the local authority and West Yorkshire Combined Authority have responsibility for the strategic network, assessing public transport usage, modes of transport and where users are going to, and coming from. It is not part of the Application process to review bus routes, timings and what may or may not be appropriate from a strategic transport network assessment point of view. However, Network Rail will continue to liaise with both organisations on a regular basis to have a joined-up approach to all transport services.
	Integrated travel with bus services at Ravensthorpe station with space to turn around	1	<p>A bus will be able to turn using the Ravensthorpe Station forecourt, but it is only intended for use by Rail Replacement Bus services. The current layout assumes very infrequent bus movements for rail replacement buses services only. The layout assumes that buses need to overrun kerbs to make this manoeuvre.</p> <p>The local authority would need to adapt the layout accordingly to allow for a more regular bus service and provide more space.</p>
10.4	Issues relating to Dewsbury station	6	Dewsbury station is not one of the four stations that falls within the Order limits. Work will be required at Dewsbury Station under TRU, but this will be carried out under separate

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

	include station facilities, electrification and track		powers that Network Rail have. Any issue raised relating to Dewsbury Station will not form part of this Order submission.
10.5	Reinstate/build a station at Bradley between Deighton and Mirfield	4	<p>As part of the remit for the stations' design as part of the Scheme development, it was identified the four stations needed to be upgraded to modern standards and be able to accommodate for an increase in capacity. It was not part of the remit to create an additional station from the route in Bradley, therefore outside of the Order scope.</p> <p>At option selection, Deighton Station was the most constrained and most challenging from an engineering perspective. Other options were identified at the early design stages, however when working through the design development and by using innovative engineering solutions, Network Rail identified they were able to retain the station at Deighton. Being able to replace Deighton in its existing location, negated any need to build the station to Bradley or any other location.</p>
10.6	<p>TOC Issues raised:</p> <ul style="list-style-type: none"> -Suggestion for longer and improved services -Lower fares -Improving ticketing facilities at stations -Improve services -Staffing 	38	Network Rail owns, manages and develops Britain's railway infrastructure, including some managed stations, and is responsible for carrying out the engineering work to create the extra capacity needed on the route – but does not operate the passenger or freight trains. The passenger train services are run under franchises awarded by the Government to the TOCs. Frequency of services and the stations to be served are set out within the franchise specification. These franchises hold responsibility for the rolling stock (trains) on each route, and for the facilities at stations along the route.
10.7	Service improvements and increase outside of the Transpennine Route	11	TRU is a key strategic infrastructure programme, and Network Rail agree that this needs to be articulated in the local context and the context of all other proposed northern infrastructure programmes. This is not a requirement for the Order submission.

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

	<ul style="list-style-type: none"> -Calder Valley -Penistone Line 		<p>The Scheme delivers the benefits remitted to Network Rail by the Department for Transport. The TRU maintains existing services on other routes, such as the Penistone line, as well as assessing where additional flexibility and resilience can be introduced. It is important to understand that these operational changes can be accommodated in the land required for redevelopment of Huddersfield Station and the surrounding area as shown in the consultation boards, and thus won't influence what is applied for through the Order.</p> <p>There is an opportunity to extend the existing Penistone Line platform to accommodate four car units in the future, but this is not part of the TRU scope. Note the Penistone Line connection to the Up Huddersfield remains at Spring Wood Junction.</p>
10.8	Additional capacity for stations within the order to meet future demands	4	The improvements planned at each of the stations included in the Order allow for a considerable capacity increase along the route, providing improvements for facilities and capacity. Any further increases in capacity fall outside of the remit and therefore not appropriate for consideration at this time. However, the proposals submitted do not preclude any further work in the future.
10.9	<p>Electrification of routes outside the Order and Transpennine Route Upgrade:</p> <ul style="list-style-type: none"> - Colne Valley - Huddersfield and Brighouse 	6	Any improvement suggestions including electrification to routes outside the Order are not included in the scope of this Scheme.
10.10	Provision for services from Dewsbury, Batley and Morley to travel direct to Wakefield (connecting chord)	1	Any provision to construct new track outside the Order and provide addition services are not included in the scope of this Scheme.

APPENDIX 7 – FEEDBACK RECEIVED DURING PHASE 1 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

10.11	Reintroduce services to Heckmondwike, Cleckheaton and Low Moor (Spen Valley Greenway) from Ravensthorpe	1	Any suggestions on reintroducing services outside of the Order are not included in the scope of this Scheme.
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APPENDIX 8 – FEEDBACK RECEIVED DURING PHASE 2 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED**THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992****Appendix 8 - Feedback Received During Phase 2 Public Consultation and Network Rail's Position to the Issues Raised****Phase 2: Huddersfield to Westtown (Dewsbury) – March 2020**

When asked for comments on Network Rail's proposals, consultees raised a number of key issues and themes. All the feedback that has been submitted by consultees has been carefully considered and Network Rail's comments and positions on the issues raised are set out and grouped together in the following pages.

The key issues raised in the March 2020 consultation focussed around the following themes:

1. Station facilities and parking
2. Grade separation at Ravensthorpe
3. Concerns about disruption to the operational railway and passengers throughout construction
4. Concerns about construction impacts of the Scheme
5. The need to demonstrate a business case and value for money
6. The requirement to communicate with the community during construction
7. Local and environmental impact during construction
8. Design of the Scheme (including engineering)
9. Provision of freight services
10. Concerns about the operational impacts of the Scheme
11. Support for the Scheme
12. General / Non-site-specific feedback

APPENDIX 8 – FEEDBACK RECEIVED DURING PHASE 2 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Item	Issue raised through response	Number of mentions from consultees on each issue	Network Rail position and where further information is available
1. Station facilities and parking			
1.1	Parking	8	It is not part of the Transpennine Route Upgrade (TRU) scope to increase the number of normal parking spaces at any of the stations. Network Rail will be including blue badge parking spaces and drop off areas at each of the four stations within the Transport and Works Act Order (“the Order”). Huddersfield and Mirfield have existing station car parks, with the number of parking spaces remaining as they are today once the work has completed. Improvements at both Deighton and Ravensthorpe include formal blue badge parking and drop off areas.
	Vehicular access to stations	2	Regarding any impacts on roads as a result of the Huddersfield to Westtown (Dewsbury) Scheme (“the Scheme”), detailed mitigations will be formally agreed with Kirklees Council (“the Council”) as part of the Planning Conditions and a Traffic Management Plan and a Travel Plan will be a condition. When considering how the stations, local highway network and services interact, the Council and the West Yorkshire Combined Authority (“the Combined Authority”) have responsibility for the strategic network, assessing public transport usage, modes of transport and where users are going to, and coming from. Network Rail continues to engage with both organisations on a regular basis to create a joined-up approach.
	Electric vehicle charging points	1	Electric Vehicle charging points are not included within the Scheme’s remit, and as such they are not included in the design of stations. Passive provision has been included in the electrical design of all stations so that a third party could install charging points in the future.

APPENDIX 8 – FEEDBACK RECEIVED DURING PHASE 2 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

1.2	Safety and security	1	<p>The train operator is responsible for the day-to-day operation of the four stations.</p> <p>In relation to the lifts specifically, the lifts would be equipped and monitored via CCTV, with power to the doors controlled from this central point. Lifts would also be equipped with help buttons and will be covered by a maintenance contract which includes response and repair.</p>
1.3	Station facilities	3	<p>All four stations (Huddersfield, Deighton, Mirfield and Ravensthorpe) will have drop off areas, blue badge parking spaces and step free access, which is an improvement on what is currently available today at all stations except Huddersfield, where these facilities already exist. Any further amendments to stations will be designed to the required standards for the grade of station.</p>
2. Grade separation at Ravensthorpe			
2.1	Grade separated junction at Ravensthorpe Station	27	<p>For the option selection process and how the preferred option was chosen, please refer to the ES, Volume 2i: Scheme Wide Assessment: Chapter 3 Consideration of alternatives.</p>
	Relocation of Ravensthorpe Station	14	<p>The relocation of Ravensthorpe Station to the west of Thornhill Junction has been progressed in order to allow for the grade separated junction. The relocation of the station provides train operating companies with the opportunity to provide stopping services to/from Wakefield to call at Ravensthorpe Station, in addition to the existing Leeds services, should they wish to.</p>
	Concrete works near Ravensthorpe station, and the risk of debris blowing onto passengers waiting at the station	1	<p>The Order is prepared in consideration of the potential environmental effects of the Scheme and not any existing problems that might be caused by third parties, so high fencing would not be identified as required to address a problem that does not originate from the operation of the railway. Network Rail does have to control any dust and mud generated by the construction of the Scheme and this is managed through the implementation of a Nuisance Management Plan that is a recommended Planning Condition and must be submitted to and agreed with the Council.</p>
3. Concerns about construction impacts of the Scheme			

APPENDIX 8 – FEEDBACK RECEIVED DURING PHASE 2 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

3.1	Concerns of disruption to the operational railway throughout construction	5	Network Rail, along with its rail industry partners, are committed to working with affected parties regarding the potential disruption to the operational railway and how best to manage the railway when some services are not running. This will be a mix of trains using diversionary routes, and rail replacement services. This plan is being developed and stakeholders will be engaged with as it develops.
3.2	Concerns about local construction impacts causing disruption to local roads, cyclists and pedestrians	2	<p>Regarding any road closures, detailed mitigations will be formally agreed with the Council as part of the Planning Conditions and this will include a Traffic Management Plan and a Travel Plan as a condition.</p> <p>Temporary and permanent Public Rights of Way (PROW) closures are outlined and discussed in detail in the ES, Volume 3: Appendix 14-1 Transport Assessment (TA). Detailed discussions regarding the TA have taken place and will continue with the Council as the local highway authority. In addition to the TA, the ES further assesses the effects on the PROW in Volume 2i: Scheme Wide Assessment: Chapter 15 Population and Human Health. The effects on cyclists is covered in the ES, Volume 3: Appendix 14-1 Transport Assessment and in Volume 2i: Scheme Wide Assessment: Chapter 15 Population and Human Health.</p>
3.3	Concerns around the environmental impacts of construction	2	The ES assesses the environmental effects of the Scheme, both when building it and then during the operation of the new Scheme. Through the ES, Network Rail is committed to producing a number of environmental management plans setting out measures to manage and mitigate impacts on all aspects of the local environment including Noise and Vibration, Landscape, Townscape and Visual and Traffic and Transport. The environmental management plans will include means of on-going communication with the public. Once Network Rail receives permission to build the Scheme, the plans must be produced in detail, submitted to and agreed with the Council by Planning Condition before works can start. The commitment to do this is set out in the ES, that is submitted with the Order application. The ES includes a CoCP where this commitment can be reviewed in detail. In terms of liaising with the public, the Communications Plan is the document that outlines how and when Network Rail will do this in advance of and during the works and the Communications Plan will be submitted and approved by the Council as part of the CoCP.

APPENDIX 8 – FEEDBACK RECEIVED DURING PHASE 2 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

3.4	Concerns around the impacts of construction on local business	2	Network Rail has engaged with and will continue to meet with business owners. Mitigation will be provided where appropriate to lessen or remove the adverse impacts of the Scheme on local businesses. Network Rail will follow the statutory compensation code in assessing any claim for compensation where mitigation does not remove the impact on directly affected businesses.
3.5	Construction method of the new Colne Bridge Road crossing	25	<p>The offline option was proposed primarily on the basis of significantly reduced road closures, reduced construction health and safety risk (less congested work area) and reduced temporary works requirements to support the existing carriageway during the works.</p> <p>The road will be in line with the relevant design requirements in terms of visibility and alignment.</p> <p>To address specific concerns regarding heritage assets, designated heritage assets up to within 500m of the Scheme (using the Zone of Theoretical Visibility) where their setting is assessed as sensitive to changes from the Scheme are reported in the ES. Please refer to the ES, Volume 2i: Scheme Wide Assessment: Chapter 6 Historic Environment. Robust consultation and engagement have been ongoing with Historic England and the Council regarding heritage assets affected by the Scheme.</p>
3.6	Impact of construction compounds	1	<p>For construction compounds, possession of land will be taken on a temporary basis only. Network Rail have sought to minimise the requirement for temporary possession of land where at all possible. The construction compounds will include site offices, welfare facilities, spaces for storage of construction materials, storage of plant and machinery, and car parking. Network Rail will work with its contractors to make sure there is minimal disruption to those who live and work around the areas.</p> <p>Regarding any road closures, detailed mitigations will be formally agreed with the Council as part of the Planning Conditions and this will include a Traffic Management Plan and a Travel Plan as a condition.</p>
4. The need to demonstrate a business case and value for money			

APPENDIX 8 – FEEDBACK RECEIVED DURING PHASE 2 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

4.1	Value for money of relocating Ravensthorpe Station	4	The relocation of Ravensthorpe Station has been progressed in order to allow for the grade separated junction. It is not within the TRU remit to consider closing any existing stations.
4.2	The need to demonstrate overall value for money	2	The Scheme has been funded and approved thus far by the Department for Transport and Her Majesty's Treasury. There are continuing funding requirements, and the Scheme has to continue to demonstrate value for money for the taxpayer. With all governance gateways so far having been passed, it is shown that the Scheme is an efficient use of taxpayers' money.
4.3	Strategic aims of the Scheme (Journey time, reliability and capacity benefits to local passengers)	1	The strategic aims of the TRU programme, and the benefits to future users, are capacity, reliability and journey time improvements. All the proposed works are in place to deliver these benefits. Please refer to the Statement of Aims for further details (NR04) .
5. Local and Environmental impacts			
5.1	Environmental impacts of design (including biodiversity, heritage, visual, carbon, open space, flooding)	12	The ES, which is submitted in accordance with the Application Rules, assessed the environmental effects of the Scheme, both when building it and then during the operation of the new Scheme. Through the ES, Network Rail is committed to producing a number of environmental management plans setting out measures to manage and mitigate impacts on all aspects of the local environment. Once Network Rail receives permission to build the Scheme, the plans must be produced in detail, submitted to and agreed with the Council by Planning Condition before the works can start. The commitment to do this is set out in the ES that is submitted with the Order application. Stakeholders including the Council, Historic England, Environment Agency and Natural England have been engaged with throughout the design process to ensure that the designs minimise any adverse impact on the environment and that appropriate mitigation measures are in place.
	Concerns around road flooding below Mirfield Viaduct	1	Network Rail has engaged with relevant bodies including the Environment Agency, Canal & Rivers Trust, the Council and other stakeholders regarding the work. The flood risk assessment at Mirfield is referred to in the ES, Volume 2ii: Route Section Assessment: Route Section 5

APPENDIX 8 – FEEDBACK RECEIVED DURING PHASE 2 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

			Mirfield and Lower Hopton, Chapter 11 Water Environment, considers the effects the scheme will have on potential flooding and this includes the area around Mirfield Viaduct.
	Public rights of way	1	<p>It is not within the programme remit to include additional new rights in terms of accessing stations or providing links to the wider network.</p> <p>As part of the Scheme, there will be a requirement for temporary closure of a number of Public Rights and this can be reviewed in the Transport Assessment that is submitted with the Order. Temporary and permanent Public Rights of Way (PROW) closures are outlined and discussed in detail in the ES, Volume 3: Appendix 14-1 Transport Assessment. Detailed discussions regarding the Transport Assessment have taken place and will continue with the Council as the local highway authority. In addition to the Transport Assessment, the ES further assesses the effects on the PROW in Volume 2i: Scheme Wide Assessment: Chapter 15 Population and Human Health.</p> <p>There will be a minor permanent diversion of the bridleway between Hunger Hill and Ravensthorpe Road. We are not proposing to add any new PROW into the area as part of the Scheme as the existing network is unaffected outside the bridleway between Hunger Hill and Ravensthorpe Road as previously discussed. Therefore, we are not proposing a link between the existing bridleway at Sands Lane and the Spen Valley Greenway. The realigned bridleway will connect into Ravensthorpe Road as currently and from this point users can access the new station forecourt as they do currently. On this basis there will be no need for a direct link from the PROW to the station.</p>
	Coal Chutes (Hillhouse)	1	The coal chutes at Hillhouse Sidings will remain untouched and protected with an exclusion zone in consideration of their listed structure status.
6. Design of the Scheme			
6.1	Deighton Station location	35	The public's opinion on their preferred station location was sought and this feedback has contributed to the wider decision-making process. A greater number of respondents preferred the alternative location, with the rationale being that it didn't require property purchase. Taking this feedback into account, the Network Rail Design and Construction team looked at new and innovative techniques in this location and have been able to design the station in its existing

APPENDIX 8 – FEEDBACK RECEIVED DURING PHASE 2 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

			location without the requirement to take properties. This was identified as a positive by many stakeholders who prefer the existing location, due to the alternative being 400 metres more remote to the west. The design also incorporates blue badge parking and a drop off/pick up area.
6.2	Huddersfield Viaduct / John William Street span options	37	<p>Network Rail's original proposals questioned the ability to construct a single span deck in this location without severely impacting stakeholders. Further work has been undertaken which identified that the single span option would in fact be possible, and the feedback received from a number of stakeholders, including the Council, is that a single span would be preferable.</p> <p>In addition to stakeholder feedback, the single span option has been selected for the following reasons:</p> <ul style="list-style-type: none"> • The single span option was selected to avoid major road disruptions during the construction, which would require diverting of several services under the span, redesigning adjacent road junctions. • The construction programme constraints during the first blockade to complete a 2 or 3 span concrete deck are extremely challenging. • The single span option closely resembles the existing grade II structure and therefore is in keeping with the current viaduct. • The addition of piers to support a 2 or 3 span deck creates a tunnel effect which from a pedestrian aspect is undesirable and can make people feel vulnerable when passing through. <p>Engagement with the Council is ongoing regarding traffic management, including possible height limits.</p> <p>Network Rail has engaged with Historic England and the Council regarding the design of the listed structures on the Scheme. The listed building consent for John William Street will require further engagement with statutory stakeholders in terms of final finish and the views expressed to date have been noted. It is acknowledged that the decorative panels are of interest.</p>

APPENDIX 8 – FEEDBACK RECEIVED DURING PHASE 2 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

			Currently Network Rail is not proposing to make any changes to the layout, including for pedestrians and cyclists.
6.3	Concerns around Ravensthorpe viaduct and the requirement to fill in of two ponds in the quarry site	2	<p>Works are planned in the Ravensthorpe Road area of Ravensthorpe including works that will impact on the Thornhill landfill site and Forge Lane quarry. The two sites are undergoing a period of restoration and Network Rail has engaged with the site owners and operators to better understand the proposals for the two sites and a review of the proposed restoration schemes submitted through the Council has also been undertaken.</p> <p>The main work that will affect the quarry site is the construction of the new viaduct. However, the Scheme has sought to minimise impacts on the quarry site by refining the construction access and compound requirements in this location, so the main impacts arise from the footprint of the viaduct and the direct construction area required to implement this.</p> <p>Within the landfill site works relate to the works required on the Halifax line and also the embankment works associated with the new viaduct. There is also a requirement to house a power supply point on this site as well as works to the overhead power lines. This does lead to a requirement for infilling of the two ponds on the site.</p> <p>Ecology surveys have been undertaken for these features including aquatic ecology and this is considered in the ES. The assessment sets out the potential effects and required mitigation including proposals for mitigation sites. Please refer to ES Volume 2i: Scheme wide effects: Chapter 9 Biodiversity. Further detail will be provided, should the Order be granted, as there will be a requirement under the deemed planning permission for the production of a Landscape and Ecology Management Plan which will set out in further detail the proposals for mitigation and this will be submitted to and agreed by the Council prior to construction works</p>
6.4	Huddersfield Station heritage concerns	3	Using the Zone of Theoretical Visibility, designated heritage assets up to within 500m of the Scheme, where their setting is assessed as sensitive to changes from the Scheme are considered in the EIA and reported in ES, Volume 2i: Scheme Wide Assessment: Chapter 6

APPENDIX 8 – FEEDBACK RECEIVED DURING PHASE 2 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

			<p>Historic Environment. Robust consultation and engagement have been ongoing with Historic England and the Council regarding heritage assets affected by the Scheme.</p> <p>At Huddersfield Station, Network Rail are conscious of the heritage status of the station and the surrounding areas. That has been taken fully into account as part of the proposals and the station has been treated sensitively in light of its Grade I listed status. Network Rail continue to consult and engage with both the Heritage Officer at the Council and Historic England regarding the character at Huddersfield Station. For more information, please refer to the ES Volume 2i: Scheme Wide Assessment: Chapter 6 Historic Environment.</p> <p>There is no work taking place that would impact on the frontage of the station or on the Harold Wilson statue.</p>
	Huddersfield Station entrance	3	<p>There are no plans to include an additional entrance at Huddersfield Station. It is not the remit of TRU to deliver a new station entrance to Huddersfield. As part of the Scheme there is significant remodelling work to Huddersfield Station planned, but it is not a requirement to develop a western entrance to the station. However, the existing subway that is being extended to serve the new platforms, could in the future be extended further by a third party and link into any future plans to develop that site.</p>
	Huddersfield Station lighting	2	<p>The proposed lighting conditions will be improved by using a combination of the natural light via the rooflight and also the electric lighting scheme. The electric lighting scheme within the existing canopy will incorporate both uplight to the underside of the roof and also downlight to platform level. The uplight will improve the overall ambience by highlighting the architectural structure and will create a visually comfortable backdrop. The downlight supplied by the pendants and discrete surface-mounted luminaires will provide the low-level lighting for safe orientation around the station with low glare for users. Unlike the existing lighting scheme, the daylight and electric light will be controlled via a control system that ensures that the electric lighting compensates when there is not enough natural light and vice versa. Glazing to the central lantern and side glazing elements was explored in a number of options to determine the</p>

APPENDIX 8 – FEEDBACK RECEIVED DURING PHASE 2 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

			contribution of natural light from the lantern to the platforms. It was determined that the lantern provided minimal contribution to the lighting levels required to the platforms due to it being positioned over the tracks. Instead the main daylight contribution is from the two roof lights positioned directly over the platforms.
	Concerns around the requirement behind the proposed design (through and bay platforms, removal of sidings)	3	<p>Existing Platform 4a/4b is retained in its existing position & renamed as Platform 3. Existing Bay Platforms 5 & 6 are not long enough to accommodate the Scheme upgrades and cannot be made long enough to meet the required specification. For this reason, it is proposed that those platforms are removed, which facilitates a reduction in width of the Platforms 4-8 island and Platform 8 is renamed as Platform 4. This makes space for new island Platforms 5-6. Reducing the width of Platforms 4-8 necessitates repositioning the Tea Rooms by 2 of metres in order to provide the required 3.3m clear from Platform 4 edge. This was all optioneered, discussed, and presented as the selected option in the GRIP 3 report, which was issued in November 2019. Through 2020, the Scheme has been further developed, fully presented, discussed, and agreed with the major heritage stakeholders Historic England and the Council.</p> <p>The design and layout of the station have been developed in line with Network Rail standards and the requirements for the station and in discussions with the train operating companies.</p>
6.5	Requirement to consider impact on other developments	3	Network Rail will continue to engage and work with the Council, the Combined Authority and other relevant stakeholders regarding other developments in the area, to make sure co-ordination in improvements across the TRU and to minimise any potential adverse impacts.
6.6	Concerns around Network Rail's need to compulsory purchase land and property	2	In order to deliver the required works, and subsequent benefits of the Scheme there are instances where Network Rail will need to compulsory purchase a small number of properties, and some areas of land will be required. All properties that Network Rail propose to compulsory purchase as part of the Scheme are where the proposed new track alignment will be placed and not for construction purposes. The exercise of powers to compulsory purchase land will be fully justified in the Order, for the delivery of the Scheme.

APPENDIX 8 – FEEDBACK RECEIVED DURING PHASE 2 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

7. Provision of freight services			
7.1	Freight services	2	Freight provision and capacity will not alter from what is available today. When assessing loops and passing places and how freight is accommodated, that forms part of the overall modelling to keep freight capacity as it is today. There is no requirement to do any further work to facilitate freight paths.
8. Concerns about the operational impacts of the Scheme			
8.1	Timetabling and onward connections	1	Timetabling and onward connections are to be agreed between the Department for Transport and train operating companies with input from and Network Rail as to which routes are included in franchise agreements and how this links in with wider ambitions across each geographical area. This is not part of the Order or of the wider TRU remit.
9. Support for the Scheme			
9.1	General support for the Scheme	8	During the Phase 2 Consultation, Network Rail received 8 comments in support of the Scheme.
10. General / Non-site-specific feedback			
10.1	<p>Train operating companies Issues raised:</p> <ul style="list-style-type: none"> -Suggestion for longer and improved services -Lower fares -Improving ticketing facilities at stations 	1	Network Rail owns, manages and develops Britain's railway infrastructure, including some managed stations, and is responsible for carrying out the engineering work to create the extra capacity needed on the route – but does not operate the passenger or freight trains. The passenger train services are run under franchises awarded by the Government to the train operating companies, therefore this is not part of the Order or of the wider TRU remit.

APPENDIX 8 – FEEDBACK RECEIVED DURING PHASE 2 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

	-Improve services -Staffing		
10.2	Further / full electrification of the whole Transpennine Route	2	The section of track between Huddersfield and Westtown (Dewsbury) and through to Leeds is to be electrified as part of the TRU programme. There are sections of the TRU that are currently not electrified. It is important to note that the benefits that Network Rail are tasked with delivering as part of the Order, including increase in capacity, reliability and journey time reductions, can all be delivered within the scope Network Rail have currently for TRU, which includes some non-electrified sections.
10.3	Improvements to the whole and other areas within the Transpennine route	4	The Huddersfield to Westtown section is programmed earlier in the delivery of the wider TRU scheme in order to accommodate the time required to complete the Application process, which is more complex than other parts of the wider TRU scheme. The overall improvement to the whole area across the Pennines is consistent as the TRU programme is rolled out.
10.4	Service improvements and increase outside of the Transpennine Route, including: -Calder Valley -Penistone Line -Huddersfield and Gledholt tunnels	3	<p>TRU is a key strategic infrastructure programme, and Network Rail agree that this needs to be articulated in the local context and the context of all other proposed northern infrastructure programmes. This is not a requirement for the Order submission.</p> <p>The Scheme delivers the benefits remitted to Network Rail by the Department for Transport, for the TRU whilst also maintaining existing services on other routes, such as the Penistone line, as well as assessing where additional flexibility and resilience can be introduced. It is important to understand that these operational changes can be accommodated in the land required for redevelopment of Huddersfield Station and the surrounding area as shown in the consultation boards, and thus won't influence what is applied for through the Order.</p> <p>There is an opportunity to extend the existing Penistone Line platform to accommodate four car units in the future, but this is not part of the TRU scope. Note the Penistone Line connection to the Up Huddersfield remains at Spring Wood Junction.</p>

APPENDIX 8 – FEEDBACK RECEIVED DURING PHASE 2 PUBLIC CONSULTATION AND NETWORK RAIL'S POSITION TO THE ISSUES RAISED

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

10.5	Progress of the Order from phase 1 to phase 2	1	Significant progress has been made across design, construction, environment, land and property requirements, and taking account of feedback from stakeholders and the public, where possible. It is common at Phase 2, in the development of an Order submission, that options are still not confirmed.
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APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Appendix 9a – Phase 1 Consultation Materials



Pre Consultation

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

A5 Flyer – Double Sided Invitation

Front

Public Consultation: Huddersfield to Westtown (Dewsbury)

We're improving the Transpennine railway between Manchester, Huddersfield, Leeds and York. We want to create a better performing railway that passengers can depend on with more seats, more trains and faster journeys.

Upgrading the section of railway between Huddersfield and Westtown (Dewsbury) is key to delivering the benefits passengers want along the Transpennine route. Our proposals include doubling the number of tracks from two to four, upgrades to the stations and electrification. With such major improvements to the railway proposed in this area, we would like to hear your views.

Back

Consultation events

Drop in to one of our consultation events to hear about our proposals and have your say. This is your opportunity to speak to our specialists to learn more about the scheme and the work proposed between Huddersfield and Westtown (Dewsbury).

Find your nearest consultation event:

Huddersfield Mission, 3-13 Lord Street, HD1 1QA	Mon 9 September Tues 10 September	12:00 – 20:00 12:00 – 20:00
Deighton Sports Arena, Deighton Road, HD2 1JP	Wed 11 September	12:00 – 20:00
Hudawi Cultural Centre, Great Northern Street, Huddersfield, HD1 6BG	Thurs 12 September	12:00 – 20:00
Bradley Park Community Centre, Wilton Avenue, HD2 1RS	Sat 14 September	10:00 – 13:30
Mirfield Community Centre, Water Royd Lane, WF14 9SG	Tues 17 September Wed 18 September	12:00 – 20:00 12:00 – 18:30
Dewsbury West Community Centre, Church Street, Ravensthorpe, WF13 3LA	Thurs 19 September Sat 21 September	12:00 – 20:00 10:00 – 13:30

How to have your say

For more information on our proposals, visit:
networkrail.co.uk/TranspennineEngagement or
email us at: TranspennineEngagement@networkrail.co.uk

You can share your views by attending one of our consultation events or filling in our online survey. Comments can be submitted between Monday 9 September and Friday 25 October.

You can also call Network Rail's National Helpline on 03457 11 41 41 or follow us @TheGNRP



APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Station and Public Posters (Double royal and A4)



Public Consultation: Huddersfield to Westtown (Dewsbury)



Upgrading the section of railway between Huddersfield and Westtown (Dewsbury) is key to delivering the benefits passengers want along the Transpennine route. We propose major improvements, this includes doubling the number of tracks, upgrades to stations and electrification, but we want to know what you think.

Consultation events

We're holding nine consultation events between **Monday 9 September 2019** and **Saturday 21 September 2019**. Whether you're a passenger, live near to the railway or just want to hear more, this is your opportunity to speak to our specialists to learn more about the scheme and the work proposed.

To find your nearest consultation event, visit networkrail.co.uk/TranspennineEngagement



For further information, you can also call Network Rail's Helpline on 03457 11 41 41, or email TranspennineEngagement@networkrail.co.uk

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Half Page Press Advertisement

NetworkRail

Have your say



We want to improve the railway between Huddersfield and Westtown (Dewsbury). We'd like to double the number of tracks, upgrade stations and electrify this section, but we want to know what you think.

We're holding nine consultation events between Monday 9 September and Saturday 21 September. Whether you're a passenger, live near to the railway or just want to hear more, come along to discuss the proposals with our team of designers.

Huddersfield Mission, 3-13 Lord Street, HD1 1QA Mon 9 Sept 12:00 – 20:00 Tues 10 Sept 12:00 – 20:00	Hudawi Cultural Centre, Great Northern Street, Huddersfield, HD1 6BG Thurs 12 Sept 12:00 – 20:00	Mirfield Community Centre, Water Royd Lane, WF14 9SG Tues 17 Sept 12:00 – 20:00 Weds 18 Sept 12:00 – 18:30
Delighton Sports Arena, Delighton Road, HD2 1JP Weds 11 Sept 12:00 – 20:00	Bradley Park Community Centre, Wilton Avenue, HD2 1RS Sat 14 Sept 10:00 – 13:30	Dewsbury West Community Centre, Church Street, Ravensthorpe, WF13 3LA Thurs 19 Sept 12:00 – 20:00 Sat 21 Sept 10:00 – 13:30

**Public Consultation:
Huddersfield to Westtown
(Dewsbury)**

For further information visit
networkrail.co.uk/TranspennineEngagement
 or call Network Rail's National Helpline on 03457 11 41 41

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

During Consultation

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

A5 Roll-fold Leaflet: Page 1

Freepost Feedback Form

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2

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LONDON
W2 6JX

Public Consultation Huddersfield to Westtown (Dewsbury)

Page 5 Scheme Interventions

Huddersfield Station

Upgrade work proposed at Huddersfield station includes delivering a fourth 'through platform' in addition to the three that currently exist. This would allow us to better manage the proposed increase in the number of trains and improve the timetable resilience, creating fewer delays. Platforms would be extended to accommodate longer trains, and all lines serving Leeds will be electrified. We are working with Historic England and will consult with local groups, so we can deliver passenger benefits, while respecting the historic integrity of the Grade 1 listed building.

Deighton Station

The location of Deighton station and its surrounding constraints, means accommodating the additional tracks and platforms has been difficult to achieve. However, our proposal represents the best solution to retain the station at its current location based on information collected to date. We propose improved facilities including blue-badge parking, a drop off point, and step-free access to platforms. All lines will be electrified.



Mirfield Station

Mirfield station would be remodelled to allow four tracks to pass through. The station would benefit from step-free accessibility with lifts serving the platform. All lines will be electrified.

Ravensthorpe Station

We propose relocating Ravensthorpe station approximately 250 metres to the west. The relocated station will have better, step-free access to both platforms. All lines will be electrified.



Grade Separation – Ravensthorpe

To deliver the benefits that passengers want to see, our proposal is to separate tracks to the east of the proposed new Ravensthorpe station, at a location on the railway known as Thornhill Junction.

We propose doubling the number of tracks going to/from Leeds from two to four – and then separating the two new tracks from those going to/from Wakefield. We propose doing this either with a bridge (fly-over) or a tunnel (dive-under). Separating tracks at different heights in this way is known as 'grade separation'.

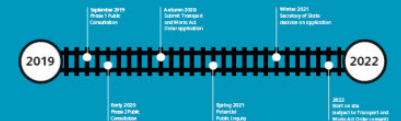
By doing this, we can run more trains at faster speeds while potentially reducing the impact of delays when things go wrong.

Page 6 Consents for work

To build a railway outside of the existing boundary, a Transport and Works Act Order is required. This is a piece of legislation approved by the Secretary of State for Transport, granting permission to carry out the work.

Next Steps

Prior to submitting the application, we want to hear your feedback. This will help inform the further development of our proposals. We intend to submit the Transport and Works Act Order application in autumn 2020.



Have your say

You can share your views on the Huddersfield to Westtown (Dewsbury) scheme by sending in our freepost feedback form or filling in our online survey networkrail.co.uk/TranspennineEngagement. Comments can be submitted between Monday 9 September and Friday 25 October.

For further information visit:
networkrail.co.uk/TranspennineEngagement
or by emailing:
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You can also call Network Rail's National Helpline on
03457 11 41 41

Page 1

Network Rail

Public Consultation: Huddersfield to Westtown (Dewsbury)

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

A5 Roll-fold Leaflet: Page 2

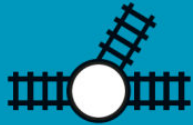
Page 2

Background

We're improving the Transpennine railway between Manchester, Huddersfield, Leeds and York.

We want to create a better performing railway that passengers can depend on with more seats, more trains and faster journeys. By creating a

better-connected North, this will provide people with more opportunities to travel, work, study or see family and friends.



The Scheme

Upgrading the section of railway between Huddersfield and Westtown – about half a mile south-west of Dewsbury station – is key to delivering the benefits passengers want along the Transpennine railway. The current layout of railway in this area means we can't run more trains or faster trains than we currently do, and this section of the track can be a cause of delays. With such major improvements to the railway proposed in this area, we would like to hear your views.

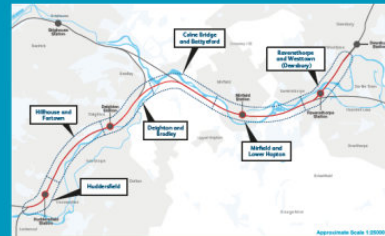
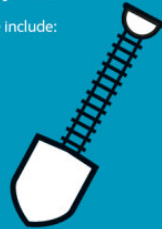


Page 3

Huddersfield to Westtown (Dewsbury) Proposals

Our proposals for the scheme include:

- Doubling the number of tracks from two to four along the majority of the railway.
- Separating sections of track from each other by either a bridge (fly-over) or tunnel (dive-under) at Ravensthorpe.
- Upgrading stations at Huddersfield, Deighton, Mirfield and Ravensthorpe.
- Electrification of the railway from Huddersfield to Ravensthorpe – and right through to Leeds.



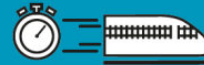
Page 4

The Benefits

Our proposals for the Huddersfield to Westtown (Dewsbury) scheme would deliver a range of benefits including:

A better railway

The tracks would be doubled from two to four along most of the railway, meaning a more efficient 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 facilities for passengers. Our proposals include improvements at Huddersfield, Deighton, Mirfield and Ravensthorpe.



Cleaner and quieter railway

We plan to electrify the railway from Huddersfield to Ravensthorpe – and right through to Leeds. This means cleaner travel and is quieter for those living near the railway.



Supporting economic growth

With more seats and more trains, our proposals will better connect the cities in the North. We want to build a railway which passengers and businesses can trust.



Freepost Feedback Form

Fill out the form below, fold in half and glue together, then send back to us using Freepost.
We will send you a copy of the feedback form and a copy of the railway between Huddersfield and Westtown (Dewsbury).
[] Strongly Agree [] Agree [] Undecided [] Disagree [] Strongly Disagree [] Other (please explain why below)

2) In your view, what are the most important facilities at a station?
[] Step-free access [] Clear signs and information [] Other (please give your answer in the space below)
[] Step-free access [] Clear signs and information [] Other (please give your answer in the space below)

3) In your view, are there any aspects of the scheme which could be improved?
[] Yes [] No [] Other (please give your answer in the space below)

4) At Ravensthorpe, where a grade separation is required, is
[] A bridge (fly-over) [] A tunnel (dive-under)
[] I don't know or sure on this.

5) What topics are most important to you when considering the
[] The environment [] The local road network
[] The railway [] Other (please give your answer in the space below)

continued

Should you have any further comments, please include an appropriate address of pages.
Huddersfield will consider all feedback and quality your personal details to post the feedback form to the relevant address.
[] Other (please use the space below to explain)


Any feedback provided will be shared and held safely for Network Rail in accordance with the Data Protection Act 2018. It is not intended to be used for any other purpose and will be destroyed after the completion of the project. If you wish to see a copy of the feedback form, please contact the project team. If you wish to see a copy of the feedback form, please contact the project team. If you wish to see a copy of the feedback form, please contact the project team.

Please confirm by providing your details in the space provided below:

NAME
ADDRESS
POSTCODE
EMAIL

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Pop-up Stand
3x3 Metres


**Public Consultation:
Huddersfield to
Westtown (Dewsbury)**

We're improving the Transpennine railway between Manchester, Huddersfield, Leeds and York. We want to create a better performing railway that passengers can depend on with more seats, more trains and faster journeys. By creating a better-connected North, this will provide people with more opportunities to travel to work, study or see family and friends.

Scheme proposal
Upgrading the railway between Huddersfield and Westtown – about half a mile south-west of Dewsbury Station – is key to delivering the benefits passengers want along the Transpennine railway. The current layout of railway in this area means we can't run more trains or faster trains than we currently do. With such major improvements to the railway proposed in this area, we would like to hear your views.

What are the benefits?

- A better railway**
The tracks would be doubled from two to four along most of the railway, meaning a more reliable 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 facilities for passengers. Our proposals include improvements at Huddersfield, Deighton, Mirfield and Rotherham.
- Cleaner and quieter railway**
We plan to electrify the railway from Huddersfield to Rotherham – and right through to Leeds. This means cleaner travel and is quieter for those living near the railway.
- Supporting economic growth**
With more seats and more trains, our proposals will better connect the cities in the North. We want to build a railway which passengers and businesses can trust.

Consents for work
To build a railway outside of the existing boundary, a Transport and Works Act Order (TWAO) is required. This is a piece of legislation approved by the Secretary of State for Transport, granting permission to carry out the work.

Next steps
Prior to submitting the application, we want to hear your feedback which will help inform the further development of our proposals. We intend to submit the application in Autumn 2020.

Have your say
You can share your views on the Huddersfield to Westtown (Dewsbury) scheme by returning our Request Feedback form or filling in our online survey networkrail.co.uk/TranspennineEngagement. Comments can be submitted between Monday 9 September and Friday 25 October. To find out more visit: networkrail.co.uk/TranspennineEngagement Or by emailing: TranspennineEngagement@networkrail.co.uk For further information, you can also call Network Rail's National Helpline on 03457 11 41 41

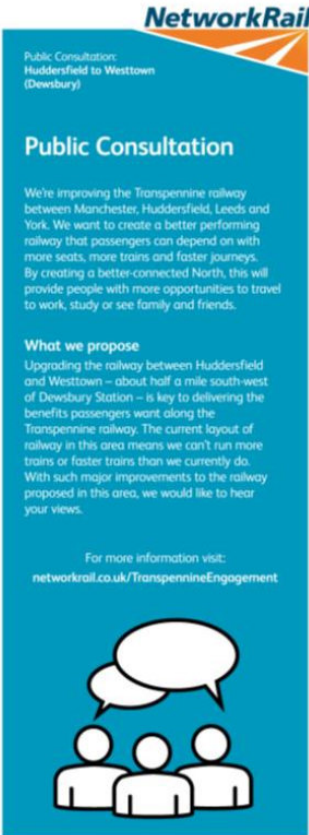
Timeline:

- September 2019: Phase 1 Public Consultation
- Early 2020: Phase 2 Public Consultation
- Autumn 2020: Submit Transport and Works Act Order application
- Spring 2021: Referenced Public Inquiry
- Winter 2021: Secretary of State decision on application
- 2022: Start on site (subject to Transport and Works Act Order consent)

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Pull-up Banners




Public Consultation


We're improving the Transpennine railway between Manchester, Huddersfield, Leeds and York. We want to create a better performing railway that passengers can depend on with more seats, more trains and faster journeys. By creating a better-connected North, this will provide people with more opportunities to travel to work, study or see family and friends.

What we propose

Upgrading the railway between Huddersfield and Westtown – about half a mile south-west of Dewsbury Station – is key to delivering the benefits passengers want along the Transpennine railway. The current layout of railway in this area means we can't run more trains or faster trains than we currently do. With such major improvements to the railway proposed in this area, we would like to hear your views.

For more information visit:
networkrail.co.uk/TranspennineEngagement






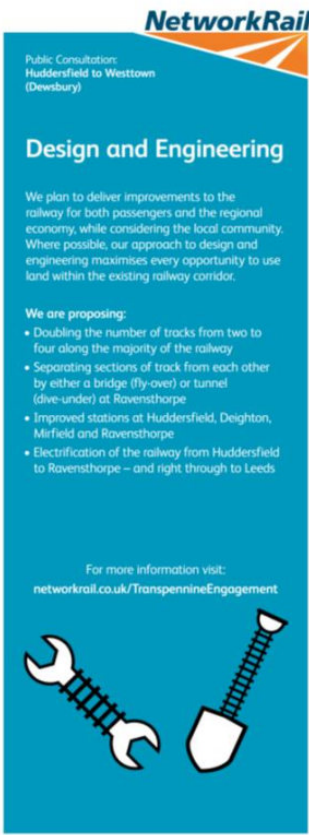
Speak to our team

Have you got a question for the team? This is your opportunity to speak to our specialists to understand more about the scheme and the work proposed.

People who specialise in the disciplines listed below are available to answer your questions today.

- Consents
- Construction
- Design and Engineering
- Environment
- Heritage
- Property
- Strategic






Design and Engineering


We plan to deliver improvements to the railway for both passengers and the regional economy, while considering the local community. Where possible, our approach to design and engineering maximises every opportunity to use land within the existing railway corridor.

We are proposing:

- Doubling the number of tracks from two to four along the majority of the railway
- Separating sections of track from each other by either a bridge (fly-over) or tunnel (dive-under) at Ravensthorpe
- Improved stations at Huddersfield, Deighton, Mirfield and Ravensthorpe
- Electrification of the railway from Huddersfield to Ravensthorpe – and right through to Leeds

For more information visit:
networkrail.co.uk/TranspennineEngagement






Highways and Utilities

Throughout construction there would be significant highways alterations and improvements taking place. We are working closely with the relevant organisations to understand how we will best engage with the highways network and utilities systems. We aim to minimise any disruption to traffic flow and services in the local community.

Transporting materials and equipment by rail is the preferred means of supporting construction. The road network will also be required. We are currently assessing the best means of access to each site and the impact on the road network.

For more information visit:
networkrail.co.uk/TranspennineEngagement



Public Consultation

Speak to our team

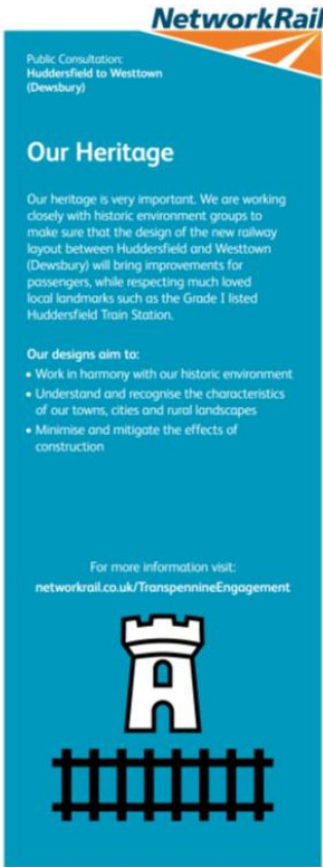
Design and Engineering

Highways and Utilities

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Pull-up Banners



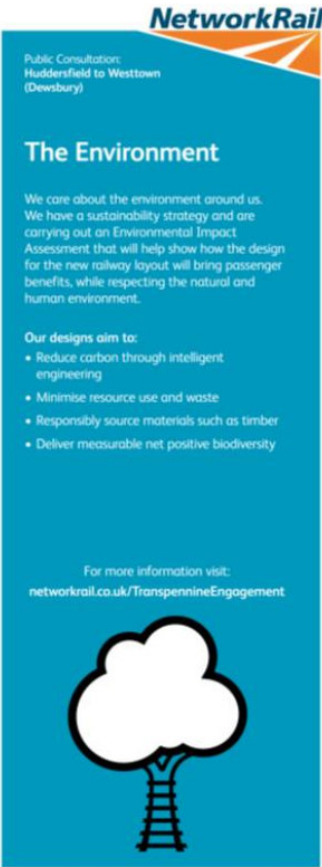
Our Heritage

Our heritage is very important. We are working closely with historic environment groups to make sure that the design of the new railway layout between Huddersfield and Westtown (Dewsbury) will bring improvements for passengers, while respecting much loved local landmarks such as the Grade I listed Huddersfield Train Station.

Our designs aim to:

- Work in harmony with our historic environment
- Understand and recognise the characteristics of our towns, cities and rural landscapes
- Minimise and mitigate the effects of construction

For more information visit:
networkrail.co.uk/TranspennineEngagement



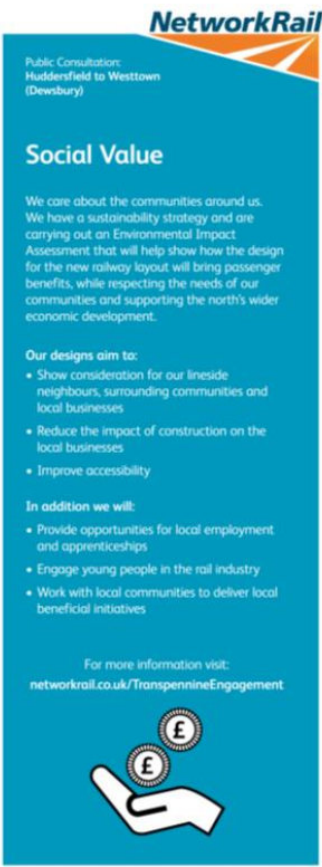
The Environment

We care about the environment around us. We have a sustainability strategy and are carrying out an Environmental Impact Assessment that will help show how the design for the new railway layout will bring passenger benefits, while respecting the natural and human environment.

Our designs aim to:

- Reduce carbon through intelligent engineering
- Minimise resource use and waste
- Responsibly source materials such as timber
- Deliver measurable net positive biodiversity

For more information visit:
networkrail.co.uk/TranspennineEngagement



Social Value

We care about the communities around us. We have a sustainability strategy and are carrying out an Environmental Impact Assessment that will help show how the design for the new railway layout will bring passenger benefits, while respecting the needs of our communities and supporting the north's wider economic development.

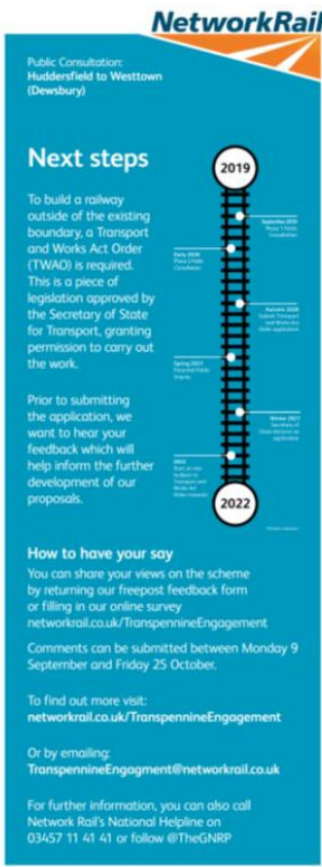
Our designs aim to:

- Show consideration for our lineside neighbours, surrounding communities and local businesses
- Reduce the impact of construction on the local businesses
- Improve accessibility

In addition we will:

- Provide opportunities for local employment and apprenticeships
- Engage young people in the rail industry
- Work with local communities to deliver local beneficial initiatives

For more information visit:
networkrail.co.uk/TranspennineEngagement



Next steps

To build a railway outside of the existing boundary, a Transport and Works Act Order (TWAO) is required. This is a piece of legislation approved by the Secretary of State for Transport, granting permission to carry out the work.

Prior to submitting the application, we want to hear your feedback which will help inform the further development of our proposals.

How to have your say

You can share your views on the scheme by returning our freepost feedback form or filling in our online survey networkrail.co.uk/TranspennineEngagement

Comments can be submitted between Monday 9 September and Friday 25 October.

To find out more visit:
networkrail.co.uk/TranspennineEngagement

Or by emailing:
TranspennineEngagement@networkrail.co.uk

For further information, you can also call Network Rail's National Helpline on 03457 11 41 41 or follow @TheGNRP

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Outdoor Signage

Direction Signage - Right



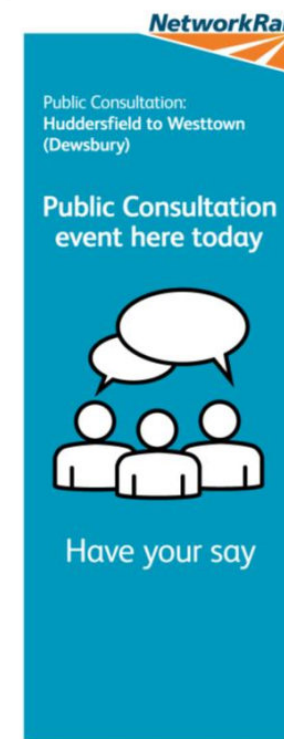
Direction Signage - Left



Direction Signage - Straight



Outdoor Pull-Up Banner



APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Social Media – Twitter Image Examples

Generic Twitter Post

Huddersfield Event –
12.09.2019

Mirfield Event – 18.09.2019

Ravensthorpe Event –
21.09.2019

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

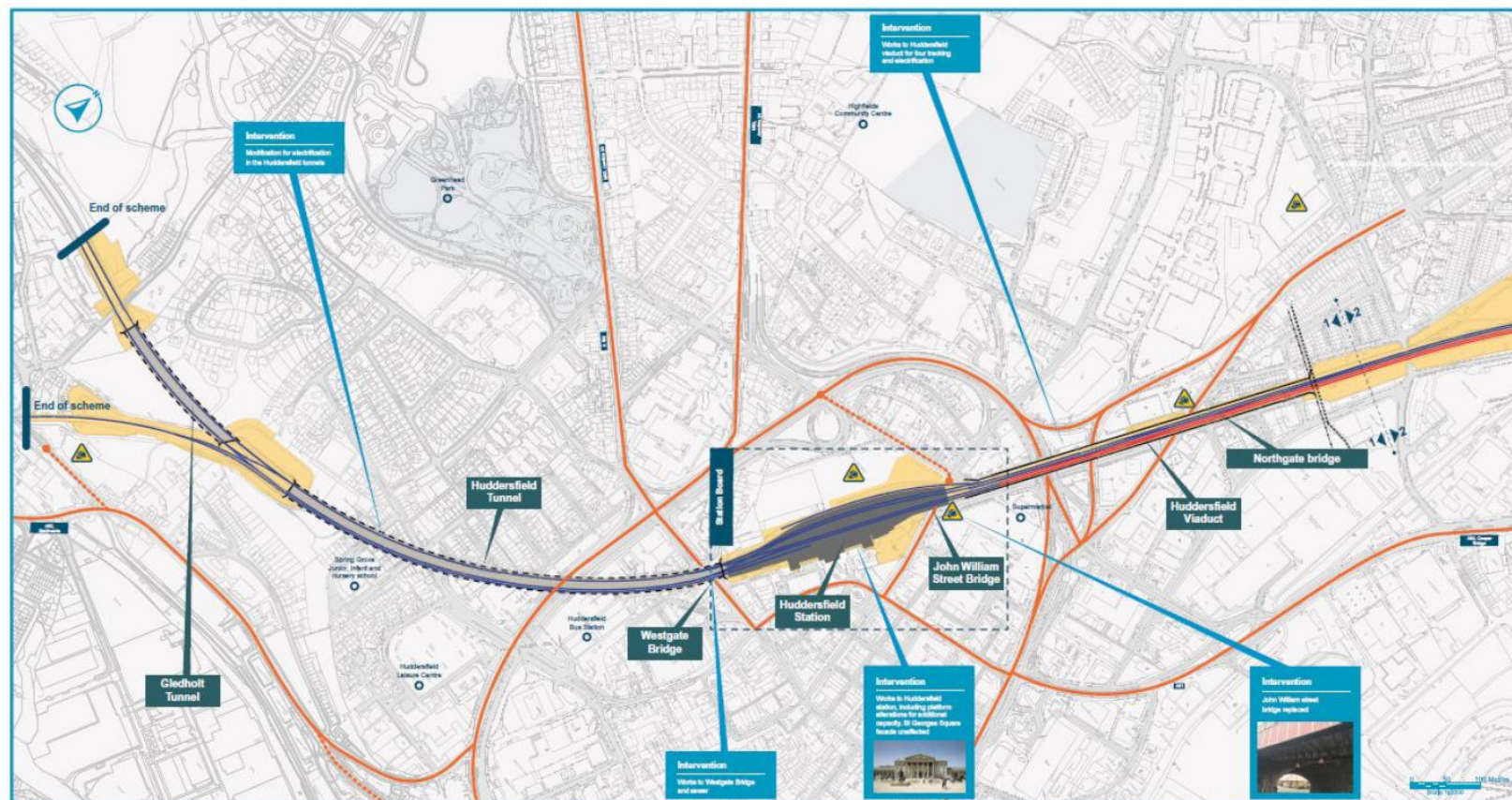
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Scheme Overview Boards

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

1. Huddersfield

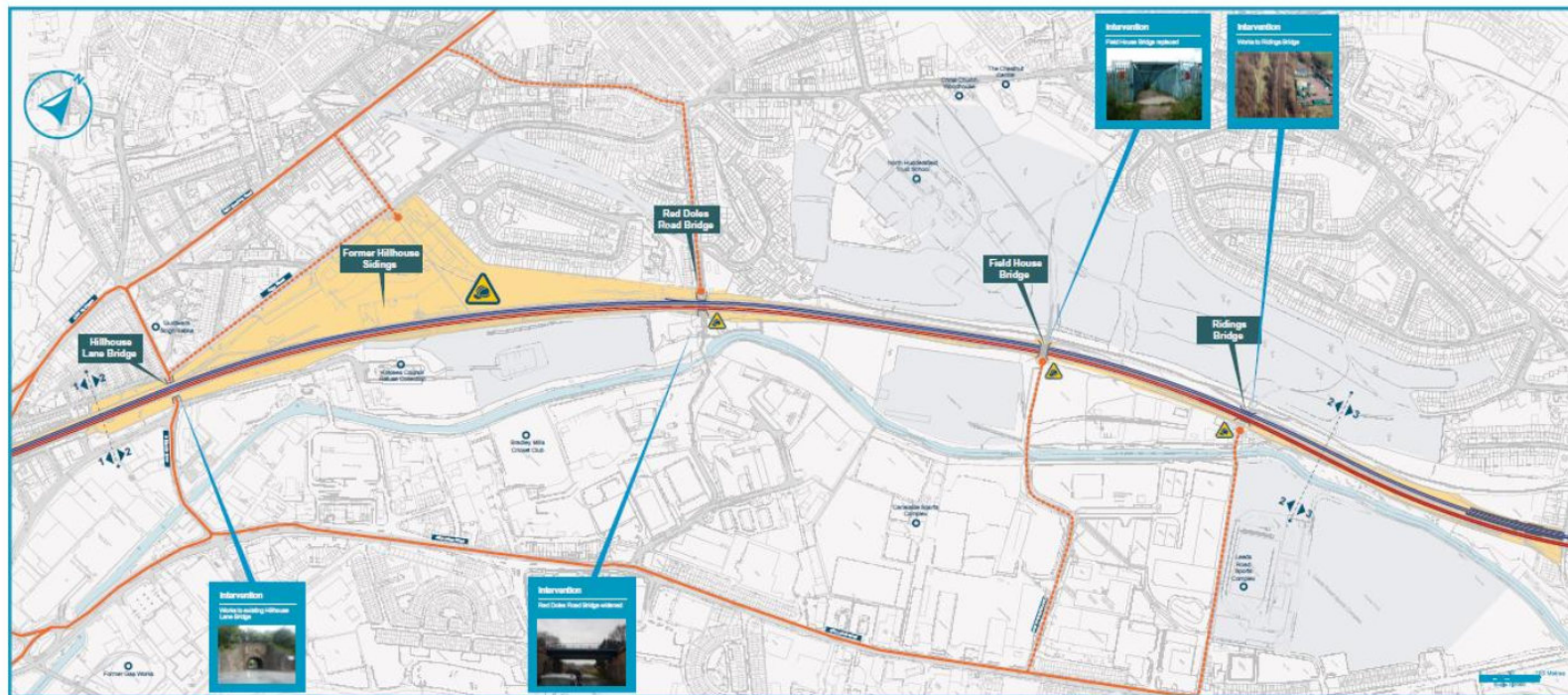


Appendix 9a
The Network Rail Huddersfield to Westtown (Dewsbury) – Phase 1 consultation materials

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY)) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

2. Hillhouse and Fartown

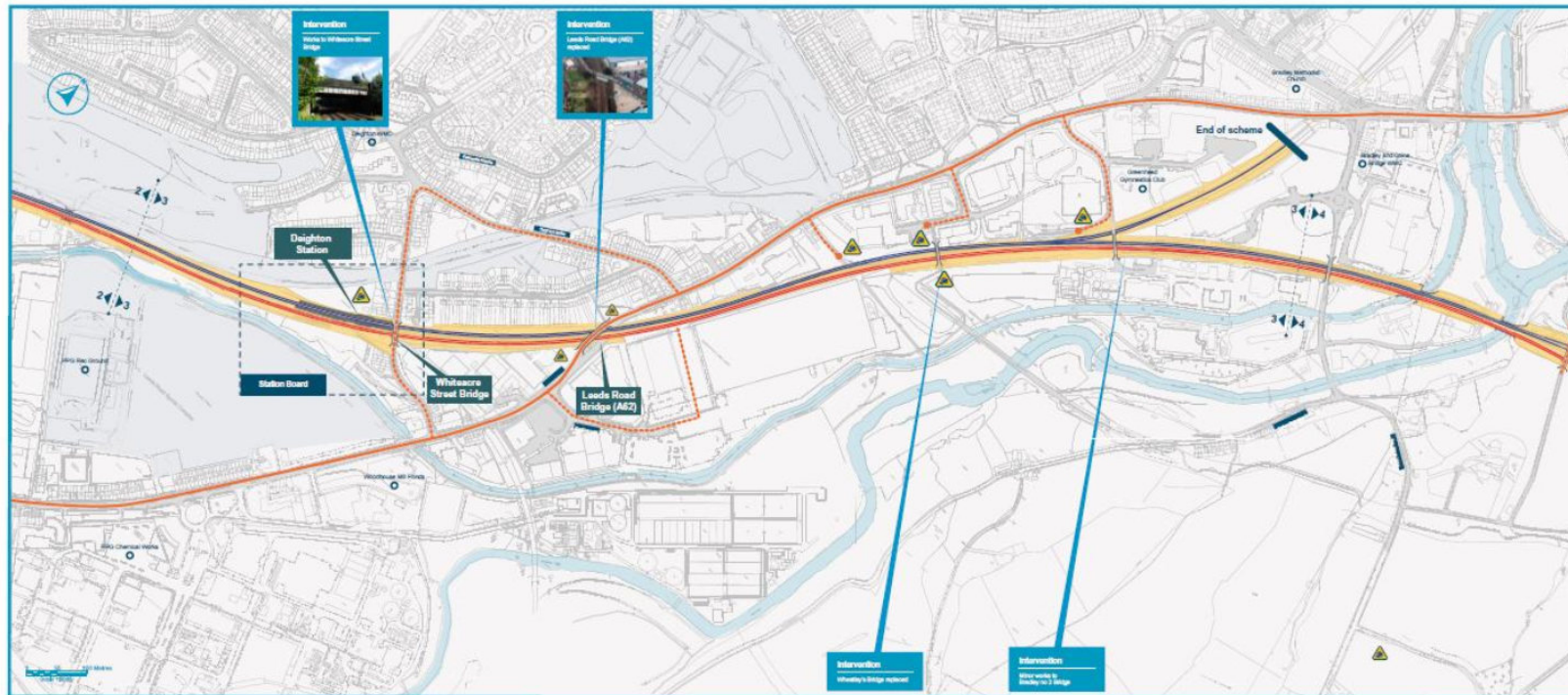
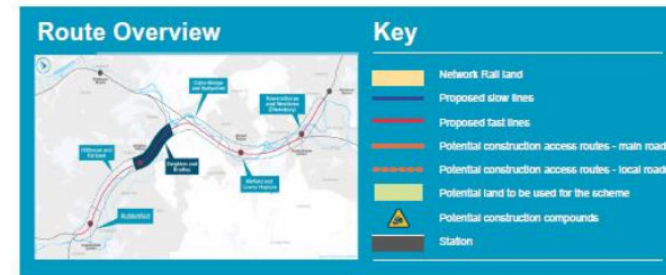


Appendix 9a
The Network Rail Huddersfield to Westtown (Dewsbury) – Phase 1 consultation materials

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

3. Deighton and Bradley

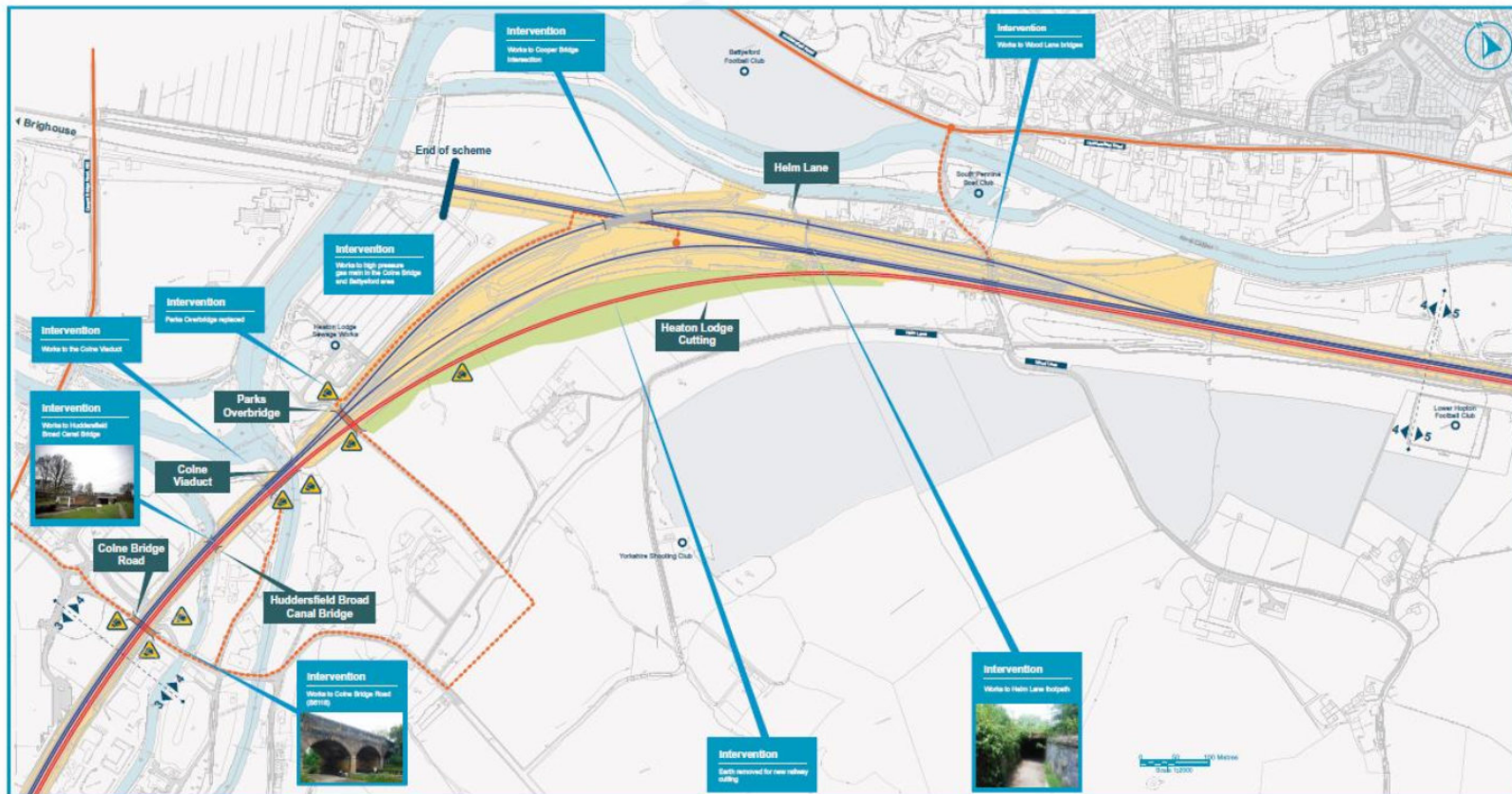


Appendix 9a
The Network Rail Huddersfield to Westtown (Dewsbury) – Phase 1 consultation materials

Route Overview

Key

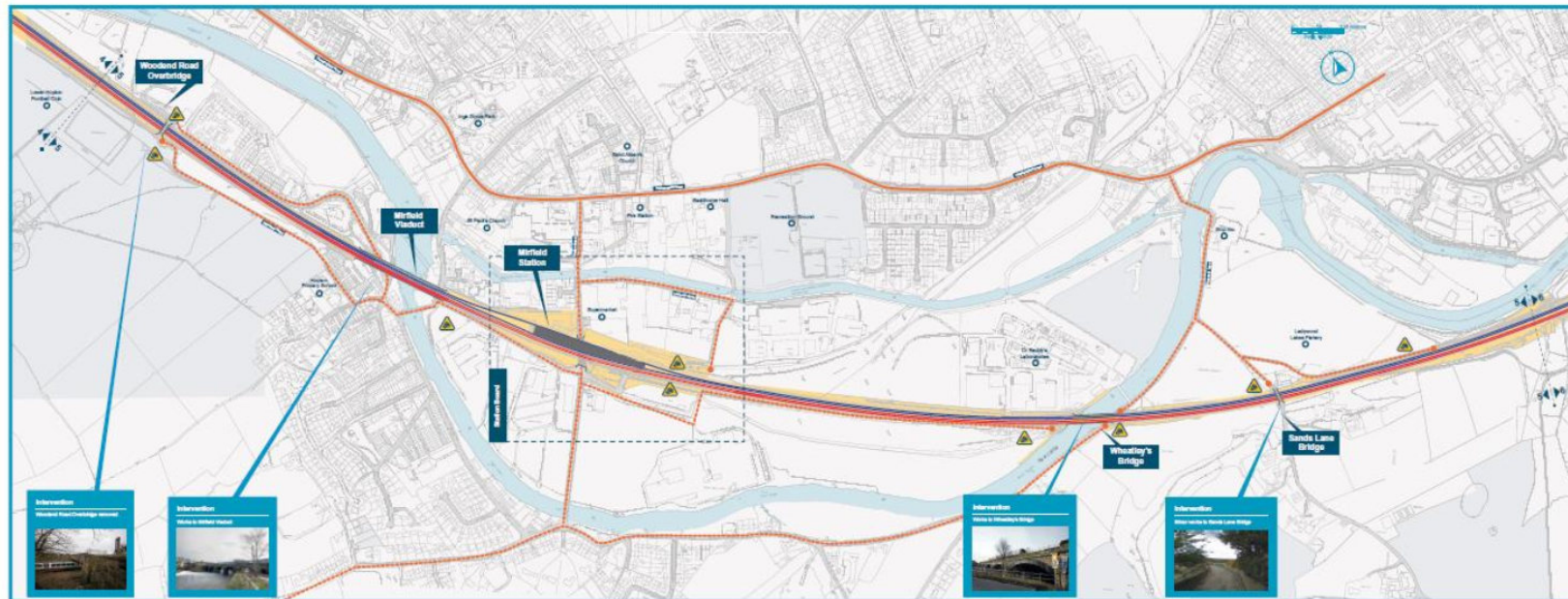
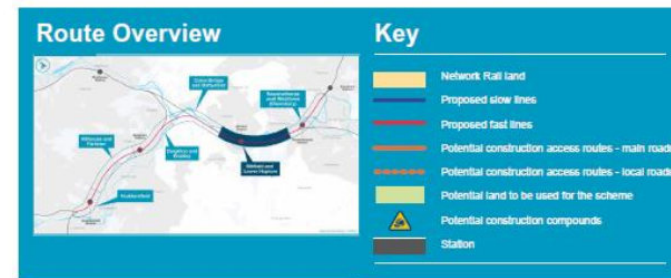
- Network Rail land
- Proposed slow lines
- Proposed fast lines
- Potential construction access routes – main roads
- Potential construction access routes – local roads
- Potential land to be used for the scheme
- Potential construction compounds



APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

5. Mirfield and Lower Hopton

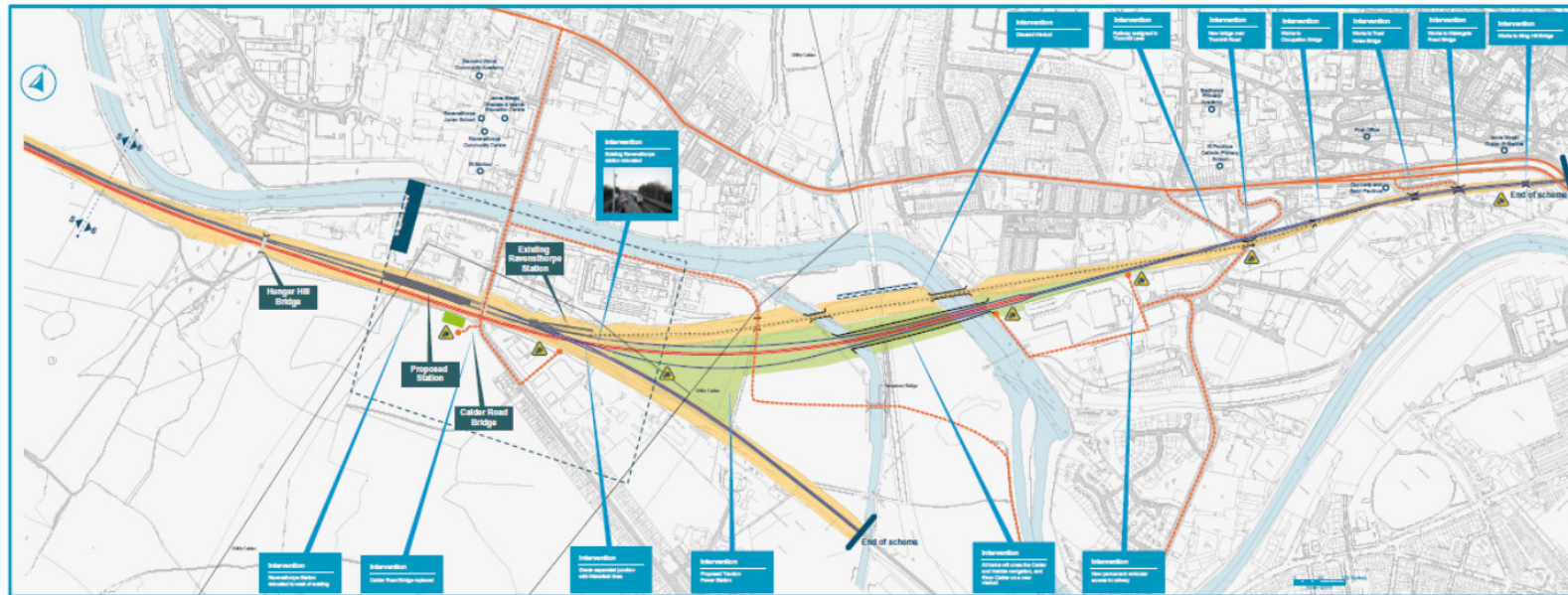
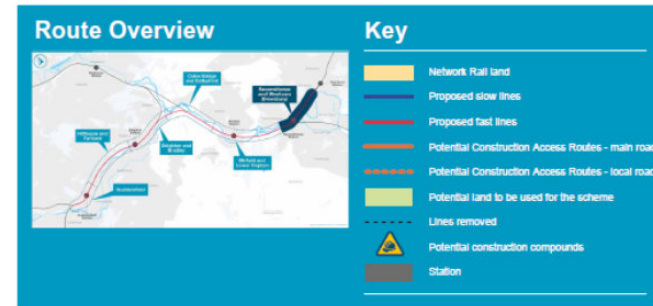


Appendix 9a
The Network Rail Huddersfield to Westtown (Dewsbury) – Phase 1 consultation materials

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

6. Ravensthorpe and Westtown (Dewsbury)



Appendix 9a
The Network Rail Huddersfield to Westtown (Dewsbury) – Phase 1 consultation materials

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Station Boards

APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

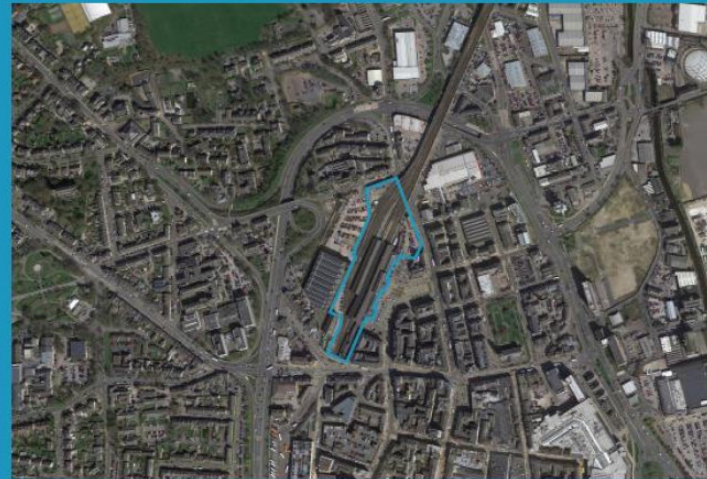
Huddersfield Station

The upgrade works at Huddersfield Station will deliver a fourth 'through platform' in addition to the three that currently exist. This is important because it allows us to better manage the proposed increase in the number of trains and improves the resilience of the timetable, meaning fewer delays.

We are working with Historic England and will consult with local groups so that we can deliver the passenger benefits while respecting the historic integrity of the Grade 1 listed building.

All platforms will be extended to accommodate longer trains.

All lines serving Leeds will be electrified.



APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

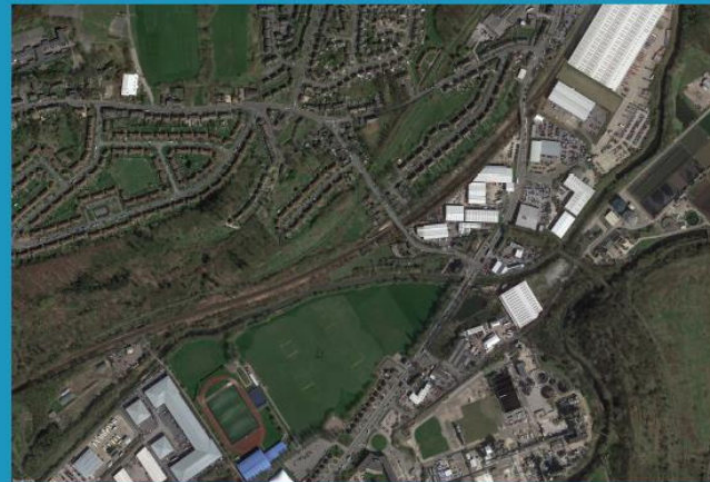
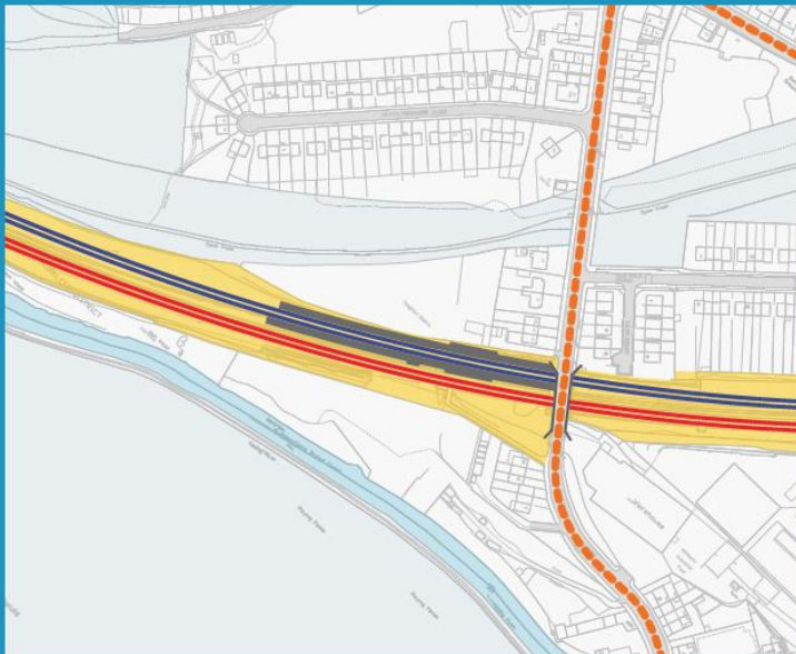
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Deighton Station

The location of Deighton station, and its surrounding constraints, has meant a solution to accommodate the additional tracks, as well as platforms, has been difficult to achieve. However, the proposal represents the best solution to retain the station at its current location based on information collected to date.

The station will have better facilities than current, including blue-badge parking, a drop off point, and step free access to platforms.

All lines will be electrified.



APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Mirfield Station

We propose that Mirfield Station is remodelled to allow four tracks to pass through.

The station will benefit from step-free accessibility with lifts serving the platform.

All lines will be electrified.



APPENDIX 9A – PHASE 1 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

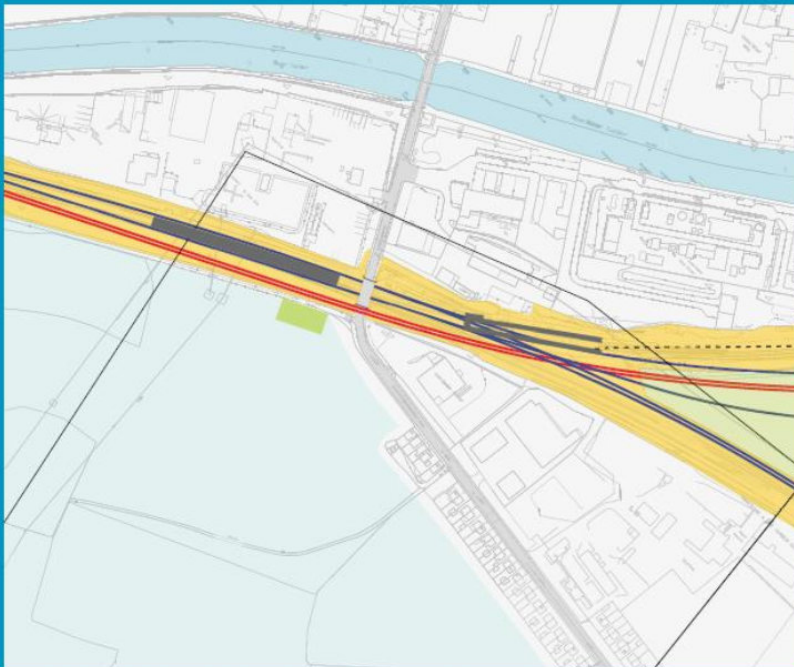
Ravensthorpe Station

We propose relocating Ravensthorpe Station approximately 250 metres (around 1/6th of a mile) to the west.

This will accommodate a grade separation of the faster lines from the slower lines.

We propose that the relocated station will have better, step-free access to both platforms.

All lines will be electrified.



APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Appendix 9b – Phase 2 Consultation Materials

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Pre Consultation Materials

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

A5 Flyer – Double Sided Invitation

Front

NetworkRail



Huddersfield to Westtown (Dewsbury)

Join us for our second round of events

We wrote to you last autumn to invite you to share your views on our proposals to upgrade the Transpennine route between Huddersfield and Westtown (Dewsbury).

Thank you to everybody who took the time to feedback; your comments have been vital in further developing our designs. We now want to share our updated proposals with you in more detail so you can see how your feedback has made a difference.

We are holding eight drop-in events in your area. Come and meet our specialists who will be on hand to show you our plans and answer any questions you may have.

Back

Public events

Drop-in to your nearest event:

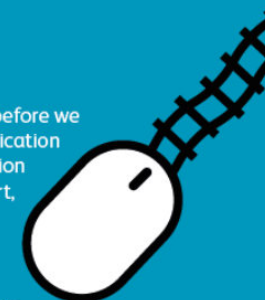
Yorkshire Children's Centre, Brian Jackson House, New North Parade, Huddersfield, HD1 5JP	Tues 17 March	12:00 – 19:00
	Fri 20 March	12:00 – 18:30
Mirfield Community Centre, Water Royd Lane, WF14 9SG	Wed 18 March	12:00 – 18:00
	Sat 21 March	12:30 – 16:00
Hudawi Cultural Centre, Great Northern Street, Huddersfield, HD1 6BG	Tues 24 March	12:00 – 19:00
Deighton Sports Arena, Deighton Road, HD2 1JP	Wed 25 March	12:00 – 19:00
	Fri 27 March	12:00 – 19:00
Dewsbury West Community Centre, Church Street, Ravensthorpe, WF13 3LA	Sat 28 March	10:00 – 16:00

Next steps

This is your final chance to view our proposals before we submit our Transport and Works Act Order application at the end of the year. This is a piece of legislation approved by the Secretary of State for Transport, granting permission to carry out the work.

For more information on our updated proposals, please visit:
networkrail.co.uk/TranspennineEngagement or
email us at: TranspennineEngagement@networkrail.co.uk

You can also call Network Rail's 24-Hour National Helpline on 03457 11 41 41




Appendix 9b

The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 2 consultation materials


APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Public Posters (A4)



Huddersfield to Westtown (Dewsbury)



Following your feedback on our proposals to upgrade the Transpennine route between Huddersfield and Westtown (Dewsbury), we are holding a second round of events to share our updated plans with you.

Whether you're a passenger, live near to the railway or just want to find out more, come and meet our specialists who will be on hand to show you our updated proposals and answer any questions.

Public events

We're holding eight events between Tuesday 17 March and Saturday 28 March 2020. Your nearest events will be held at:

Yorkshire Children's Centre
Brian Jackson House, New North Parade, Huddersfield, HD1 5JP

Tuesday 17 March 12.00 – 19.00	Friday 20 March 12.00 – 18.30
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Hudawi Cultural Centre
Great Northern Street, Huddersfield, HD1 6BG

Tuesday 24 March 12.00 – 19.00

For more information on all our events, please visit networkrail.co.uk/TranspennineEngagement

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Appendix 9b


The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 2 consultation materials

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Station Posters – Huddersfield and Deighton (double royal)





Huddersfield to Westtown (Dewsbury)

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Yorkshire Children's Centre
Brian Jackson House, New North Parade,
Huddersfield, HD1 5JP

Tuesday
17 March
12.00 – 19.00

Friday
20 March
12.00 – 18.30


Hudawi Cultural Centre
Great Northern Street,
Huddersfield, HD1 6BG


Tuesday
24 March
12.00 – 19.00



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Huddersfield to Westtown (Dewsbury)

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Public events

We're holding eight events between **Tuesday 17 March** and **Saturday 28 March 2020**. Your nearest events will be held at:

Deighton Sports Arena
Deighton Road, Huddersfield,
HD2 1JP

Wednesday
25 March
12.00 – 19.00

Friday
27 March
12.00 – 19.00



For more information on all our events, please visit networkrail.co.uk/TranspennineEngagement

You can also call Network Rail's 24-Hour National Helpline on 03457 11 41 41, or email TranspennineEngagement@networkrail.co.uk

Appendix 9b
The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 2 consultation materials

Page 130 of 207


APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Station Posters Mirfield and Ravensthorpe (double royal)

NetworkRail

Huddersfield to Westtown (Dewsbury)



Following your feedback on our proposals to upgrade the Transpennine route between Huddersfield and Westtown (Dewsbury), we are holding a second round of events to share our updated plans with you.

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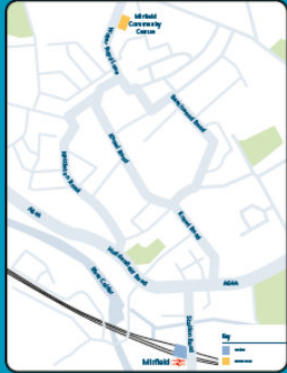
Public events

We're holding eight events between **Tuesday 17 March** and **Saturday 28 March 2020**. Your nearest events will be held at:

Mirfield Community Centre
Water Royd Lane, Mirfield,
WF14 9SG

Wednesday
18 March
12.00 – 18.00

Saturday
21 March
12.30 – 16.00




For more information on all our events, please visit networkrail.co.uk/TranspennineEngagement

You can also call Network Rail's 24-Hour National Helpline on 03457 11 41 41, or email TranspennineEngagement@networkrail.co.uk

NetworkRail

Huddersfield to Westtown (Dewsbury)



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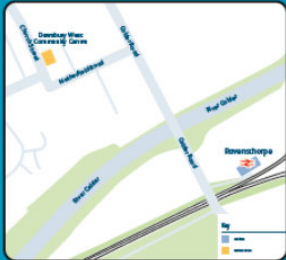
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Public events

We're holding eight events between **Tuesday 17 March** and **Saturday 28 March 2020**. Your nearest event will be held at:

Dewsbury West Community Centre
Church Street, Ravensthorpe,
WF13 3LA

Saturday
28 March
10.00 – 16.00



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Appendix 9b

The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 2 consultation materials

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Half Page Press Advertisement




Public Events:
Huddersfield to Westtown
(Dewsbury)

Last autumn we asked you to share your views on our proposals to upgrade the Transpennine route between Huddersfield and Westtown (Dewsbury).

Thank you to everybody who took the time to feed back your comments have been vital in further developing our designs. We now want to share our updated proposals with you so you can see how your feedback has made a difference.

Whether you're a passenger, live near to the railway or just want to hear more, drop-in to one of our events where you can come and find out about our plans.

Yorkshire Children's Centre,
Brian Jackson House,
New North Parade,
Huddersfield, HD1 5JP

Tues 17 March 12:00 – 19:00
Fri 20 March 12:00 – 18:30

Mirfield Community Centre,
Water Royd Lane,
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Wed 18 March 12:00 – 18:00
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Dewsbury West Community
Centre, Church Street,
Ravensthorpe, WF13 3LA

Sat 28 March 10:00 – 16:00

For further information visit
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or call Network Rail's National Helpline on 03457 11 41 41

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Consultation Materials

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

A5 Roll-fold Leaflet: Page 1

Freepost Feedback Form

Business Reply Plus
Licence Number
RTLZ-LUJH-KXHU



2

Network Rail Ltd
167-169 Westbourne Terrace
LONDON
W2 6JX

Phase 2 Public Consultation Huddersfield to Westtown (Dewsbury)

Page 5

The Benefits

With 85% of respondents who fed back through our first round of consultation supporting the scheme, we understand how important it is to passengers and the community that we deliver the benefits of the upgrade.

A better railway

The tracks would be doubled from two to four along most of the railway, 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 for passengers. Our proposals include improvements at Huddersfield, Deighton, Mirfield and Ravenshoepe.



Cleaner and quieter railway

We plan to electrify the railway from Huddersfield to Westtown – and right through to Leeds. This means cleaner travel and is potentially quieter for those living near the railway.



Supporting economic growth

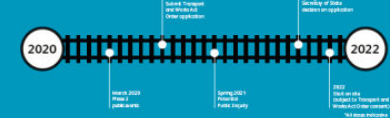
With more seats and more trains, our proposals will better connect the cities in the North. We want to build a railway which passengers and businesses can trust.



Page 6

Next Steps

As we are proposing to build a railway outside of the existing operational boundary, a Transport and Works Act Order is required. This is a piece of legislation approved by the Secretary of State for Transport, allowing Network Rail to carry out the work if granted.



Have your say

This is your chance to view our proposals before we submit our Transport and Works Act Order application later this year. There are still some aspects of our design we would like your feedback on. You can share your views by returning our freepost feedback form or filling in our online survey.

Comments can be submitted between Monday 16 March and Friday 10 April.

To view our proposals in more detail or to submit your feedback online, please visit: networkrail.co.uk/TranspennineEngagement

If you have any questions, please email: TranspennineEngagement@networkrail.co.uk

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Network Rail

Page 1

Public Consultation: Huddersfield to Westtown (Dewsbury) Phase 2



APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992


A5 Roll-fold Leaflet: Page 2

Page 2 Background

Last August we launched a consultation with members of the public and stakeholders on our proposals to improve the railway between Huddersfield and Westtown (Dewsbury), a 13km stretch of a wider upgrade to the Transpennine route between Manchester and York via Huddersfield and Leeds. We're proposing to help create a better performing railway that passengers can depend on with more seats, more trains and faster journeys. By creating a better-connected North, this will provide people with more opportunities to travel, work, study or see family and friends. We would now like to show you how our designs have developed since our first phase of consultation and gather some more of your views – you can find these questions at the end of this flyer.

The Scheme

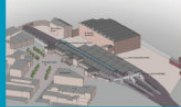
We're proposing to double the number of tracks, upgrade stations and electrify the railway between Huddersfield and Westtown – and right through to Leeds.



Page 3 Our proposals

Huddersfield Station

We're proposing to adjust the layout of the platforms to provide an additional through platform, replace part of the roof, extend the current subway, and connect the new platform via a new pedestrian bridge.



Huddersfield Station

Deighton Station


We would like your views on rebuilding Deighton Station 400 metres to the west, versus leaving it in its current location. Both options require significant work to Whitacre Street Bridge to resign the track and install overhead wires for electrification.

Leaving it in its current location would mean purchasing properties to facilitate the station reconstruction work; however, relocating the station to the west would mean no properties would be required.

Our proposal for both stations includes improved facilities including a forecourt area with level, step-free access onto the station footbridge and three blue-bodge parking spaces.

Mirfield Station


At Mirfield we propose to reconstruct the station to allow four tracks to pass through. We will provide step-free access to the platform, retain the existing station car park, allocate three blue bodge parking spaces to a more accessible location nearer the station entrance, and build a new footbridge connecting to the island platform.



Mirfield Station

Ravensthorpe Station

We propose relocating Ravensthorpe Station approximately 300 metres to the west. In addition to the current Leeds bound services, this move will facilitate the future opportunity for stopping services to/from Wakefield to call at Ravensthorpe should the train operator wish to. The station would also benefit from improved facilities including a station forecourt with step-free access and three blue bodge parking spaces.



Ravensthorpe Station


Page 4

Grade Separation – Ravensthorpe

To facilitate doubling the number of tracks from two to four and remove the existing conflict, we are proposing to separate the lines to/from Wakefield from the lines to/from Leeds through a grade separation (a bridge or tunnel).


Due to the complexity of the work to build either a bridge (fly-over) or tunnel (dive-under) at Ravensthorpe, we are still looking at both options to ensure we deliver the benefits that passengers want to see.

Fly-over



Fly-over

Dive-under



Dive-under

Freepost Feedback Form

Read carefully before completing. Please return this form to the Freepost envelope provided. If you have any comments, please return this form to the Freepost envelope provided. If you have any comments, please return this form to the Freepost envelope provided. If you have any comments, please return this form to the Freepost envelope provided.

1) Which location for Deighton Station do you prefer?

☐ I don't have a view on this.

2) Where Huddersfield Viaduct passes over John William Street, to your preference:

☐ Option A – Single span bridge over John William Street.

☐ Option B – Build the bridge in the same place (railway).

☐ Option C – Build the bridge adjacent to the current (off line).

☐ I don't have a view on this.

3) What is your preference for the new railway crossing at Wakefield?

☐ Option A – Build the bridge in the same place (railway).

☐ Option B – Build the bridge adjacent to the current (off line).

☐ I don't have a view on this.

4) Do you have any comments regarding our proposals to move Ravensthorpe Station approximately 300 metres to the west?

NAME _____ POST CODE _____

ADDRESS _____ EMAIL _____

Appendix 9b


The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 2 consultation materials


APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Pop-up Stand

3x3 Metres





Public Consultation: Huddersfield to Westtown (Dewsbury)

Background

Last August we launched a consultation with members of the public and stakeholders on our proposals to improve the railway between Huddersfield and Westtown (Dewsbury), a 13km stretch of a wider upgrade to the Transpennine route between Manchester and York via Huddersfield and Leeds.


We're proposing to help create a better performing railway that passengers can depend on with more seats, more trains and faster journeys. By creating a better-connected North, this will provide people with more opportunities to travel, work, study or see family and friends.

We would now like to show you how our designs have developed since our first phase of consultation and gather some more of your views.

Scheme Proposals


We're proposing to double the number of tracks, upgrade stations and electrify the railway between Huddersfield and Westtown – and right through to Leeds.

What are the benefits?




A better railway

The tracks would be doubled from two to four along most of the railway, 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 for passengers. Our proposals include improvements at Huddersfield, Deighton, Mirfield and Ravenshorpe.



Cleaner and quieter railway


We plan to electrify the railway from Huddersfield to Westtown – and right through to Leeds. This means cleaner travel and is potentially quieter for those living near the railway.



Supporting economic growth

With more seats and more trains, our proposals will better connect the cities in the North. We want to build a railway which passengers and businesses can trust.


Consents for work



To build a railway outside of the existing operational boundary, a Transport and Works Act Order (TWAO) is required. This is a piece of legislation approved by the Secretary of State for Transport, allowing Network Rail to carry out the work if granted.

Next steps

This is your chance to view our proposals before we submit our Transport and Works Act Order application later this year. There are still some aspects of our design we would like your feedback on. You can share your views by returning our freepost feedback form or filling in our online survey.

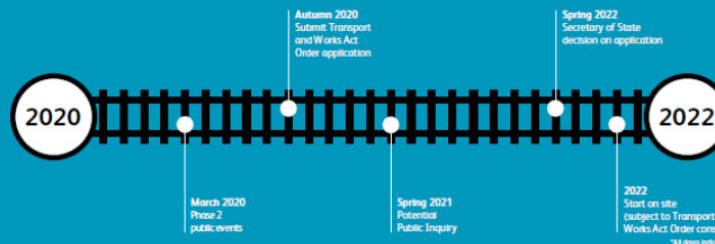


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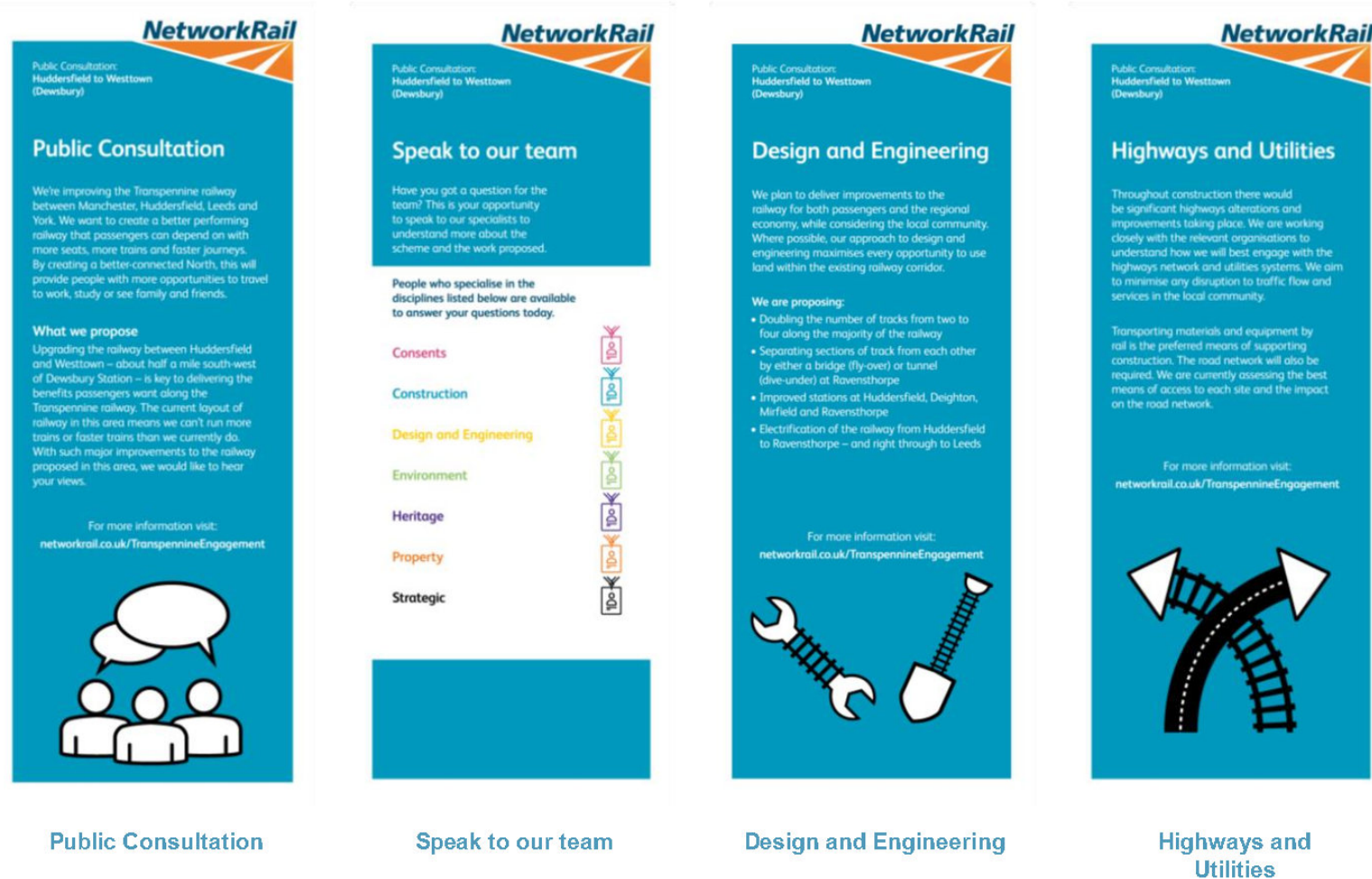
Timeline of the project:

- March 2020: Phase 2 public events
- Autumn 2020: Submit Transport and Works Act Order application
- Spring 2021: Potential Public Inquiry
- Spring 2022: Secretary of State decision on application
- 2022: Start on site (subject to Transport and Works Act Order consent)

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Pull-up Banners



APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Pull-up Banners (continued)

NetworkRail

Public Consultation:
Huddersfield to Westtown
(Dewsbury)


Our Heritage

Our heritage is very important. We are working closely with historic environment groups to make sure that the design of the new railway layout between Huddersfield and Westtown (Dewsbury) will bring improvements for passengers, while respecting much loved local landmarks such as the Grade I listed Huddersfield Train Station.

Our designs aim to:

- Work in harmony with our historic environment
- Understand and recognise the characteristics of our towns, cities and rural landscapes
- Minimise and mitigate the effects of construction

For more information visit:
networkrail.co.uk/TranspennineEngagement



Our Heritage

NetworkRail

Public Consultation:
Huddersfield to Westtown
(Dewsbury)


The Environment

We care about the environment around us. We have a sustainability strategy and are carrying out an Environmental Impact Assessment that will help show how the design for the new railway layout will bring passenger benefits, while respecting the natural and human environment.

Our designs aim to:

- Reduce carbon through intelligent engineering
- Minimise resource use and waste
- Responsibly source materials such as timber
- Deliver measurable net positive biodiversity

For more information visit:
networkrail.co.uk/TranspennineEngagement



The Environment

NetworkRail

Public Consultation:
Huddersfield to Westtown
(Dewsbury)

Social Value

We care about the communities around us. We have a sustainability strategy and are carrying out an Environmental Impact Assessment that will help show how the design for the new railway layout will bring passenger benefits, while respecting the needs of our communities and supporting the north's wider economic development.


Our designs aim to:

- Show consideration for our lineside neighbours, surrounding communities and local businesses
- Reduce the impact of construction on the local businesses
- Improve accessibility

In addition we will:

- Provide opportunities for local employment and apprenticeships
- Engage young people in the rail industry
- Work with local communities to deliver local beneficial initiatives

For more information visit:
networkrail.co.uk/TranspennineEngagement



Social Value

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Outdoor Signage



APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Twitter – GIF Video (static images)

Slide one

NetworkRail

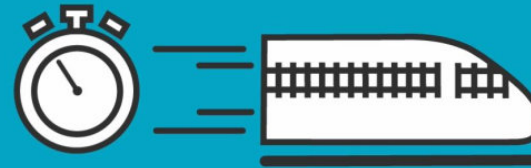
TWAO Huddersfield to Westtown (Dewsbury)
Phase 2 Events



Slide three

NetworkRail

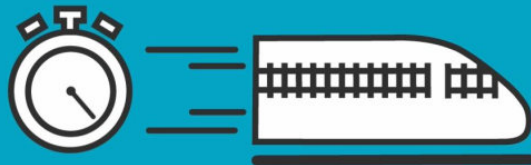
Our proposals will allow for more
train journeys to serve the route, and provide
passengers with a more reliable railway.



Slide two

NetworkRail

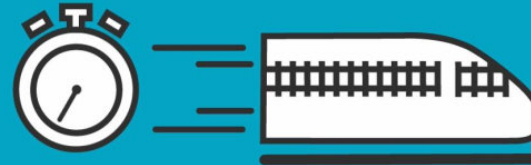
We're improving the Transpennine
railway between Huddersfield and
Westtown (Dewsbury).



Slide four

NetworkRail

We want to know what you think
of our developed proposals, so we're
holding eight events in March.



APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS









THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Twitter – GIF Video (static images - continued)

Slide five

NetworkRail

Drop in to one of our events to meet our specialists and ask any questions you may have:

Yorkshire Children's Centre Brian Jackson House, New North Parade, Huddersfield, HD1 5JP	Mirfield Community Centre, Water Royd Lane, WF14 9SG	Hudawi Cultural Centre Great Northern Street, Huddersfield, HD1 6BG	Deighton Sports Arena, Deighton Road, HD2 1JP	Dewsbury West Community Centre, Church Street, Ravensthorpe, WF13 3LA
 Tuesday 17 March 12.00 – 19.00	 Wednesday 18 March 12.00 – 18.00	 Tuesday 24 March 12.00 – 19.00	 Wednesday 25 March 12.00 – 19.00	 Saturday 28 March 10.00 – 16.00
 Friday 20 March 12.00 – 18.30	 Saturday 21 March 12.30 – 16.00	 Friday 27 March 12.00 – 19.00		

Slide six

NetworkRail

For more information, or to feedback online
visit: networkrail.co.uk/TranspennineEngagement

Email: TranspennineEngagement@networkrail.co.uk

Or contact our national 24-hour
helpline: **03457 11 41 41**



APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Scheme Overview Boards

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

1. Huddersfield



Cross Church Street Construction Compound



APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

1. Huddersfield

1. and 2. Gledholt Tunnels and Huddersfield Tunnels

The railway passes under Springwood to the west of Huddersfield Station through the Gledholt and Huddersfield Tunnels. As part of the scheme, we are proposing to install overhead line equipment for electrification, as well as renewing track and drainage within the tunnels.

To deliver this work, we will need to do it while there are no trains running, meaning we will need to close the lines through the tunnels. We are aiming to minimise disruption by undertaking this work at the same time as other work in the area, ultimately reducing the amount of time the railway is closed to passengers. Exact timings of the work are yet to be confirmed.



3. Huddersfield Station

The proposed work at Huddersfield Station will consist of building a fourth additional through platform. This will allow us to better manage the proposed increase in passenger services by improving the resilience of the timetable – and hopefully leading to fewer delays. The Station façade on St George's Square is unaffected by our proposed work.

For further information, please see the Huddersfield Station board.



4. John William Street Bridge

Most of Huddersfield Viaduct's spans are brick and stone masonry arches; however, parts of the structure are built as metallic bridges. To support the new platforms and improved track, the scheme proposes to replace John William Street Bridge. A new bridge structure, supported on the existing masonry walls, is being proposed – we have developed three options, each posing its own technical challenges.

Option A – Single Span

A clear span steel deck which requires large, bespoke supporting beams to be installed within the constrained location. This is a technically challenging structure to build given the surrounding land uses and limited vertical clearance between the road level and the rail level.



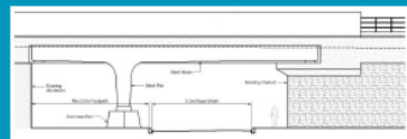
Option B – Central support

A pre-stressed concrete structure with one support allows the scheme to construct the bridge in smaller elements by placing a line of piers in the centre of the road.



Option C - Side Support

A steel structure with a side support. This also allows the bridge to be constructed in smaller elements than Option B.



All three options will require road restrictions, temporary closures and traffic diversions to enable the demolition and reconstruction of the bridge. At this stage, until the final construction method is decided, and designs are progressed, it is not clear what the specific impact will be. We will consult local businesses and residents at a later stage to make sure we mitigate any impact as much as possible. All work will be delivered, as far as practicable (subject to final design) from the construction compound at Huddersfield Station.

Construction activity may give rise to visual impacts from plant and equipment such as cranes and large machines. Work may also result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the surrounding area.

The Traffic Assessment being produced to accompany the TWAO application will consider the impacts of proposed road closures and impacts to the highway network will be minimised as much as possible.

5. Huddersfield Viaduct

We are proposing to four-track and electrify over the Grade II listed Huddersfield Viaduct, this will include electrification gantries on the bridge – work to strengthen the structure may also be undertaken.

This work will require temporary highway restrictions, closures and diversions to enable scaffolding to be erected, providing essential access along the length of the structure. Temporary occupation of land along the viaduct and access into arches would also be needed. The extent and duration of this is subject to the strengthening and repairs identified.

As design details develop, the construction team will be in contact with affected residents and businesses in close proximity, to understand and minimise the impact to the local area.

The work will be delivered from the Huddersfield Station and Hillhouse compounds – these compounds will provide essential welfare facilities for site staff. Work may also result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact on the surrounding area.

There may also be temporary impacts on visual amenity, arising from site preparation and construction activities. Permanent visual effects of equipment associated with electrification are likely for residents in the Huddersfield Town Centre Conservation Area. The potential impact on the listed structures, both from a temporary and permanent perspective, will be assessed and mitigated where required.

The Traffic Assessment being produced to accompany the TWAO application will consider the impacts of proposed road closures and how the impact can be minimised.

6. Northgate Bridge

The Huddersfield Viaduct is formed of two metallic spans and a central masonry arch where it crosses Northgate. The scheme proposes to replace the metallic spans to carry the new tracks.

A temporary worksite with staff welfare facilities will be established to the west of the structure whilst we demolish and reconstruct the new bridge deck. Lane restrictions will be required while we establish the work site and temporary closures and diversions will be in place during lifting operations.

Work may also result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the community.

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

2. Hillhouse and Fartown



Appendix 9b

The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 2 consultation materials

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

2. Hillhouse and Fartown



1. Hillhouse Lane

To the east of the viaduct, the railway crosses Hillhouse Lane on a grade II listed masonry arch bridge. It is anticipated that strengthening and repairs will be required to carry the proposed four-track railway.

This work will require temporary highway restrictions, closures and diversions, this will enable scaffolding to be erected, providing essential access along the length of the structure.

As design details develop, the construction team will be in contact with affected residents and businesses in close proximity, to understand and minimise the impact to the local area.

The work will be delivered from the Huddersfield Station and Hillhouse compounds – these compounds will provide essential welfare facilities for site staff. Work may also result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the community.



2. Former Hillhouse Sidings

The former Hillhouse Sidings have been identified as a location for a temporary construction compound that will be in place of the duration of the work. We are continuing to consider the long-term proposals for the site.

Consideration will be given to any temporary impact on the Grade II listed Railway Coal Chutes during our construction.

Construction activity may result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the surrounding areas. Some temporary road closures and lane restrictions will also be required during the work. The Traffic Assessment being produced to accompany the TWAO application will consider the impacts of proposed road closures. Any impact to the highway network will be minimised as much as possible.



3. Red Doles Road Bridge

The southern span of Red Doles Road Bridge was removed in 2015; therefore, as part of the scheme, we are proposing to construct a standard railway design bridge deck to carry the additional track. This new deck will be supported on the existing abutments previously used by the old bridge.

We will be assembling this new bridge deck in a compound nearby, lifting in the new deck during a closure of the railway. We will also require a temporary road closure for part of this work.

There will also be some disruption to the public right of way network in this area; however, any required amendments will be communicated in advance and diversionary routes put in place.

Construction activity may result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the community. Some temporary road closures and lane restrictions will also be required during the work.

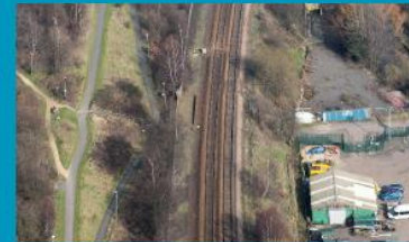
The work will also require the removal of an area of semi-natural broad-leaved woodland along the corridor between Red Doles Road and Deighton Station. This will enable the construction of key embankments and retaining walls along the rail corridor. Several individual trees will also need to be removed – we will look to offset these impacts with compensatory planting, and all environmental impacts will be assessed in the Environmental Statement.



4. Fieldhouse Bridge

Fieldhouse footbridge is currently too low to allow for an electrified railway to pass beneath it. The scheme proposes to replace the bridge with a new footbridge structure.

Options are being considered along the corridor for access arrangements to the three bridges in this area. It is possible a temporary bridge will be required, due to restrictions on the existing canal bridges. Construction compounds will be set up in close proximity whilst the work takes place.



5. Ridings Bridge

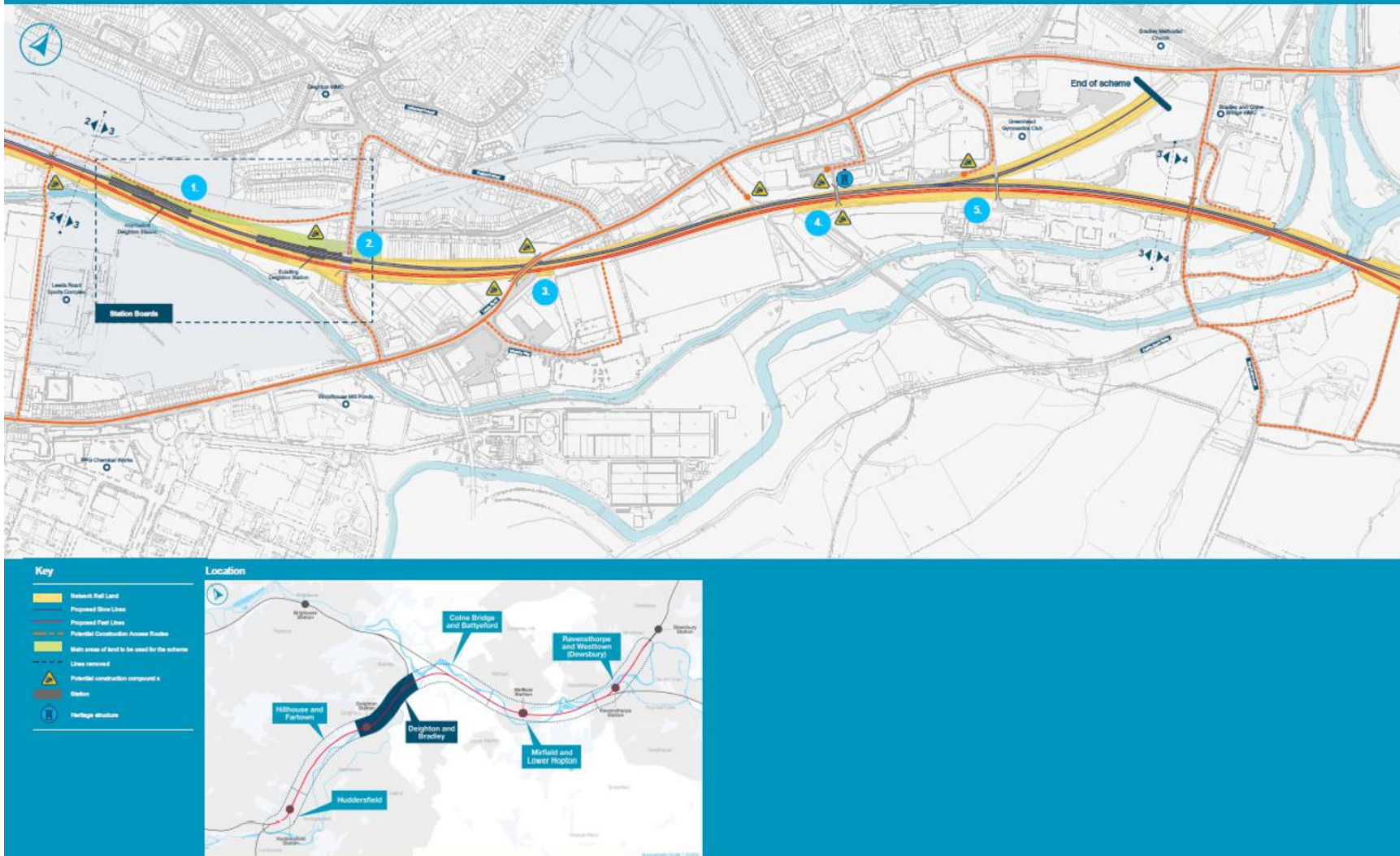
The railway passes over a footpath on Ridings Bridge. The bridge is formed on the north side by a metal span and on the south with a masonry arch. It is proposed that the metal elements of the Ridings Bridge will be replaced, and the masonry arch will be repaired.

Options are being considered along the corridor for access arrangements to the three bridges in this area. It is possible a temporary bridge will be required due to restrictions on the existing canal bridges. Construction compounds will be set up in close proximity whilst the work takes place.

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

3. Deighton and Bradley



Appendix 9b
The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 2 consultation materials

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

3. Deighton and Bradley



1. Deighton Station

We're proposing to deliver an improved station in the Deighton locality, either in the existing location of the station, or a location circa 400m to the west, along the Birkby-Bradley Greenway. The new station will provide step-free access, a new station forecourt with three blue badge parking bays and longer platforms. For more information see the Deighton Station boards.



2. Whitacre Street Bridge

We're proposing to demolish and replace Whitacre Street Bridge and infill the adjacent redundant arched bridge – this is because the existing bridge supports are not wide enough for a four-track railway. In addition, the bridge in its current form is too low for electrification to pass beneath.

The option to relocate Deighton Station to the Birkby-Bradley Greenway site would mean that Whitacre Street Bridge would not require a complete rebuild, with only the deck requiring work, thus reducing potential impacts on the highway.



3. Leeds Road Bridge (A62)

The current bridge is too low to allow electrification to pass underneath and not wide enough for the four-track railway; therefore, we are proposing to replace it in phases. We are proposing to construct a new bridge half 'offline' to the west, meaning impact to the A62 is minimised.

There will likely be a requirement for short term closures to facilitate the realignment of traffic during each of the construction stages, as well as temporary speed restrictions over the bridge. The project team is planning the work to minimise the impact on highway users while balancing this with the impact on the railway.

To facilitate this work, a temporary construction compound which will provide essential welfare facilities for staff will be established to the north and south of the railway.

The construction work – including the compound, plant and associated equipment – may have temporary effects on the local landscape, townscape character, as well as the visual amenity of the railway line.

Vegetation clearance will be required. Work may also result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the community.



4. Wheatley's Bridge replaced

We're proposing to demolish the structure as the existing arches are not wide or high enough to accommodate the four-track railway and electrification.

The current bridge is Grade II listed and carries the National Cycle Network Route 66 (Calder Valley Greenway) across the railway; therefore, the demolition of this structure will potentially have a significant impact. Discussions are ongoing with Kirklees, Historic England and Highways England around options for the bridge, as well as the proposed design for the replacement structure.

There will be a temporary impact on users of the right of way, however the new structure will still provide the National Cycle Network connection.

Vegetation clearance will be required with the potential loss of semi-natural broad-leaved woodland to facilitate the work.



5. Bradley no2 Bridge

The scheme proposes to undertake work to the parapets so that electrification can safely pass underneath.

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

4. Colne Bridge and Battyeford



Key
Network Rail Land
Proposed New Lines
Proposed Fast Lines
Potential Construction Access Routes
Main area of land to be used for the scheme
Lines reserved
Potential construction compounds
Station
Heritage structures



APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

4. Colne Bridge and Battieford

1. Colne Bridge Road (B6118)

Colne Bridge Road crosses the railway on a Grade II listed structure. The bridge is formed of two arches which are not large enough to allow for the proposed railway to pass through. The scheme therefore proposes to replace the bridge. Two options are currently being developed, both propose a compliant highway width with one footpath:

Option 1: An offline solution which replaces the structure adjacent to the existing

Option 1



Option 2: An online solution which replaces the structure within the same alignment

Option 2



There will be a requirement for temporary closures and diversions to facilitate the work. We are working to minimise the impact on highway users, while balancing this with the impact on the railway. The work will be delivered from temporary work sites to the north and south of the railway.

The proposed work will result in the loss of the Grade II Listed structure. Discussions are ongoing with Historic England and Kirklees Council Conservation Officer with regard to fully justifying why demolition is required, and seeking opportunities to offset the impacts of the loss of the structure where possible. These discussions will also be used to inform the design of the replacement structure.

The construction work – including the compound and associated plant, equipment, and materials – will have temporary effects on the local landscape, townscape character, and the visual amenity of the railway line.

The construction work and use of the Colne Bridge Road compound will result in the temporary loss of habitat along the Huddersfield Broad Canal, resulting in localised displacement of others. Where necessary, an application for a protected species licence will be made to Natural England. Mitigation measures will be employed to minimise the impacts. Vegetation clearance will also be required, including the loss of semi-mature to mature semi-natural broad-leaved woodland, scattered trees and scrub. Compensatory planting will be employed.

Work may also result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the community.



2. Huddersfield Broad Canal Bridge

The railway crosses the Huddersfield Broad Canal on two bridge structures. One of these structures has not been used since the railway was removed from it. To provide the additional two tracks, the scheme proposes to replace this bridge.

A temporary canal closure will be required while this bridge is replaced. We are working with external stakeholders to minimise the impact, as well as balancing this with the impact on the railway. The work will be delivered from temporary work sites to the north and south of the railway.



3. Colne Viaduct

The scheme proposes to undertake strengthening work to Colne Viaduct. To complete the work, access along the length of the viaduct may be required. This will require a scaffold erecting along the length of the bridge. Access to the bridge will be required from both sides and small laydown areas may be required subject to the size of the materials identified in the design. The compound to facilitate this work will be located to the south of the railway.

4. Parks Bridge

Yorkshire Water access their site at Colne Bridge over the railway bridge. The current bridge is too low to allow electrification to pass underneath and is not wide enough for the proposed four track arrangement. The scheme proposes to construct a new bridge to the east of the existing, including a new access to the railway from the bridge for maintenance vehicles.

5. Earth Removed for new Railway Cutting

We're proposing to construct the fast lines at the Heaton Lodge curve on a larger radius than the current alignment. The larger radius allows a faster line speed, enabling the scheme to meet its performance requirements.

The new railway will be constructed within the new cutting. To construct this, a work compound will need to be established, the exact location of this is yet to be confirmed. An upgraded access route will be required to access this location for construction traffic – staff welfare, storage and material sorting will also be required.

The work will mean a loss of habitat, resulting in localised displacement of badgers and will cause disturbance and possible obstruction/destruction of badger setts as well as possible disturbance to foraging/commuting bats. The temporary loss of habitat along the Huddersfield Broad Canal means there will also be localised displacement of others. Given their status as priority species, if required, an application for a protected species licence will be made to Natural England and discussions are ongoing with stakeholders in relation to these issues. Mitigation measures will be employed to minimise impact.



The work will also lead to the loss of semi-mature to mature semi-natural broad-leaved woodland, scattered trees and scrubs. Compensatory planting will be provided. The work will also require third party land purchase.

Work may also result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the community.

6. Helm Lane footpath

Helm Lane footpath passes over the railway on a footbridge before passing under the railway in an underpass. This footbridge is too low to allow the electrification to pass underneath – this means it will need replacing.

The footpath then passes under the railway in a subway; however, the position of the new railway lines mean that the existing subway is too short. Network Rail propose to provide a new and longer subway adjacent to the existing.



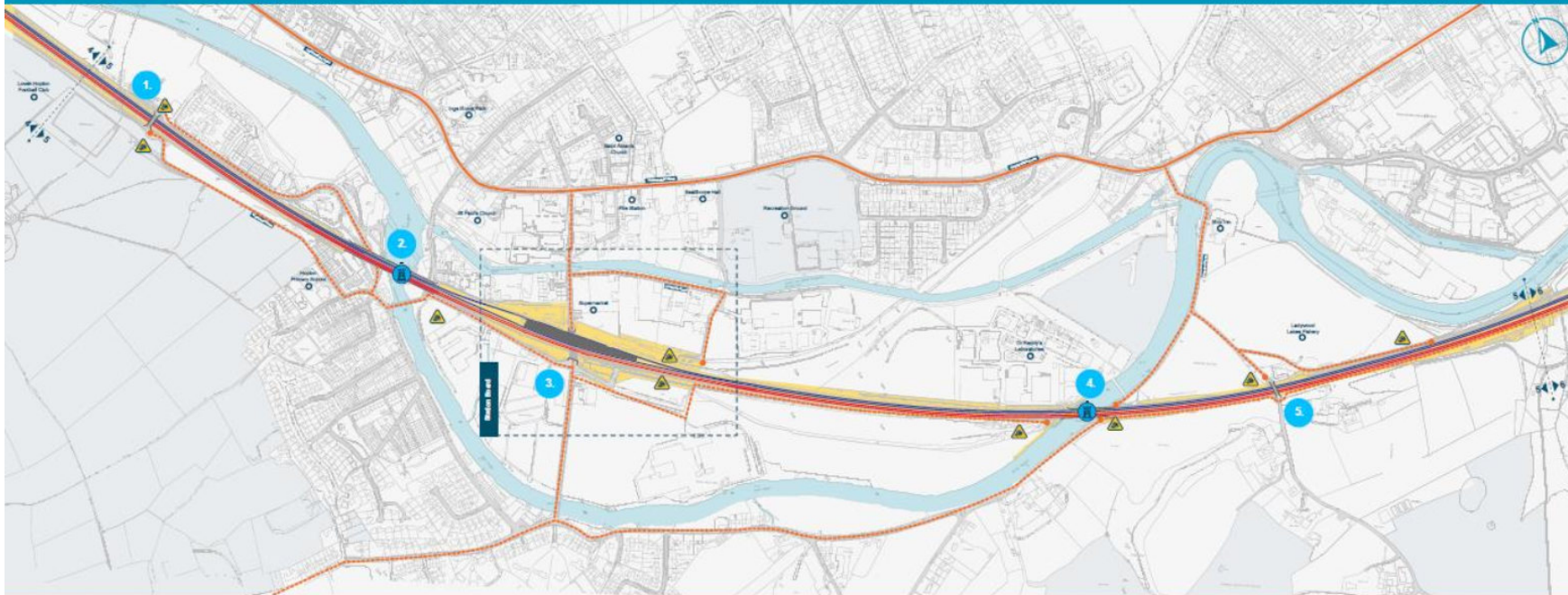
7. Wood Lane bridge

We are proposing to complete strengthening work to southern Wood Lane Bridge. To enable this work, we will be setting up a work site which will require temporary traffic management and road closures.

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

5. Mirfield and Lower Hopton

**Location**

Appendix 9b
The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 2 consultation materials

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

5. Mirfield and Lower Hopton



1. Woodend Bridge

Woodend Road bridge is currently too low to allow for overhead lines to pass beneath it. We are proposing to remove the structure but retain the abutments. There are no access rights over the bridge, and the structure is not capable of having movements across it. For both electrical clearances, and asset management purposes, the bridge will be removed.

A work compound will be established south of the railway to facilitate the removal of the bridge during a short closure of the railway line. Temporary closure of the public footpath to the south will be required to facilitate the compound and localised widening and clearance work on the approach road will be needed to allow for the construction traffic.

A smaller work site will also be required to the north.



2. Mirfield Viaduct

We are proposing to four-track and electrify over Mirfield viaduct, this will include electrification gantries on the bridge – minor work to strengthen the structure will also be undertaken.

Strengthening work will require traffic management on the roads underneath to allow for scaffolding – this will provide essential access along the length of the structure. Work compounds for materials and staff welfare will be required to the north and south of the railway.

The provision of Overhead Line Equipment associated with electrification of the route may have potential adverse effects on the Grade II listed Mirfield Viaduct. Sympathetic design will seek to minimise the effects on the listed structure, as well as the visual impact the work may bring.

During construction there may be localised disturbance/displacement of protected and priority fauna and flora including badgers and bats. European Protected Species Mitigation Licence applications will be made to Natural England as appropriate.

There is also the potential for temporary disturbance of in-channel habitats and aquatic species, from the bearing replacements on the viaduct.

The TWAO application will be supported by a Flood Risk Assessment, considering the potential impacts from the proposed development and consideration of the flood zones around the local area – this has been factored into the design of the station.



3. Mirfield Station

The scheme proposes to deliver a new, longer island platform and step-free access at Mirfield Station. For more information see the Mirfield Station board.



4. Wheatley's Viaduct

Wheatley's Viaduct is Grade II listed. Sympathetic design will seek to minimise the effects on the listed structure as well as the visual impact that the work may bring. We are proposing to four-track and electrify over Mirfield viaduct, this will include electrification gantries on the bridge – minor work to strengthen the structure will also be undertaken.

The size of the construction compounds and interventions will depend on the details that come out of the design, as well as what strengthening work is required. It is likely that access will be required to the underside of the viaduct by means of scaffolding on the outside of the structure.

Temporary work compounds will be established to the south of the bridge on either side of the river.



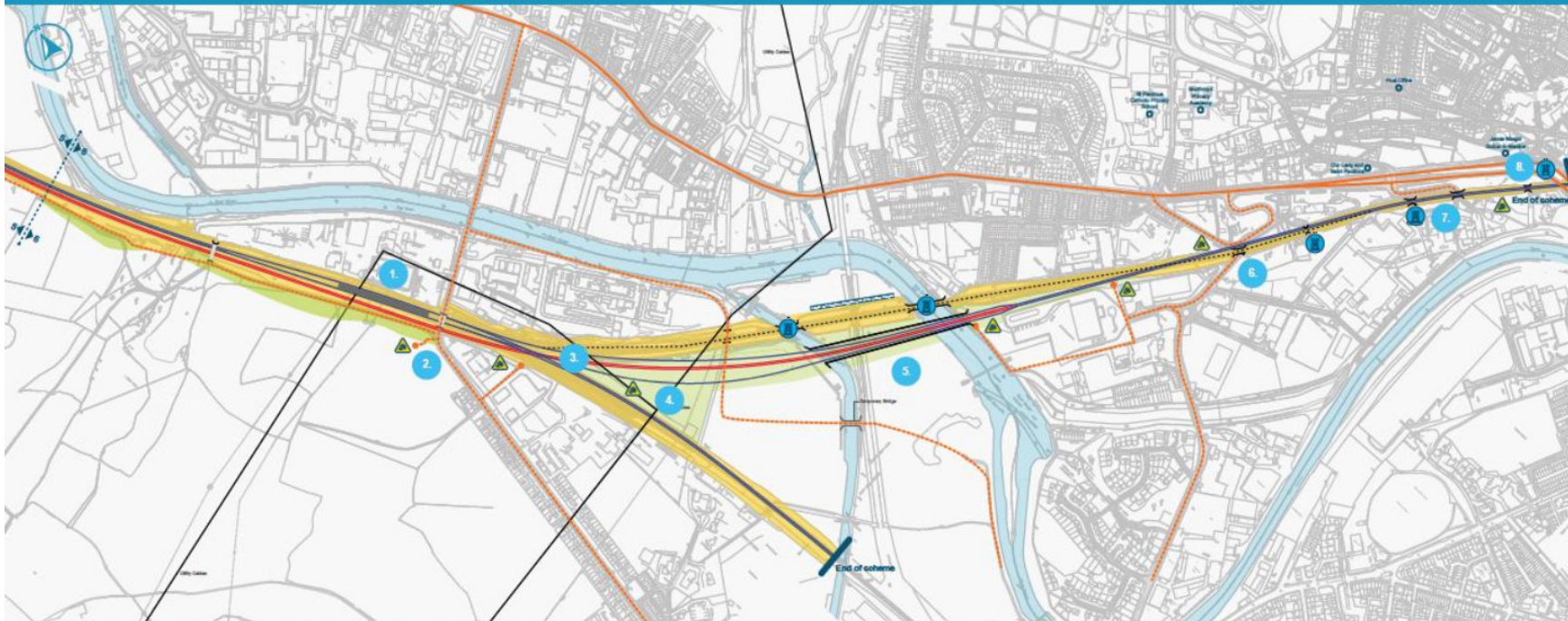
5. Sands Lane Bridge

The scheme proposes to undertake work to the parapets so that the overhead lines for electrification can safely pass underneath.

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY)) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

6. Ravensthorpe and Westtown (Dewsbury)



Appendix 9b
The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 2 consultation materials

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

6. Ravensthorpe and Westtown (Dewsbury)

1. Ravensthorpe Station

To accommodate the grade separated junction, we propose relocating Ravensthorpe station approximately 300 metres to the west. The station will benefit from improved accessibility, an improved station forecourt, and three blue badge parking spaces.

Work to demolish the existing station will begin following the completion of the new Ravensthorpe Station.

For more information, please see Ravensthorpe Station board.



2. Calder Road Bridge

Realignment of Calder Road bridge would be required to provide adequate clearances over the proposed railway if the fly-over is progressed. To facilitate this work, a temporary construction compound which will provide essential welfare facilities for staff will be established. If the dive-under is progressed, realignment of the road is not required.

The phasing of the construction is being developed subject to the design detail. Throughout construction there will likely be a requirement for temporary road closures and diversions; however, we are working to minimise the impact on both the road and rail network. Notice of planned disruption and diversionary routes will be provided in advance of the work.

3. Grade Separation

To deliver the benefits proposed as part of the scheme, our proposal is to separate tracks to the east of the proposed new Ravensthorpe station, at a location on the railway known as Thornhill Junction. We propose doubling the number of tracks going to/from Leeds from two to four – and then separating the two new tracks from those going to/from Wakefield. We propose doing this either with a bridge (fly-over) or a tunnel (dive-under). Separating tracks at different heights in this way is known as 'grade separation'.

Option 1 - Bridge (fly-over)



Option 2 - Tunnel (dive-under)



Construction work planned in this area may result in a disturbance to protected species, caused by noise, vibration and artificial lighting. Where necessary, an application for a protected species licence will be made to Natural England to minimise any impact. To facilitate this work, a temporary construction compound which will provide essential welfare facilities for staff will be established – this will result in the temporary loss of around two hectares of agricultural land.

This work will see a permanent loss of plantation and woodland in the area to accommodate a construction compound; however, we will look to replace this once the work is complete.

A flood risk assessment is also being undertaken to assess the impact of the scheme.

In September we asked which option the public preferred (under or over), and whilst there was not a significant preference for either, over was slightly preferred. The option selection process is ongoing due to the complex nature of the engineering, and potential third party land and business impacts. We will confirm the option as soon as possible.

4. Electricity Substation

We propose to build an electricity substation within the Ravensthorpe and Westtown area, to provide power for the electrification of the railway (known as traction power).

To facilitate this work, a temporary construction compound which will provide essential welfare facilities for staff will be established in an area of land occupying the current landfill site to the east of Ravensthorpe Station. Access to the facilities will be made via Forge Lane or the existing Thornhill Power Station access road.

5. Ravensthorpe Viaduct

To deliver performance benefits, the scheme is proposing to construct the railway on a new alignment to the south of the existing, over the Hebble & Calder Navigation, Spen Valley Greenway and River Calder. This proposal has been developed due to the difficulty in achieving the desired line speed through the area within the existing railway corridor. The scheme proposes to construct an embankment structure on the current landfill site before crossing the Calder and Hebble navigation, and River Calder on a new viaduct. To facilitate the construction of the new viaduct, a site compound providing welfare facilities for site staff will be set-up in the area of land occupying the current landfill site to the east of Ravensthorpe station. Access to site will be made either via Forge Lane or via the existing Thornhill Power Station access road.

All work will be planned to achieve minimum disruption to the traveling public as is practicably possible. The main work will be completed offline and any work affecting the operation of the railway will largely be completed during closures of the line, or overnight whilst there are no trains running.

The work will potentially impact on the setting of the two Grade II listed structures; Calder and Hebble Underbridge and River Calder Underbridge, over which the railway currently runs. These structures will be physically retained in the future; however, they will no longer form part of the railway and all tracks and Network Rail infrastructure will be removed. Work will result in the loss of two ponds within the restored area of Thornhill Quarry. To date, surveys have not yet identified any protected species. Further surveys are scheduled, and mitigation measures will be employed if necessary.

There is significant construction work planned within this area which could result in disturbance (noise, vibration, artificial light) – this also may cause some localised displacement to protected and priority flora and fauna. The work to construct the new viaduct may result in the loss of vegetation habitat on both banks of the River Calder, as well as temporary disturbance of in-channel habitat and aquatic species. There is the potential for permanent localised impacts to light availability beneath the new structure which may affect growth of notable species including floating water plantain. Where possible the design will seek to minimise these impacts. If necessary, an application for a protected species licence will be made to Natural England in respect of the effects on this species.

Vegetation clearance will be required to facilitate the construction in this area. This will result in the loss of semi-natural broad-leaved woodland, plantation broad-leaved woodland, scattered trees (pruning/felling), dense scrub and hedgerows; however, compensatory planting will be undertaken.

Overland flow routes in the vicinity of Ravensthorpe Station may be affected, resulting in surface water flood risk. This is due to the change of the floodplain functionality and capacity as a result of construction work such as piled embankments.



6. Thornhill Lees

To deliver the proposed benefits, the scheme proposes straightening a curve in the railway at Thornhill Lees – this would require work to both Thornhill Road and Occupation Bridge. We propose to realign the junction of Thornhill Road with Fall Lane to facilitate the new structure and extend Occupation Bridge.

To construct the new rail alignment, traffic restrictions and diversions will be required, as well as temporary closures of the highway and footpath. To facilitate this work, a temporary construction compound which will provide essential welfare facilities for staff will be established.

The work is likely to result in a significant impact on a Grade II listed structure (Occupation Bridge to the east of Thornhill Road). Discussions are ongoing with Historic England and Kirklees Council Conservation Officer around this work.

Vegetation clearance during construction will lead to the loss of grassland, woodland and semi-mature to mature trees. Compensatory planting will be undertaken once construction is complete.

Work may also result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the community.

7. Toad Holes Bridge

Toads Holes Bridge is a Grade II listed structure which sits adjacent to Watergate Road and is currently partly infilled. The scheme may need to undertake local repairs and strengthening work. This may include infilling of the structure. The scheme is working with Historic England and Kirklees Council to explore the options available.

8. Ming Hill Bridge

Ming Hill Bridge is a Grade II listed structure which sits adjacent to the A644 and is currently partly infilled. The scheme may need to undertake local repairs and strengthening. This may include infilling of the structure. The scheme is working with Historic England and Kirklees Council to explore the options available.

Appendix 9b

The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 2 consultation materials

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Overline Electrification Areas 1-3

We're proposing to electrify the railway between Huddersfield and Westtown (Dewsbury) – and right through to Leeds. This will enable train operators to use electric – or bi-mode (hybrid) trains – along this section of the route.

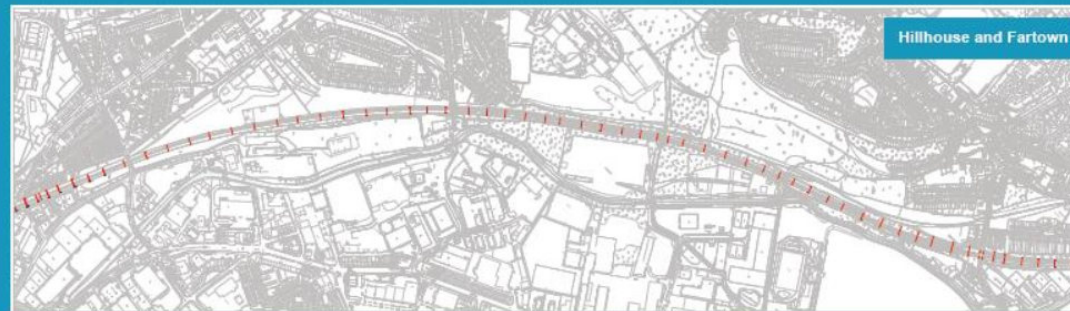
An electrified railway brings many benefits:

- Higher acceleration and increased braking rates – ultimately contributing to reduced journey times
- Greater capacity
- Better for the environment - less pollution as a result in the reduction of diesel services
- Quieter journeys, meaning a potential reduction in noise for railway neighbours.

We are proposing to pass through, and over, several listed structures – bridges, tunnels, stations, and viaducts – including the Grade I listed Huddersfield Station. We are seeking to minimise the potential impact to these structures by developing designs that are sympathetic to their heritage.

Extract from: Network Rail A Guide to Overhead Electrification

Overhead Line Equipment – or OLE – is the name given to the assembly of masts, gantries and wires found along electrified railways. All this steel and cable has only one purpose – to supply power to make electric trains move. Operationally, environmentally and from the perspective of passenger service and comfort, OLE is now the preferred means of powering trains throughout the world.



APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Overline Electrification Areas 4-6

We're proposing to electrify the railway between Huddersfield and Westtown (Dewsbury) – and right through to Leeds. This will enable train operators to use electric – or bi-mode (hybrid) trains – along this section of the route.

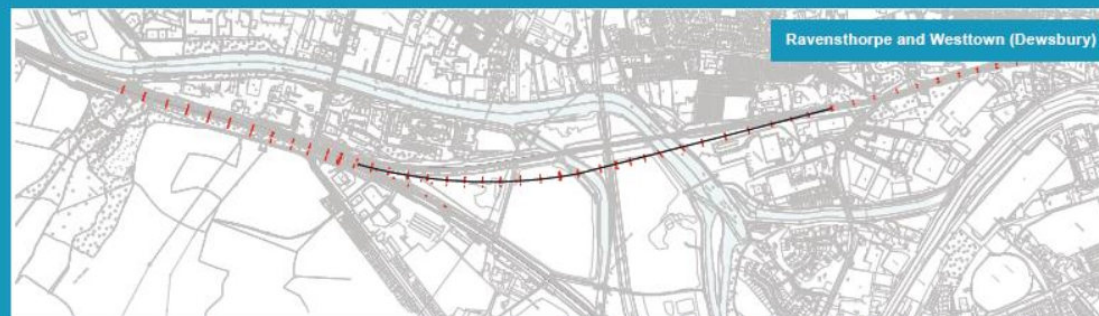
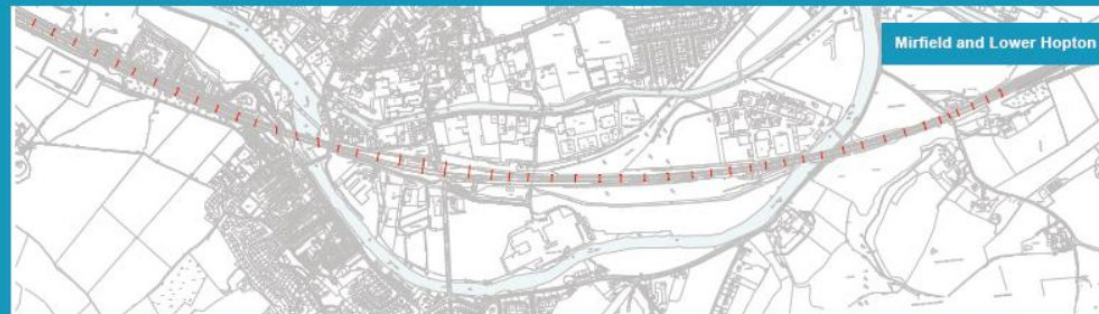
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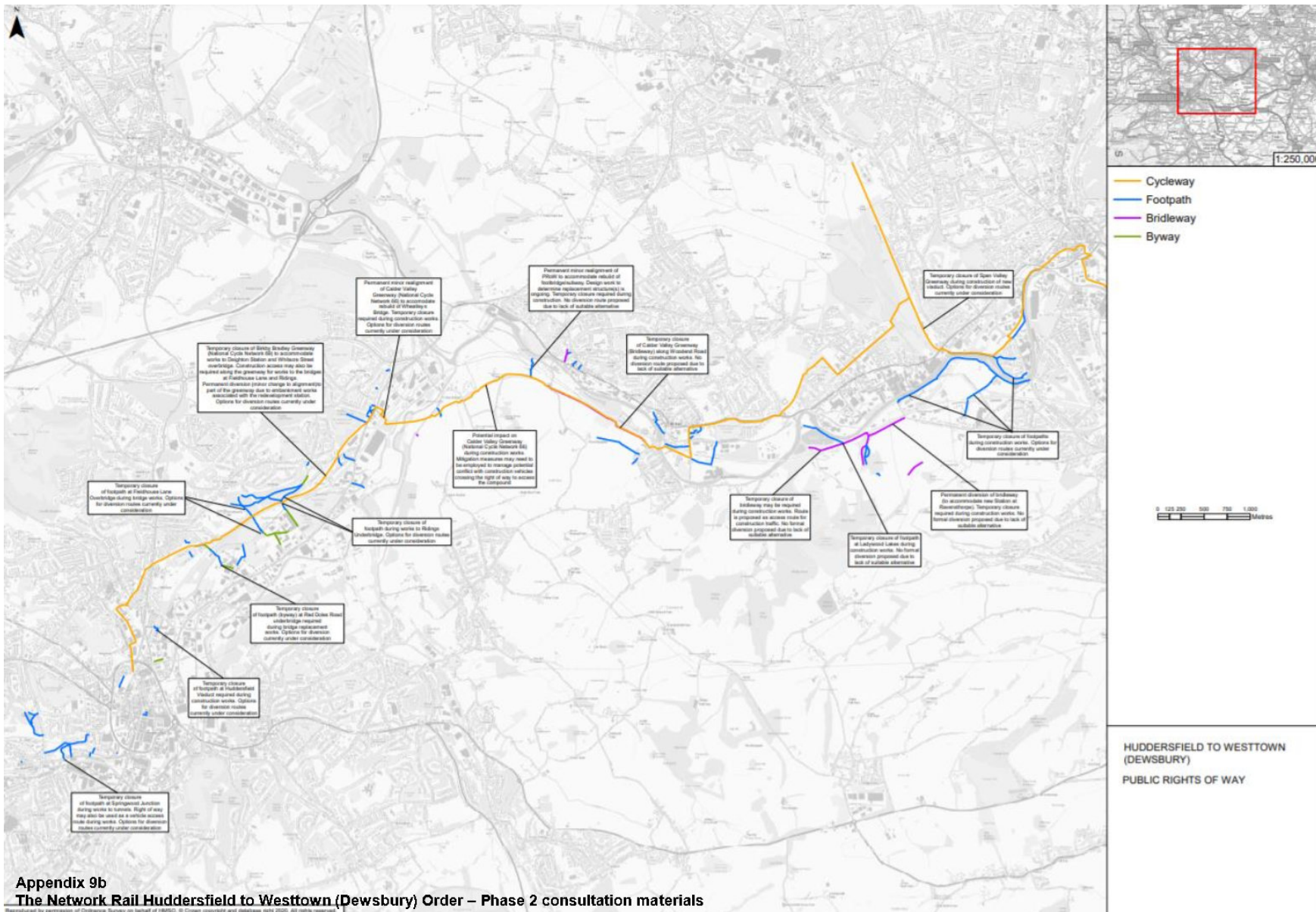
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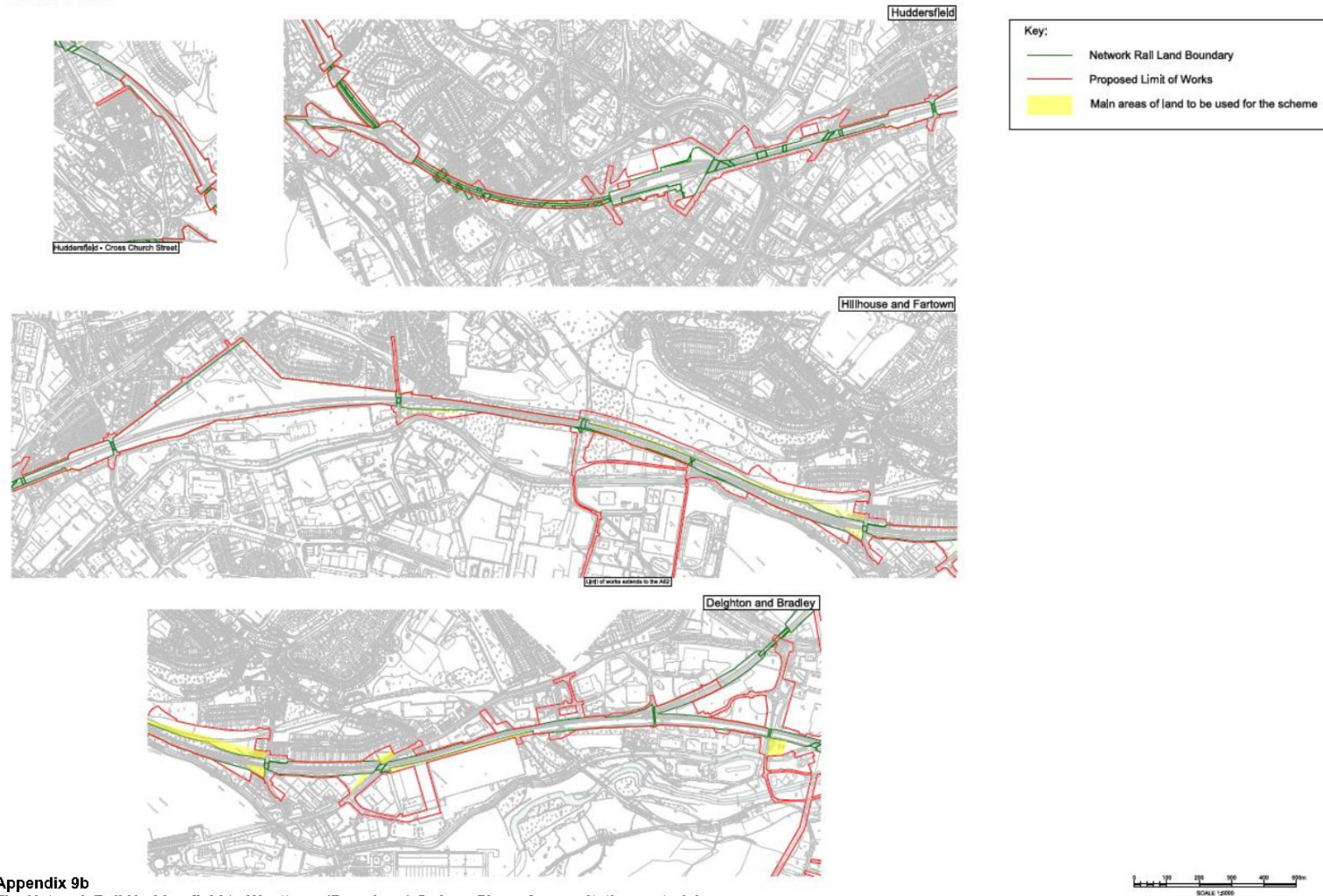
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992



APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Land Plan

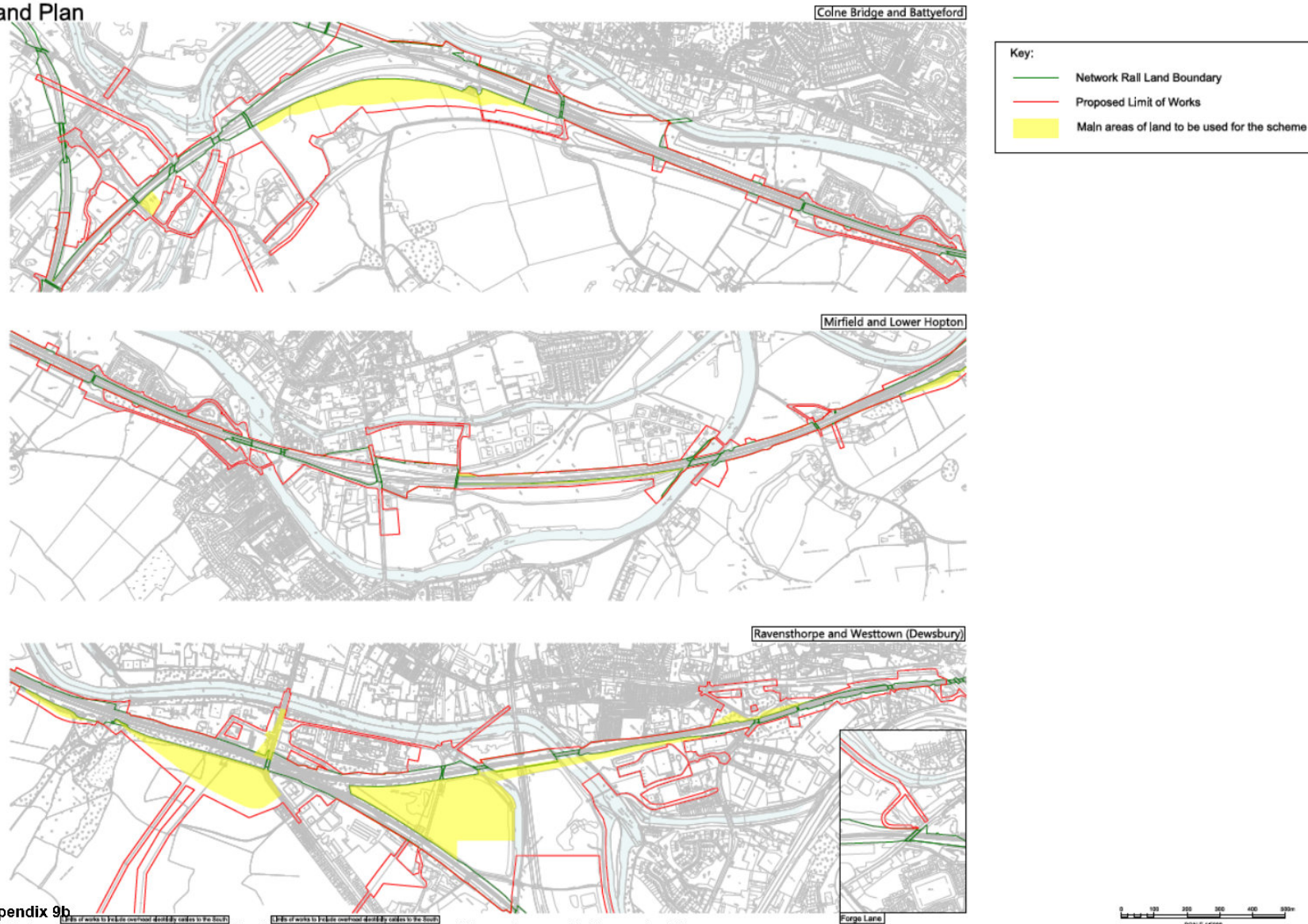


Appendix 9b
The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 2 consultation materials

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

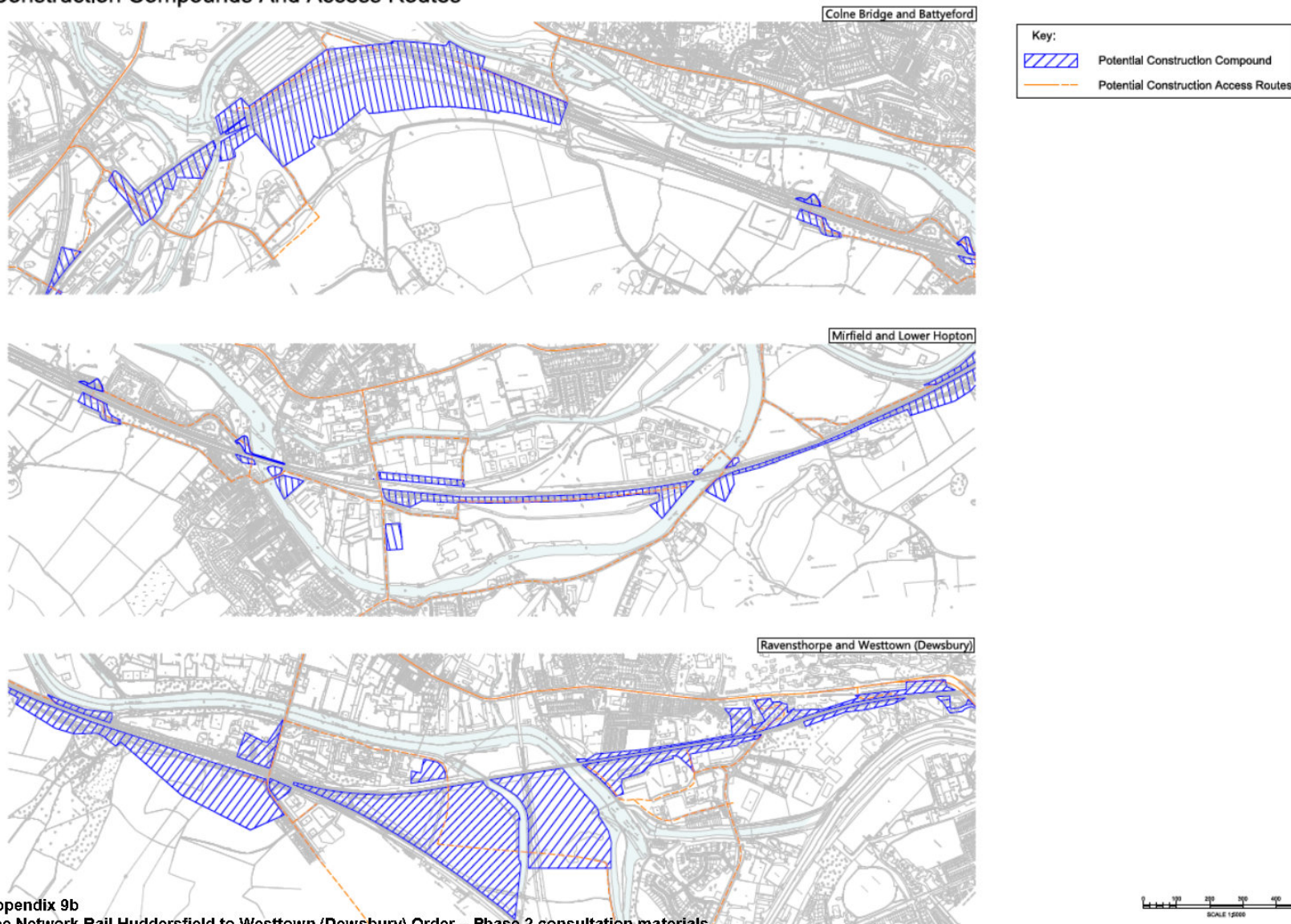
Land Plan



APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Construction Compounds And Access Routes



APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Construction Compounds And Access Routes



Appendix 9b
The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 2 consultation materials

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

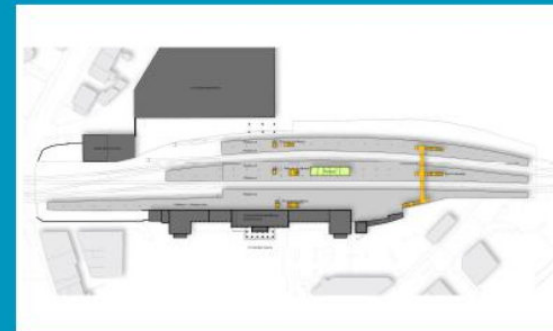
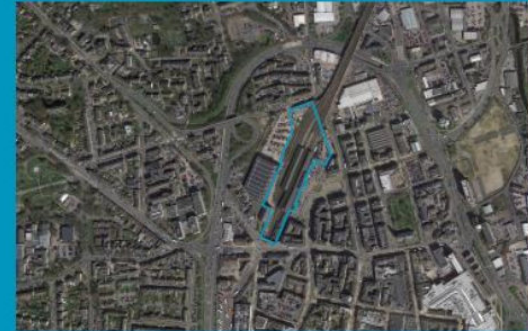
Station Boards

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Huddersfield Station

- Reconstruction of the platforms to provide an additional through platform (in addition to the three that currently exist) and a Leeds facing bay platform.
- Trackwork to the east and west of the station to allow us to better manage the proposed increase in the number of trains.
- Removal of the western section of the main trainshed roof to facilitate the new platform layout. We propose to retain the remainder of the main trainshed. We are working closely with Historic England and Kirklees Council while our design work is ongoing, and we are assessing the structure.
- Demolition and replacement of part of the roof.
- Provision of a new pedestrian bridge to connect all the platforms, in addition to the existing subway which will be extended to the new platform.
- The scheme proposes to relocate the tea room (within the new station layout) to facilitate the new platform layout.



APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Existing Deighton Station

- Retention of the station in its existing location.
- Provision of a station forecourt area with level, step-free access onto the station footbridge, three blue badge parking spaces and drop off area.
- Reconstruction of Whitacre Street bridge to allow for track alignment and overhead line equipment clearances.
- Realignment of the cycleway within the Birkby-Bradley Greenway to allow for earthworks adjacent to the widened railway corridor.
- Acquisition and demolition of seven residential properties to facilitate the reconstruction of the station.

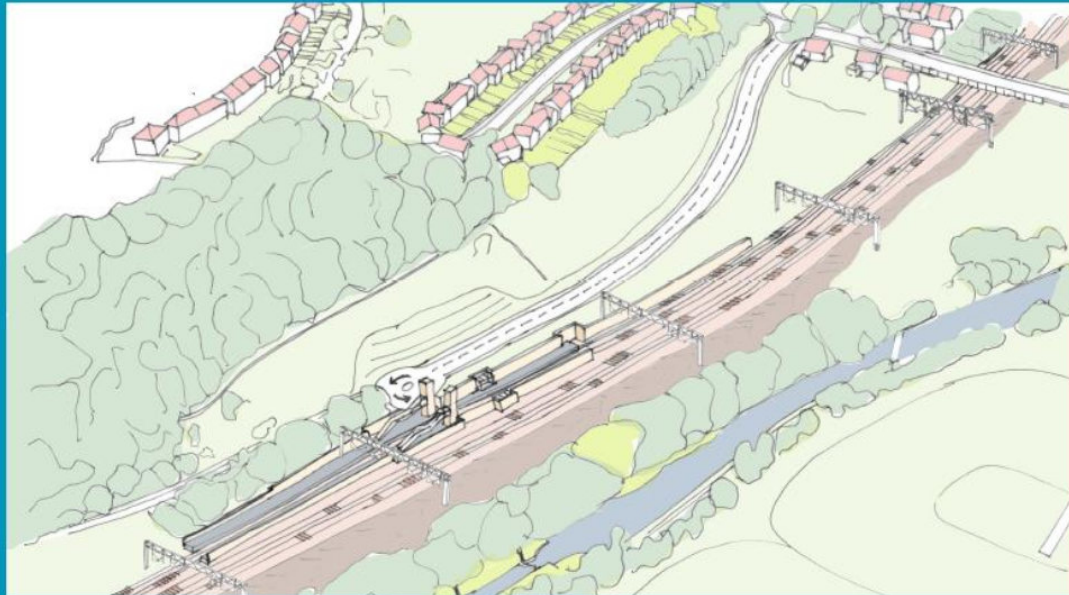


APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Alternative Deighton Station

- Relocation of the station 400m to the west on Birkby-Bradley Greenway.
- Provision of a station forecourt area with level, step-free access onto the station footbridge, three blue badge parking spaces and drop off area.
- Deck replacement of Whitacre Street Bridge to allow for the track alignment and overhead line equipment clearances.
- Relocating the station would mean no residential properties would be required.
- Realignment work within the Birkby-Bradley Greenway to allow for construction of the access road to the station.
- Removal of trees/vegetation around the proposed station and access road location.

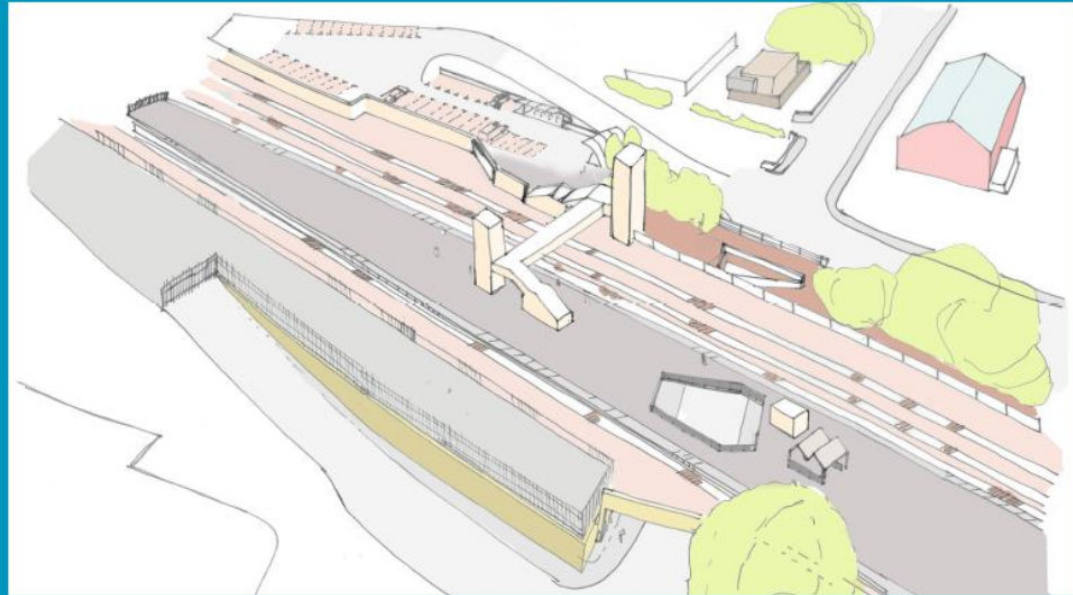


APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Mirfield Station

- Reconstruction of the station to allow four tracks to pass through.
- Fast lines will not be platformed, but London service will remain (always subject to operator change however).
- Provision of step-free access to the platforms will be provided via lifts.
- Build a new footbridge connecting to the island platform.
- Retention of the existing car park and relocation of three blue badge parking spaces to a more accessible location closer to the station entrance.

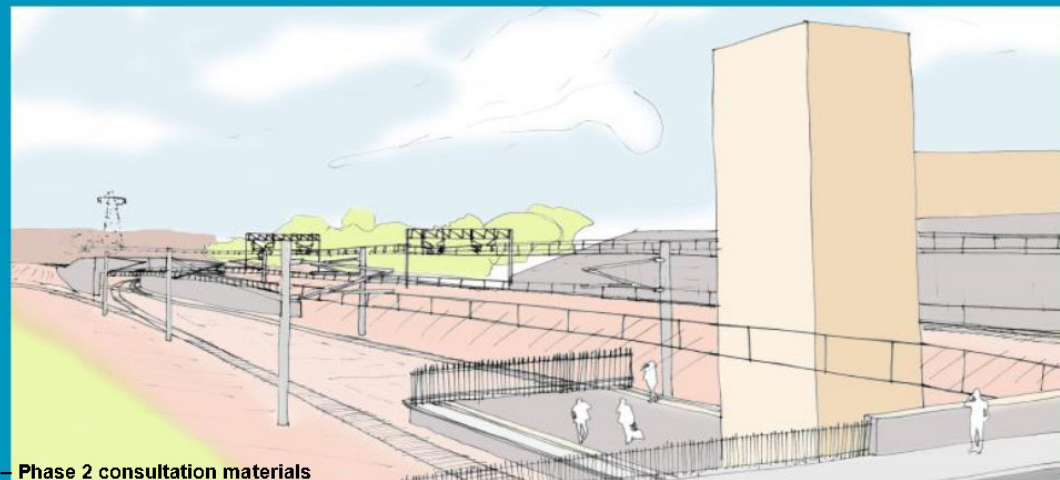
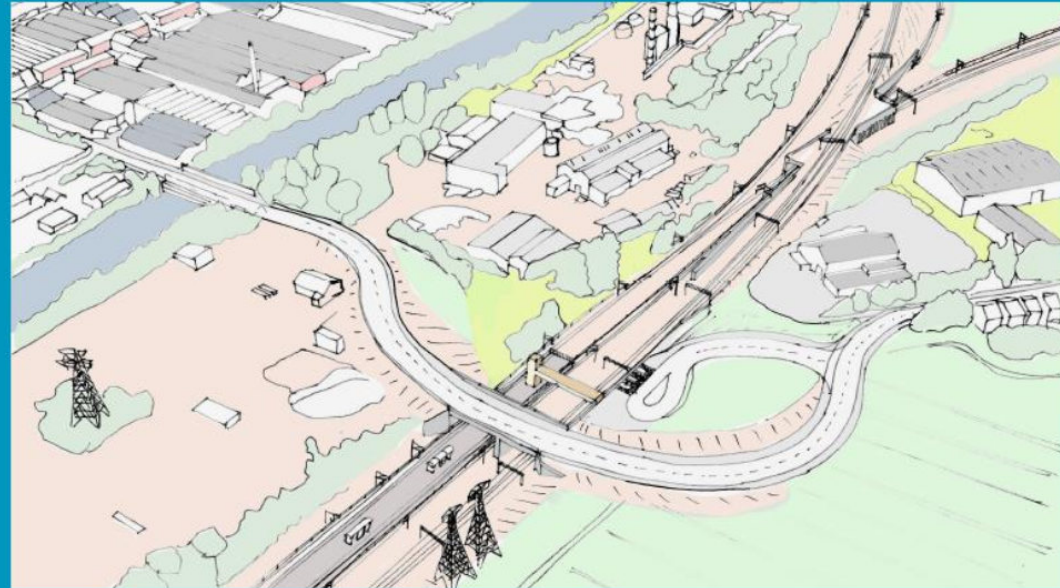


APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Ravensthorpe Station

- Relocation of the station approximately 300m to the west of the existing location.
- Relocation of the station to the west of Thornhill Junction which provides a future opportunity for stopping services to / from Wakefield to call at Ravensthorpe Station in addition to existing Leeds services, should the operator wish to.
- Realignment of Calder Road would be required to provide adequate clearances over the proposed railway if the fly-over is progressed. If the dive-under is progressed, realignment is not required.
- Provision of a station forecourt with level, step-free access onto the station forecourt and 3no. blue badge parking spaces.
- Provision of an island platform to improve access and wayfinding to rail services.



Appendix 9b

The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 2 consultation materials

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Feedback Extension Materials

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Half Page Press Advertisement

NetworkRail

Have your say



Public Consultation:
**Huddersfield to Westtown
(Dewsbury)**

We have extended our feedback deadline until Thursday 30 April

We want to make sure you have enough time to review our proposals and share your feedback on our plans to upgrade the railway between Huddersfield and Westtown (Dewsbury). That is why we have extended our feedback deadline for the second stage of consultation until Thursday 30 April.

Whether you're a passenger, live near to the railway or just want to find out more, you can see how we have developed our plans and share your feedback online by visiting:
networkrail.co.uk/TranspennineEngagement

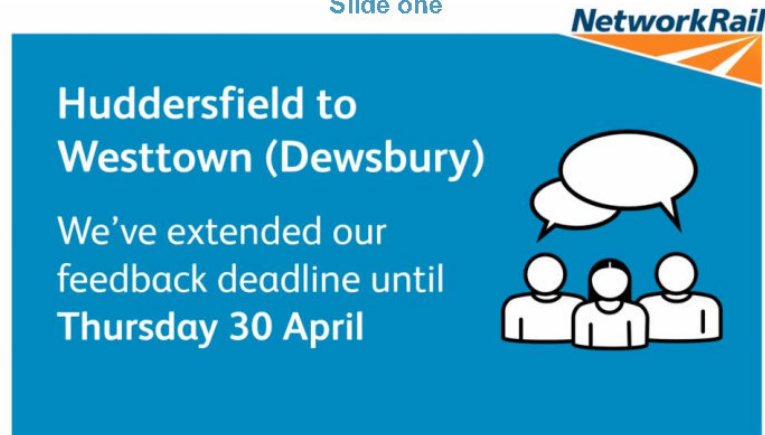
If you have any questions, you can call our 24/7 national helpline on: **03457 11 41 41**, or email:
TranspennineEngagement@networkrail.co.uk

APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Twitter – GIF Video (static images)

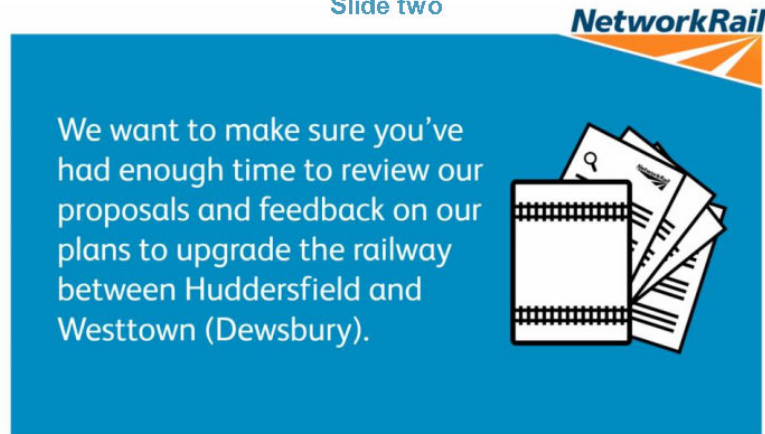
Slide one



Slide three



Slide two



APPENDIX 9B – PHASE 2 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Twitter – Social media images

Generic Twitter Post



Feedback Closes Today – Twitter Post



Feedback Closes Tomorrow – Twitter Post



APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Appendix 9c – phase 3 Consultation Materials

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Pre Event Materials

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

A5 Flyer – Double Sided Invitation

Front




Huddersfield to Westtown (Dewsbury)

We've developed our proposals

We didn't get chance to show you our proposals in person back in March, as the Covid-19 lockdown meant we had to cancel our drop-in events. We now want to give you another opportunity to view our proposals for upgrading the Transpennine railway between Huddersfield and Westtown (Dewsbury).

Thank you to everyone who commented on our proposals as part of our autumn 2019 and spring 2020 consultations. Your feedback has helped us to shape and develop our designs.

Our updated proposals will be online from Monday 5 October 2020 and we are holding four events so you could also view our plans in person. Due to the current Covid-19 restrictions we are asking you to only come to an event if you can't access the plans online. This is to limit the number of people attending the events and help to keep everybody safe.

Back

Public events

If you can't access our plans online and want to attend an event, we will be at Huddersfield Town Football Club over four dates in October, shown below. We will be doing all we can, in line with government guidance, to make your visit safe.

Huddersfield Town Football Club, John Smith's Stadium, Stadium Way, Huddersfield, HD1 6PQ	Mon 5 October	12:00 – 19:00
	Tues 6 October	12:00 – 19:00
	Tues 13 October	12:00 – 19:00
	Sat 17 October	10:00 – 16:00

If you do attend an event, we kindly ask that you wear a face covering when in the venue (unless you are exempt from wearing one) and keep two metres apart. We are also encouraging only one person per household to attend an event. There is parking available directly outside the stadium in the Town Avenue car park.

Things are unpredictable at the moment and while we don't want to cancel an event, we may need to at short notice. Please call the helpline or check our dedicated webpage before you set off to an event, just to make sure it is still going ahead as planned.

Next steps

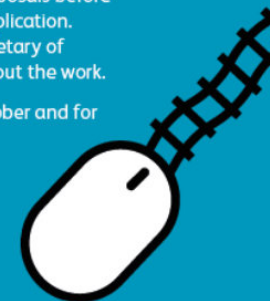
This will be your final opportunity to view our proposals before we submit our Transport and Works Act Order application.

This is a piece of legislation approved by the Secretary of State for Transport, granting permission to carry out the work.

To view our proposals online from Monday 5 October 2020 and for more information about our events, please visit:

networkrail.co.uk/TranspennineEngagement
or email us at
TranspennineEngagement@networkrail.co.uk

You can also call Network Rail's 24-Hour National Helpline on 03457 11 41 41



APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Event Materials

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

A5 Roll-fold Leaflet: Page 1

Page 5

The Benefits

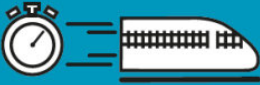

With 85% of respondents who fed back through our first round of consultation supporting the scheme, we understand how important it is to passengers and the community that we deliver the benefits of the upgrade.

A better railway

The tracks would be doubled from two to four along most of the railway, meaning a more resilient and reliable railway while also improving journey times and providing more frequent trains for passengers.

Cleaner and quieter railway

We plan to electrify the railway from Huddersfield to Westtown – and right through to Leeds. This means cleaner travel and is potentially quieter for those living near the railway.






Accessible stations

Stations would be upgraded to modern standards and will provide better accessibility for passengers. Our proposals include improvements at Huddersfield, Deighton, Mirfield and Ravenshorpe.

Supporting economic growth

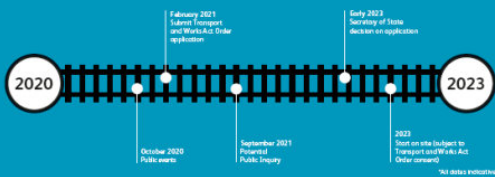
With more seats and more trains, our proposals will better connect the towns and cities in the North. We want to build a railway which passengers and businesses can trust.

Page 6

Next Steps

As we are proposing to build a railway outside of the existing operational boundary, a Transport and Works Act Order is required. This is a piece of legislation approved by the Secretary of State for Transport, allowing Network Rail to carry out the work if granted.



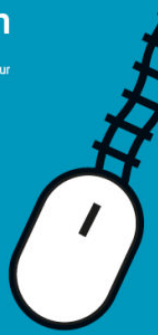
For More Information

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03457 11 41 41



Page 1



Huddersfield to Westtown (Dewsbury) Autumn 2020



APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

A5 Roll-fold Leaflet: Page 2

Page 2

Background

Last autumn we launched our consultation with members of the public and stakeholders on our proposals to improve the railway between Huddersfield and Westtown (Dewsbury). This is a 13km stretch of a wider upgrade to the Transpennine railway between Manchester and York via Huddersfield and Leeds.

We're proposing to help create a better performing railway that passengers can depend on with more seats, more trains

and faster journeys. By creating a better-connected North, this will provide people with more opportunities to travel, work, study or see family and friends.

As we didn't get a chance to show you our proposals in person back in March, we wanted to give you another opportunity to view our plans and speak to the team. You will be able to see how your feedback from our two previous consultations has helped us to shape and develop our designs to where they are today.

The Scheme

We're proposing to double the number of tracks, upgrade stations and electrify the railway between Huddersfield and Westtown – and right through to Leeds.



Page 3

Our proposals

Huddersfield Station

We're proposing to adjust the layout of the platforms to provide an additional through platform. We will replace part of the roof with a new canopy, extend the current subway to the new platform, and connect all the platforms via a new pedestrian bridge with lifts and stairs. The tea room will be relocated on its current platform and will be repaired and repainted.



Huddersfield Station

Deighton Station

At Deighton we propose to deliver the station within its existing location. This will include a station forecourt area with level, step-free access onto a pedestrian bridge, three blue badge parking spaces and a drop off area. To allow for track alignment and overhead line equipment clearances, reconstruction of Whitacre Street bridge will be necessary. No permanent acquisition of residential properties is required.



Deighton Station

Mirfield Station

At Mirfield we propose to reconstruct the station to allow four-tracks to pass through. We will provide step-free access to the platform and build a new footbridge connecting to the island platform. The station car park will remain in the same place, but we will relocate the three blue badge parking spaces to a more accessible location nearer the station entrance.



Mirfield Station

Page 4

Ravensthorpe Station

We propose to relocate Ravensthorpe Station approximately 300 metres to the west. In addition to the current Leeds bound services, this move will facilitate the future opportunity for stopping services to/from Wakefield to call at Ravensthorpe should the operator wish to. The station will also benefit from improved facilities including a station forecourt with step free access and three blue badge parking spaces.



Ravensthorpe Station

Grade Separation – Ravensthorpe
To facilitate doubling the number of tracks from two to four and remove the existing conflict, we are proposing to separate the lines to/from Wakefield from the lines to/from Leeds through a grade separation. The scheme proposes we deliver a bridge (fly-over) grade separated junction. This requires realignment of Calder Road to provide adequate clearances over the proposed railway.



Grade Separation

Huddersfield Viaduct – John William Street

To support the new, longer platforms and track at Huddersfield station, we propose replacing John William Street Bridge with a clear span steel deck bridge. The bridge will be widened on the southern side and minor highway work to the road and pavement will be required.



John William Street

Colne Bridge Road

Colne Bridge Road is formed of two arches, both are currently not large enough to allow for the proposed railway to pass through – this requires us to replace the bridge. We propose to build the bridge offline to the east, constructing it adjacent to the existing, which limits the length of road closure required to construct the bridge.




Colne Bridge Road


APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Pop-up Stand

3x3 Metres





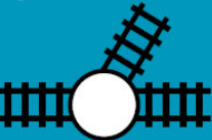
Huddersfield to Westtown (Dewsbury)

Background
Last autumn we launched our consultation with members of the public and stakeholders on our proposals to improve the railway between Huddersfield and Westtown (Dewsbury). This is a 13km stretch of a wider upgrade to the Transpennine railway between Manchester and York via Huddersfield and Leeds.


We're proposing to help create a better performing railway that passengers can depend on with more seats, more trains and faster journeys. By creating a better-connected North, this will provide people with more opportunities to travel, work, study or see family and friends.

As we didn't get a chance to show you our proposals in person back in March, we wanted to give you another opportunity to view our plans and speak to the team. You will be able to see how your feedback from our two previous consultations has helped us to shape and develop our designs to where they are today.


Scheme Proposals
We're proposing to double the number of tracks, upgrade stations and electrify the railway between Huddersfield and Westtown – and right through to Leeds.




What are the benefits?




A better railway
The tracks would be doubled from two to four along most of the railway, 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 for passengers. Our proposals include improvements at Huddersfield, Deighton, Mirfield and Ravensthorpe.




Cleaner and quieter railway
We plan to electrify the railway from Huddersfield to Westtown – and right through to Leeds. This means cleaner travel and is potentially quieter for those living near the railway.



Supporting economic growth
With more seats and more trains, our proposals will better connect the towns and cities in the North. We want to build a railway which passengers and businesses can trust.

Consents for work

As we are proposing to build a railway outside of the existing operational boundary, a Transport and Works Act Order is required. This is a piece of legislation approved by the Secretary of State for Transport, allowing Network Rail to carry out the work if granted.




For more information

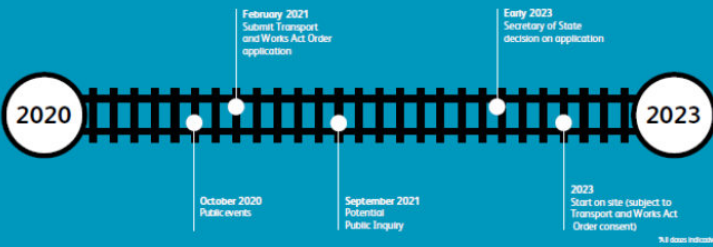
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If you have any questions or would like any further information, please email:
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You can also call Network Rail's 24-Hour National Helpline on: 03457 11 41 41





2020

- October 2020: Public events

2021

- February 2021: Submit Transport and Works Act Order application
- September 2021: Potential Public Inquiry

2022

- Early 2022: Secretary of State decision on application

2023

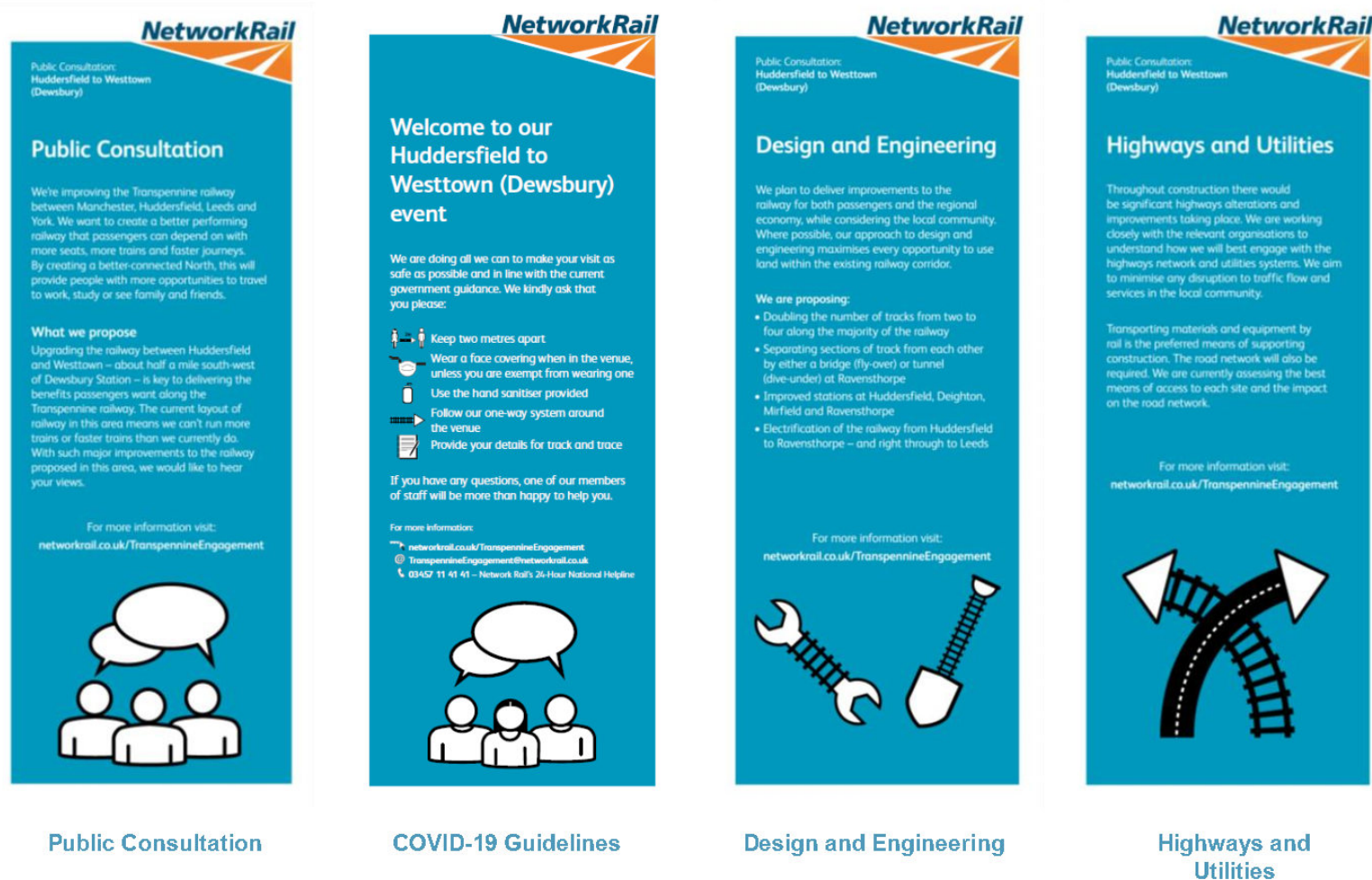
- 2023: Start on site (subject to Transport and Works Act Order consent)

Not shown: Induction

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Pull-up Banners



APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Pull-up Banners (continued)

NetworkRail

Public Consultation:
Huddersfield to Westtown
(Dewsbury)


Our Heritage

Our heritage is very important. We are working closely with historic environment groups to make sure that the design of the new railway layout between Huddersfield and Westtown (Dewsbury) will bring improvements for passengers, while respecting much loved local landmarks such as the Grade I listed Huddersfield Train Station.

Our designs aim to:

- Work in harmony with our historic environment
- Understand and recognise the characteristics of our towns, cities and rural landscapes
- Minimise and mitigate the effects of construction

For more information visit:
networkrail.co.uk/TranspennineEngagement



Our Heritage

NetworkRail

Public Consultation:
Huddersfield to Westtown
(Dewsbury)


The Environment

We care about the environment around us. We have a sustainability strategy and are carrying out an Environmental Impact Assessment that will help show how the design for the new railway layout will bring passenger benefits, while respecting the natural and human environment.

Our designs aim to:

- Reduce carbon through intelligent engineering
- Minimise resource use and waste
- Responsibly source materials such as timber
- Deliver measurable net positive biodiversity

For more information visit:
networkrail.co.uk/TranspennineEngagement



The Environment

NetworkRail

Public Consultation:
Huddersfield to Westtown
(Dewsbury)

Social Value

We care about the communities around us. We have a sustainability strategy and are carrying out an Environmental Impact Assessment that will help show how the design for the new railway layout will bring passenger benefits, while respecting the needs of our communities and supporting the north's wider economic development.

Our designs aim to:

- Show consideration for our lineside neighbours, surrounding communities and local businesses
- Reduce the impact of construction on the local businesses
- Improve accessibility

In addition we will:

- Provide opportunities for local employment and apprenticeships
- Engage young people in the rail industry
- Work with local communities to deliver local beneficial initiatives

For more information visit:
networkrail.co.uk/TranspennineEngagement



Social Value

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Outdoor Signage



APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Twitter – GIF Video (static images)

Slide one

NetworkRail**Huddersfield to
Westtown (Dewsbury)**

You can now view our
updated plans online



Slide three

NetworkRail

Our events are taking place at:

**The John Smith's Stadium, Stadium Way,
Huddersfield, HD1 6PQ**

Mon 5 Oct: 12pm – 7pm

Tue 6 Oct: 12pm – 7pm

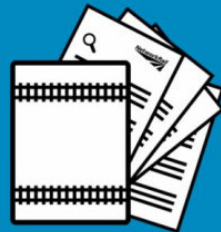
Tue 13 Oct: 12pm – 7pm

Sat 17 Oct: 10am – 4pm

Slide two

NetworkRail

For those that cannot
access the plans online, we
have two drop-in events this
week so you can come and
view our proposals.



Slide four

NetworkRail

To view our plans and for
more info, please visit:

networkrail.co.uk/TranspennineEngagement



APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Twitter – Static Image



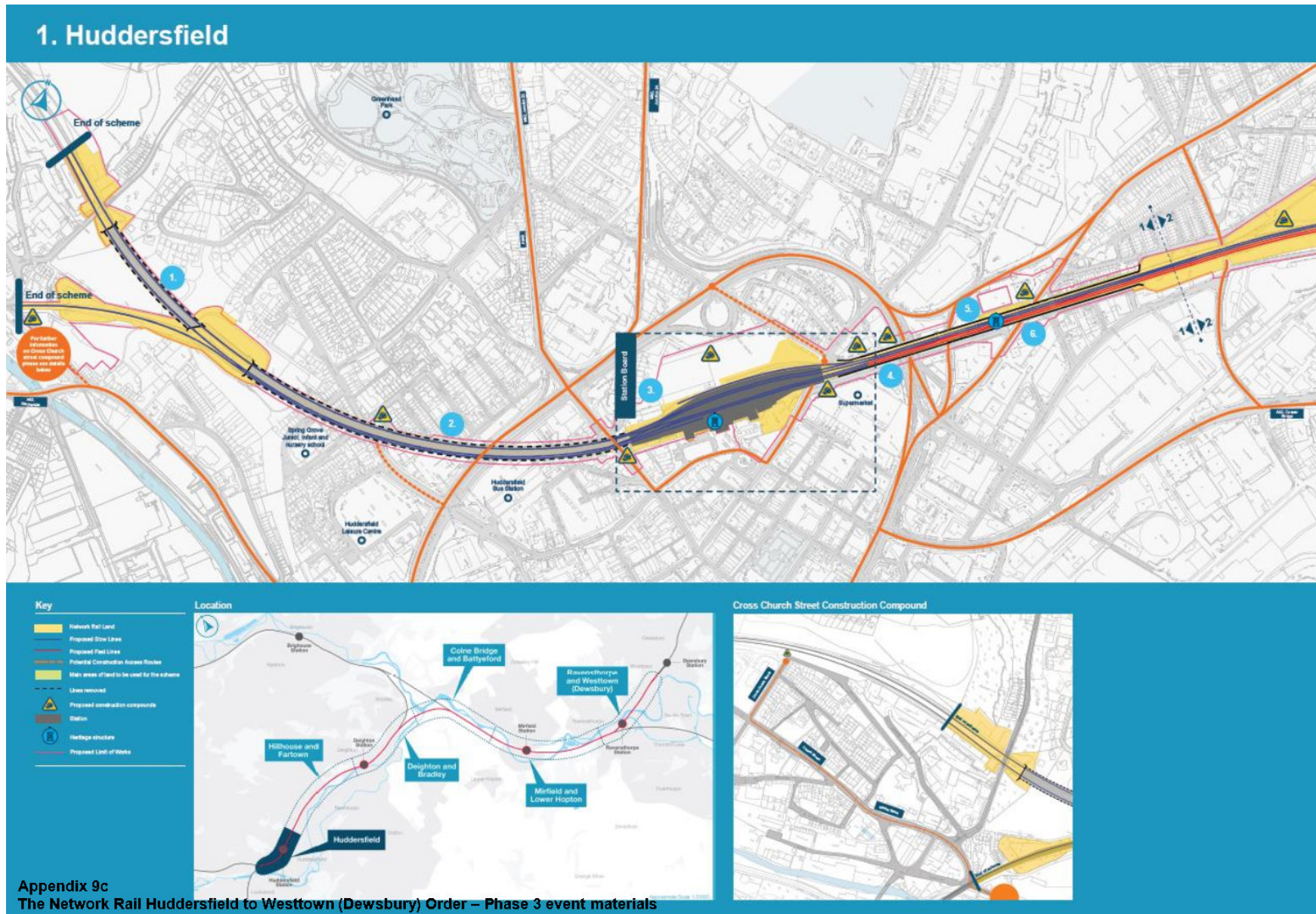
APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Scheme Overview Boards

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992



APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

1. Huddersfield

1. and 2. Gledholt Tunnels and Huddersfield Tunnels

The railway passes under Springwood to the west of Huddersfield Station through the Gledholt and Huddersfield Tunnels. As part of the scheme, we are proposing to install overhead line equipment for electrification, as well as renewing track and drainage within the tunnels.

To deliver this work, we will need to do it while there are no trains running, meaning we will need to close the lines through the tunnels. We are aiming to minimise disruption by undertaking this work at the same time as other work in the area, ultimately reducing the amount of time the railway is closed to passengers. Exact timings of the works are yet to be confirmed.



3. Huddersfield Station

The proposed work at Huddersfield Station will consist of building a fourth additional through platform. This will allow us to better manage the proposed increase in passenger services by improving the resilience of the timetable – and hopefully leading to fewer delays. The Station façade on St George's Square is unaffected by our proposed work. We will need to divert a sewer at Westgate which will have traffic management implications.

For further information, please see the Huddersfield Station board.



4. John William Street Bridge

Most of Huddersfield Viaduct's spans are brick and stone masonry arches; however, parts of the structure are built as metallic bridges.

To support the new platforms and improved track, the scheme proposes to replace John William Street Bridge.

A clear span steel deck bridge and bespoke supporting beams will be installed. The bridge will be widened on the southern side to provide space for the platform above. Minor highway works to the road and pavement will be required.



5. Huddersfield Viaduct

We are proposing to four-track and electrify over the Grade II listed Huddersfield Viaduct, therefore, overhead line equipment will be positioned on the bridge. Work to strengthen the structure may also be undertaken.

This work will require temporary highway restrictions, closures and diversions, to enable scaffolding to be erected, providing essential access along the length of the structure. Temporary occupation of land along the viaduct and access into arches will also be needed. The extent and duration of this is subject to the strengthening and repairs identified. As design details develop, Network Rail will be in contact with affected residents and businesses in close proximity, to understand and minimise the impact to the local area.

The Traffic Assessment being produced to support the Transport and Works Act Order application will consider the impacts of the proposed road closures and impacts to the highways network will be minimised where possible.

The work will be delivered from the Huddersfield Station and Hillhouse compounds which will provide essential welfare facilities for site staff. Work may result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact on the surrounding area. There may also be temporary impacts on visual amenity, arising from site preparation and construction activities.

Permanent visual effects of equipment associated with electrification are likely for residents in the Huddersfield Town Centre Conservation Area. The potential impact on the listed structures both from a temporary and permanent perspective will be assessed and mitigated where required.



6. Northgate Bridge

The Huddersfield Viaduct is formed of two metallic spans and a central masonry arch where it crosses Northgate.

The two metal spans either side of the structure will be removed and replaced with a concrete deck. Abutments (new walls) will be installed to support the main span.

We are working with Historic England and Kirklees Council to ensure an appropriate finish is achieved for this Grade II listed structure.

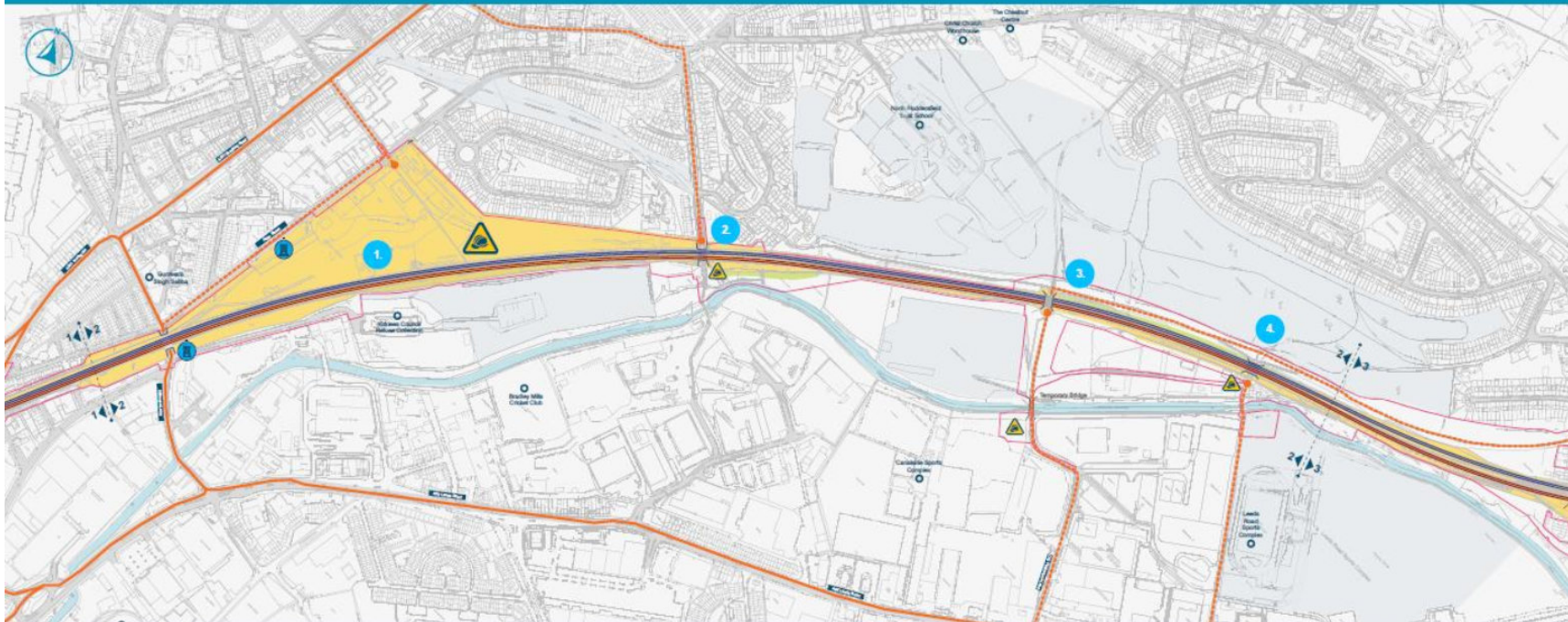
A temporary work site with staff welfare facilities will be established to the west of the structure whilst we demolish and reconstruct the new bridge deck. Lane restrictions will be required whilst we establish the compound and temporary closures and diversions will be in place during lifting operations.

Work may also result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the community.

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY)) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

2. Hillhouse and Fartown



Appendix 9c
The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 3 event materials

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

2. Hillhouse and Fartown



1. Former Hillhouse Sidings

The former Hillhouse Sidings have been identified as a location for a temporary construction compound that will be in place for the duration of the work.

The construction compound will contain:

- programme offices
- operative welfare facilities
- construction storage spaces
- assembly areas
- temporary platform for use during Huddersfield Station works

The scheme proposes to use the site for train sidings in the permanent case. This means trains will be stabled at the site when not in operation. There will be associated facilities for train drivers.

Consideration will be given to any temporary impact on the Grade II listed Railway Coal Chutes during construction.

Construction activity may result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the surrounding areas. Some temporary road closures and lane restrictions will also be required during the work.



2. Red Doles Road Bridge

The southern span of Red Doles Road Bridge was removed in 2015; therefore, as part of the scheme, we are proposing to construct a standard design railway bridge deck to carry the additional track. This new deck will be supported on the existing abutments previously used by the old bridge. We will require a temporary road closure for part of this work.

There will also be some temporary disruption to the public right of way network in this area; however, any required amendments will be communicated in advance and diversionary routes put in place.

The work will also require the removal of an area of semi-natural broad-leaved woodland along the corridor between Red Doles Road and Deighton Station. This will enable the construction of key embankments and retaining walls along the rail corridor. Several individual trees will also need to be removed. We will look to offset these impacts with compensatory planting, and all environmental impacts will be reported in the Environmental Statement.



3. Field House Bridge

Field House footbridge is currently too low to allow for overhead line equipment to pass beneath it. The scheme proposes to replace the bridge with a new footbridge structure.

There will also be some disruption to the public right of way network in this area; however, any required amendments will be communicated in advance and diversionary routes put in place.

Options are being considered along the corridor for access arrangements and construction compounds.



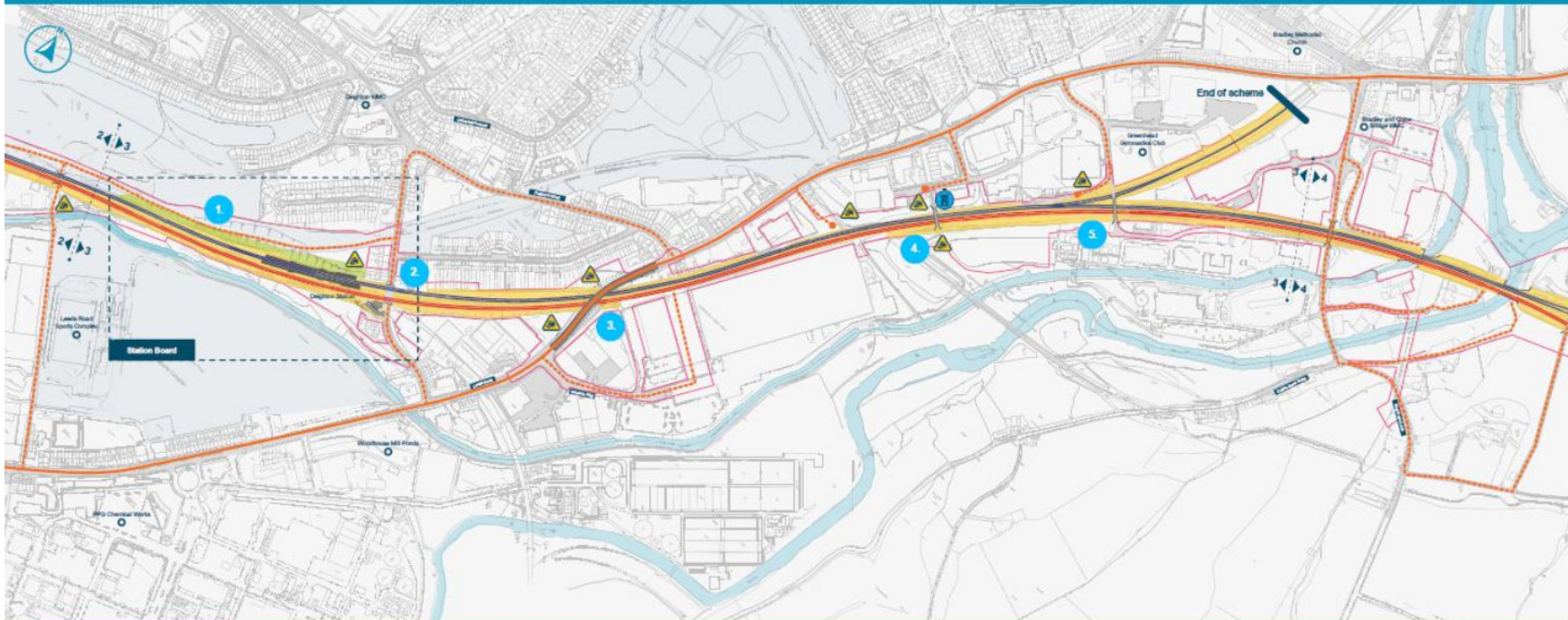
4. Ridings Bridge

The railway passes over a footpath on Ridings Bridge. The bridge is formed on the north side by a metal span and on the south with a masonry arch. It is proposed that the metal elements of the Ridings Bridge will be replaced and widened. The masonry arch will have local repairs.

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

3. Deighton and Bradley



Appendix 9c
The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 3 event materials

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

3. Deighton and Bradley



1. Deighton Station

We are proposing to deliver an improved station at Deighton. The improved station will remain in the same location as the existing station. The scheme has worked to reduce the impact of the works to local residents. The new station will provide step-free access, a new station forecourt with three blue badge parking bays and longer platforms. For more information see the Deighton Station board.



2. Whitacre Street Bridge

We are proposing to demolish and replace Whitacre Street Bridge and infill the adjacent redundant arched bridge – this is because the existing bridge supports are not wide enough for a four-track railway. In addition, the bridge in its current form is too low for overhead line equipment to pass beneath.



3. Leeds Road Bridge (A62)

The current bridge is too low to allow overhead line equipment to pass underneath and not wide enough for the four-track railway; therefore, we are proposing to construct a new bridge slightly to the west of the existing bridge. We are proposing to replace it in phases, meaning impact to the A62 is minimised.

There will likely be a requirement for short term road closures to facilitate the realignment of the highways, as well as temporary speed restrictions over the bridge. The work is being planned to minimise the impact on highway users whilst balancing this with the impact on the railway.



To facilitate this work, a temporary construction compound which will provide essential welfare facilities for staff will be established to the north and south of the railway.

The construction work – including the compound, plant and associated equipment – may have temporary effects on the local landscape, townscape character, as well as the visual amenity of the railway line.

Vegetation clearance during construction will lead to the loss of grassland, woodland and semi-mature to mature trees. Compensatory planting will be undertaken once construction is complete. The impact to the landscape will be identified in the Environmental Statement along with mitigation measures.

Work may also result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the community.



4. Wheatley's Bridge

We are proposing to demolish the structure as the existing arches are not wide or high enough to accommodate the four-track railway and overhead line equipment.

The current bridge is Grade II listed and carries the National Cycle Network Route 66 (Calder Valley Greenway) across the railway; therefore, the demolition of this structure will potentially have a significant impact.

A new single span bridge will be constructed with an alignment directly adjacent and to the south of the existing structure. The span will be approximately 25m in length and will be constructed from weathering steel beams.

Following construction, the services and cycleway will be diverted to the new bridge, then the original bridge is to be demolished to permit the construction of the new fast lines. This allows the cycleway and utilities to be kept in operation throughout the majority of the works and minimise the temporary impact on users during construction. Vegetation clearance will be required with the potential loss of semi-natural broad-leaved woodland to facilitate the work.



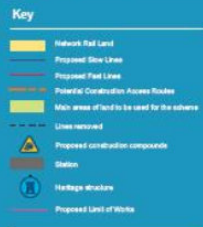
5. Bradley No2 Bridge

We are proposing to undertake work to the parapets so that overhead line equipment can safely pass underneath.

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

4. Colne Bridge and Battyford



Location



Appendix 9c
The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 3 event materials

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

4. Colne Bridge and Battyeford

1. Colne Bridge Road (B6118)

Colne Bridge Road crosses the railway on a Grade II listed structure. The bridge will be replaced because the new railway will not pass through the existing arches of the bridge.

The proposal consists of an offline solution to the east which means a new replacement structure will be constructed adjacent to the existing. This option limits the length of road closure required for construction whilst minimising the impact to surrounding businesses.



There will be a requirement for temporary closures and diversions to facilitate the work. We are working to minimise the impact on highway users, while balancing this with the impact on the railway. The work will be delivered from temporary work sites to the north and south of the railway.

Discussions are ongoing with Historic England and Kirklees Council, setting out the design work that has been undertaken to reduce the impacts on the structure, and show full justification for why demolition is required. Discussions with these stakeholders will also be used to inform the design of the replacement structure.

The construction works will impact upon a bat roost present within the bridge structure. An application for a protected species licence will be made to Natural England. Mitigation measures identified in the Environmental Statement will be employed to minimise the impacts. Vegetation clearance will also be required, including the loss of semi-mature to mature semi-natural broad-leaved woodland, scattered trees and scrub. Compensatory planting will be employed.

Work may also result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the community.



2. Huddersfield Broad Canal Bridge

The railway crosses the Huddersfield Broad Canal on two bridge structures. One of these structures is not currently used by trains. To provide the additional two tracks, the scheme proposes to replace this bridge.

A temporary canal closure will be required while this bridge is replaced. We are working with stakeholders and canal users to minimise the impact, as well as balancing this with the impact on the railway. The work will be delivered from a construction compound to the north and south of the railway.



3. Colne Viaduct

The railway crosses the River Colne on the Colne Viaduct. The bridge is formed from two structures – a masonry structure on the north and metallic structure on the south. To provide the additional two tracks, the scheme proposes to replace the metallic structure with a new bridge deck.

Access to the bridge will be required from both sides of the river. The compound to facilitate this work will be located to the south of the railway.

The construction works will impact upon a bat roost present within the bridge structure. An application for a protected species licence will be made to Natural England. Mitigation measures identified in the Environmental Statement will be employed to minimise the impacts.

4. Parks Bridge

The current bridge is too low to allow the overhead line equipment to pass underneath and it is not wide enough for the proposed four-track arrangement. The scheme proposes to construct a new bridge to the east of the existing.



5. Earth removed for new Railway Cutting

In order to achieve the required line speeds to deliver the benefits, the fast lines are not able to follow along the same alignment as the current tracks. In order to achieve 100mph, a new curve is required, with significant earthworks necessary to create the cutting for the tracks. A high pressure gas main will need to be diverted to facilitate the cutting. This unfortunately requires the acquisition and demolition of three properties in the local area.

The new railway will be constructed within the new cutting. To construct this, a work compound will need to be established; the exact location of this is yet to be confirmed. An upgraded access route will be required for construction staff to access this location – staff welfare, storage, preconstruction and material sorting will also be required.

The work will mean a loss of habitat, resulting in localised displacement of badgers and will cause disturbance and possible obstruction/destruction of badger setts, etc. as well as possible disturbance to foraging/commuting bats. A badger development licence will need to be obtained from Natural England. Mitigation measures identified in the Environmental Statement will be employed to minimise the impacts on both bats and badgers.

The work will also lead to the loss of semi-mature to mature semi-natural broad-leaved woodland, scattered trees and scrubs. Compensatory planting will be provided.

Work may also result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the community.



6. Helm Lane footpath

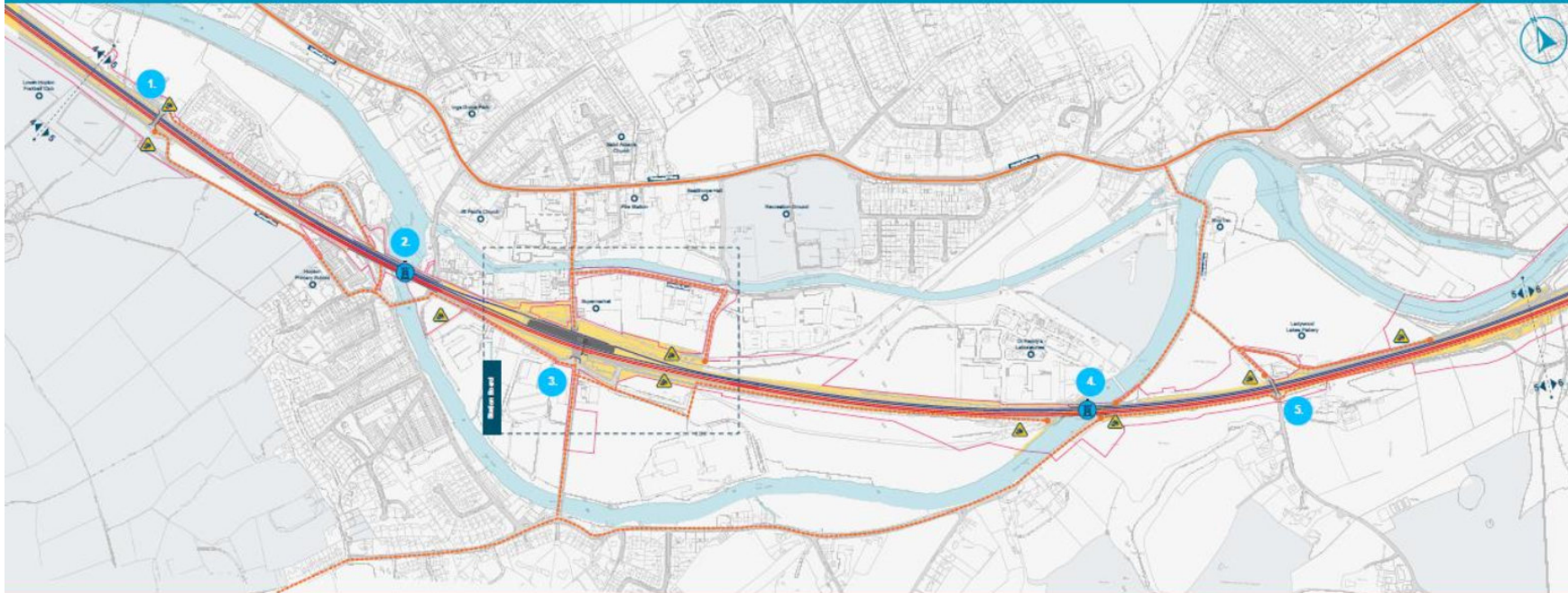
The Helm Lane footpath passes over the railway on a footbridge. This footbridge is too low to allow the overhead line equipment to pass underneath – this means it will need replacing.

The footpath then passes under the railway in an underpass; however, the additional lines mean that the existing subway is too short. We propose to provide a new longer underpass adjacent to the existing.

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

5. Mirfield and Lower Hopton



APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

5. Mirfield and Lower Hopton



1. Woodend Bridge

Woodend Bridge is currently too low to allow overhead line equipment to pass beneath it. We are proposing to remove the structure but retain the abutments. There are no access rights over the bridge, and the structure is not capable of having movements across it. For both electrical clearances and network asset management purposes, the bridge will be removed.

A work compound will be established south of the railway to facilitate the removal of the bridge during a short closure of the railway. A temporary diversion of the public footpath to the south will be required to facilitate the compound and localised widening and clearance work on the approach road will be needed to allow for the construction traffic.

A construction compound will be also required to the north.



2. Mirfield Viaduct

The railway crosses the river Colne at Mirfield on Mirfield Viaduct. The bridge is formed from two structures, a masonry bridge and a metallic bridge. The masonry span are Grade II listed.

We are proposing to four-track and electrify over Mirfield viaduct and this will include electrification gantries on the bridge – minor work to strengthen the structure will also be undertaken.

Strengthening and painting works will require traffic management on the roads underneath to allow for scaffolding. These roads will provide essential construction access along the length of the structure. Construction compounds for materials and staff welfare will be required to the north and south of the railway.

A sympathetic design is being developed to minimise the impact the overhead line equipment may have on the Grade II listed viaduct.

During construction there may be temporary disturbance of in-channel habitats and aquatic species from the bearing replacements on the viaduct. Impacts and mitigation measures will be included in the Environmental Statement.

The Transport and Works Act Order application will be supported by a Flood Risk Assessment, considering the potential impacts from the proposed development and consideration of the flood zones around the local area.



3. Mirfield Station

The scheme proposes to deliver a new, longer island platform and step-free access at Mirfield Station. For more information see the Mirfield Station board.



4. Wheatley's Viaduct

We are proposing to four-track and electrify over the Grade II listed viaduct with overhead line gantries installed on the bridge. Minor work to strengthen the structure will also be undertaken.

It is likely that access will be required to the underside of the viaduct by means of scaffolding.

Temporary construction compounds will be established to the south of the bridge on both sides of the river.

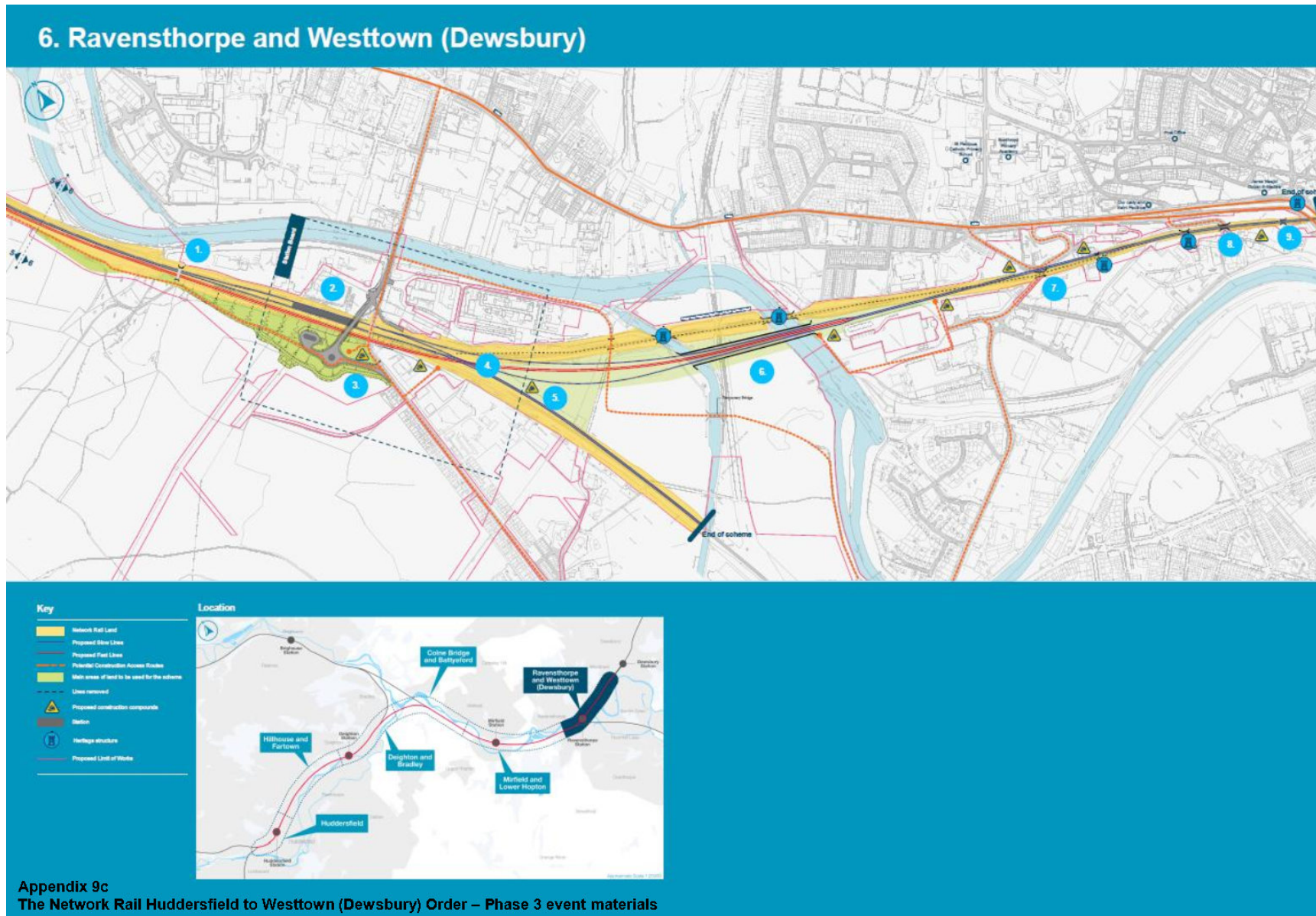


5. Sands Lane Bridge

The scheme proposes to undertake work to the parapets so that the overhead line equipment can safely pass underneath.

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992



APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

6. Ravensthorpe and Westtown (Dewsbury)

1. Hunger Hill

The scheme proposes to undertake work to the parapets so that the overhead line equipment can safely pass underneath.

2. Ravensthorpe Station

To accommodate the changes to the railway in the Ravensthorpe area, we propose relocating Ravensthorpe Station approximately 300 metres to the west. This will position it a similar distance from Calder Road on the opposite (west) side. The station will benefit from improved accessibility, an improved station forecourt, and three blue badge parking spaces.

Work to demolish the existing station will begin following the completion of the new Ravensthorpe Station.

For more information, please see the Ravensthorpe Station board.



3. Calder Road Bridge

Realignment of Calder Road bridge will be required to provide adequate clearances over the proposed railway. To facilitate this work, a temporary construction compound which will provide essential welfare facilities for staff will be established. The design will aim to minimise the amount of third-party landtake and provide a safe road alignment for cars and pedestrians.

The phasing of the construction is being developed subject to the design detail. Throughout construction there will likely be a requirement for temporary road closures and diversions; however, we are working to minimise the impact on both the road and rail network.

Notice of planned disruption and diversionary routes will be provided in advance of the work.



4. Grade Separation

To deliver the benefits proposed as part of the scheme, our proposal is to separate the tracks to the east of the proposed new Ravensthorpe Station, at a location on the railway known as Thornhill Junction. We are doubling the number of tracks going to/from Leeds from two to four – and then separating the two new tracks from those going to/from Wakefield. Separating tracks at different heights in this way is known as 'grade separation'. The scheme proposes to deliver the fly-over grade separated junction.

Construction work planned in this area may result in disturbance. Construction impact to local residents will be addressed with mitigation agreed with the Local Authority. There may be impact to badgers during construction. Where necessary, badger development licence application will be made to Natural England to minimise any impact.

To facilitate this work, a temporary construction compound which will provide essential welfare facilities for staff will be established.

This work will see a permanent loss of plantation and woodland in the area to accommodate a construction compound. The scheme will develop a landscape plan to mitigate impacts of plantation loss as a result of the scheme.

A flood risk assessment is also being undertaken to assess the impact of the scheme and any flood alleviation requirements.

Overland flow routes in the vicinity of Ravensthorpe Station may be affected, resulting in surface water flood risk. This is due to the change of the floodplain functionality and capacity as a result of construction work such as piled embankments. A flood risk assessment is also being undertaken to assess the impact of the scheme and identify any flood alleviation requirements as a result of the work.

5. Electricity Substation

We propose to build an electricity substation within the Ravensthorpe and Westtown area, to provide power for the electrification of the railway (known as traction power). To facilitate this work, a temporary construction compound which will provide essential welfare facilities for staff will be established in an area of land occupying the current landfill site to the east of Ravensthorpe Station. Access to the facilities will be made via Forge Lane or the existing Thornhill Power Station access road. In addition, Northern Powergrid will be undertaking extensive works to their overhead network within the Ravensthorpe area.



6. Ravensthorpe Viaduct

To deliver the benefits, the scheme is proposing to construct the railway on a new alignment to the south of the existing, over the Calder & Hebble Navigation, Spen Valley Greenway and River Calder. This proposal has been developed due to the difficulty in achieving the desired line speed through the area within the existing railway corridor. The scheme proposes to construct an embankment structure on the current landfill site before crossing the Calder & Hebble navigation, and River Calder on a new viaduct. To facilitate the construction of the new viaduct, a construction compound providing welfare facilities for site staff will be set-up in the area of land occupying the current landfill site to the east of Ravensthorpe station. Access to site will be made via Forge Lane and the existing Thornhill Power Station access road. The phasing of the construction will be developed with detailed design. All work will be planned to achieve the minimum disruption to the travelling public as is practicably possible. The main work will be completed offline and any work affecting the operation of the railway will largely be completed during closures of the line or overnight when there are no trains running.

The work will potentially impact on the setting of the two Grade II listed structures, Calder & Hebble Underbridge and River Calder Underbridge, over which the existing railway runs. These structures will be physically retained; however, they will no longer form part of the railway and all tracks and Network Rail infrastructure will be removed. Network Rail is working with Historic England.

Work will result in the loss of two ponds to the west of the Calder & Hebble Navigation. Compensation for the loss of both ponds will be required. There is significant construction work planned within this area which could result in disturbance (noise, vibration, artificial light) – and / or displacement of protected and priority flora and fauna.

The work to construct the new viaduct may result in the loss of vegetation habitat on both banks of the River Calder, as well as temporary disturbance of in-channel habitat and aquatic species including the European protected floating water plantain. Mitigation measures identified within the Environmental Statement will be implemented to minimise impacts. If necessary, an applications for protected species licences will be made to Natural England. Vegetation clearance will be required to facilitate the construction in this area.

This will result in the loss of semi-natural broad-leaved woodland, plantation broad-leaved woodland, scattered trees (pruning/felling), dense scrub and hedgerows; however, compensatory planting will be undertaken.



7. Thornhill Lees

To deliver the benefits, the scheme proposes straightening a curve in the railway at Thornhill Lees – this will require work to both Thornhill Road and Occupation Bridge. We propose to realign the junction of Thornhill Road and Fall Lane to facilitate the new structure and infill Occupation Bridge.

To construct the new rail alignment, traffic restrictions and diversions will be required, as well as temporary closures of the highway and footpath. To facilitate this work, a temporary construction compound which will provide essential welfare facilities for staff will be established.

A high volume of utility diversions are required which will have traffic management implications.

Vegetation clearance during construction will lead to the loss of grassland, woodland and semi-mature to mature trees. Compensatory planting will be undertaken once construction is complete.

Work may also result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the community

8 & 9. Toad Holes and Ming Hill

Toad Holes bridge and Ming Hill bridge are Grade II listed structures which sit adjacent to Watergate Road and the A644 respectively. Both are currently partially infilled. The scheme will infill the remaining structures.

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Overhead Line Electrification Areas 1-3

We're proposing to electrify the railway between Huddersfield and Westtown (Dewsbury) – and right through to Leeds. This will enable train operators to use electric – or bi-mode (hybrid) trains – along this section of the route.

An electrified railway brings many benefits:

- Higher acceleration and increased braking rates – ultimately contributing to reduced journey times
- Greater capacity
- Better for the environment - less pollution as a result in the reduction of diesel services
- Quieter journeys, meaning a potential reduction in noise for lineside neighbours.

We are proposing to pass through, and over, several listed structures – bridges, tunnels, stations, and viaducts – including the Grade I listed Huddersfield Station. We are seeking to minimise the potential impact to these structures by developing designs that are sympathetic to their heritage.

Extract from: Network Rail A Guide to Overhead Electrification

Overhead Line Equipment – or OLE – is the name given to the assembly of masts, gantries and wires found along electrified railways. All this steel and cable has only one purpose – to supply power to make electric trains move. Operationally, environmentally and from the perspective of passenger service and comfort, OLE is now the preferred means of powering trains throughout the world.



APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Overhead Line Electrification Areas 4-6

We're proposing to electrify the railway between Huddersfield and Westtown (Dewsbury) – and right through to Leeds. This will enable train operators to use electric – or bi-mode (hybrid) trains – along this section of the route.

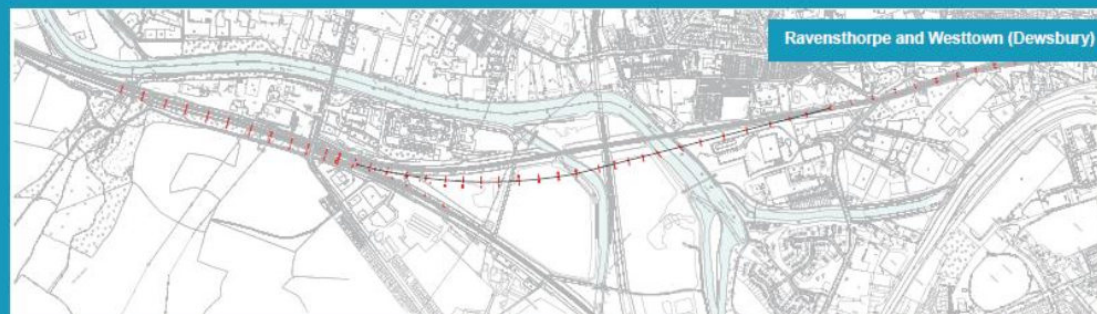
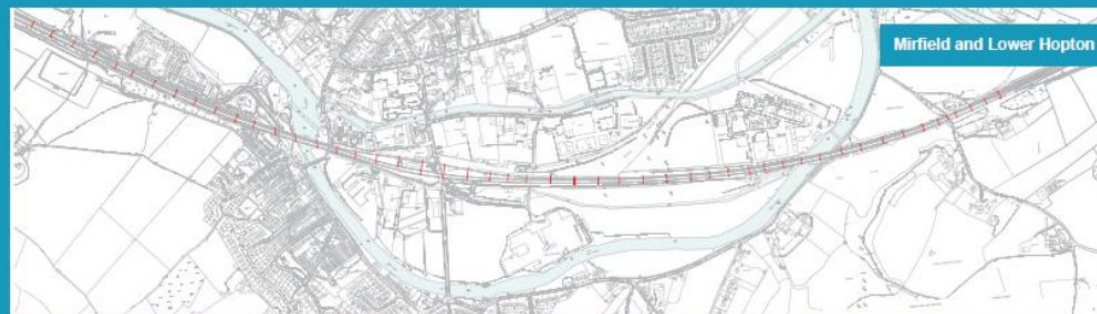
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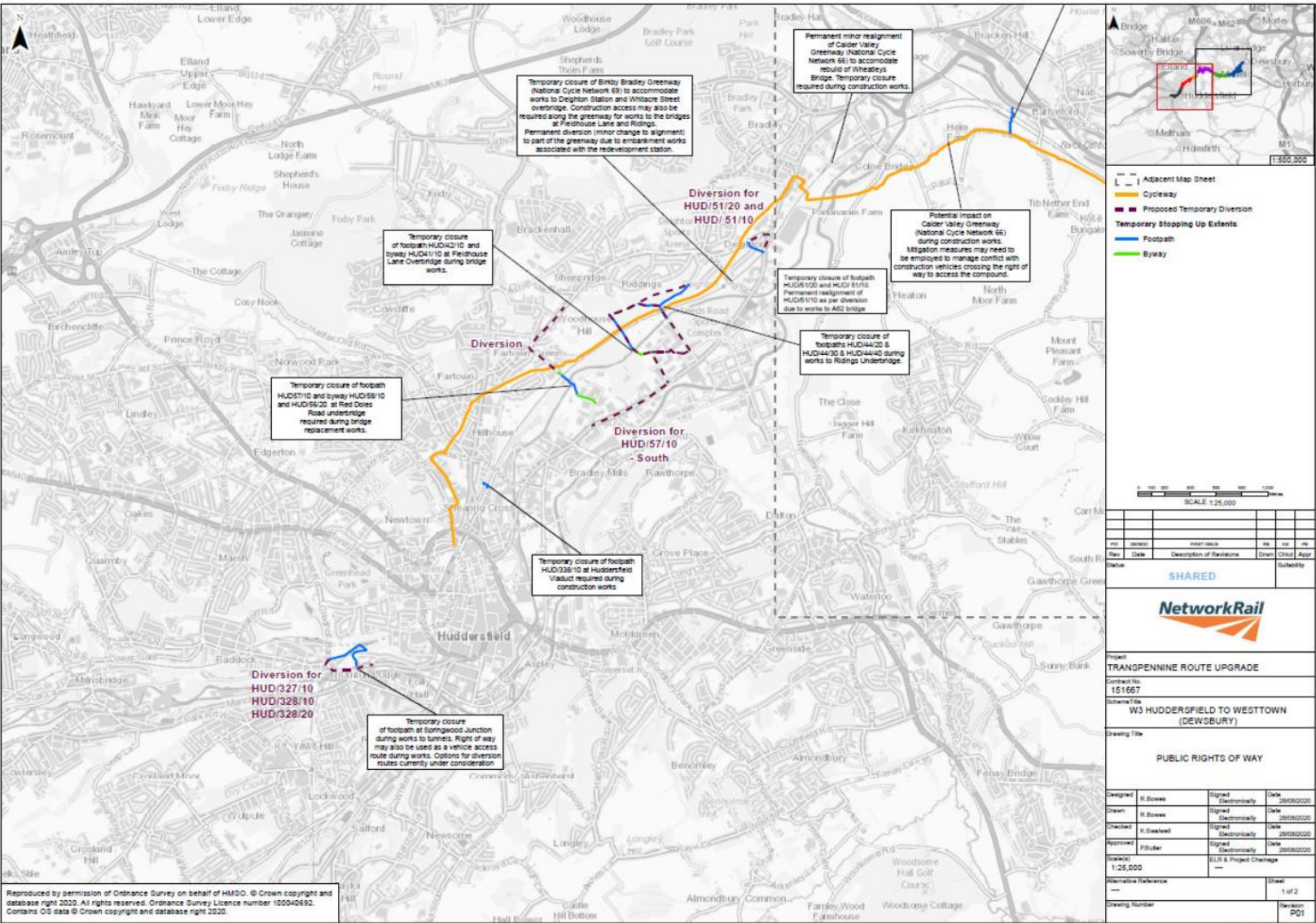
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APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

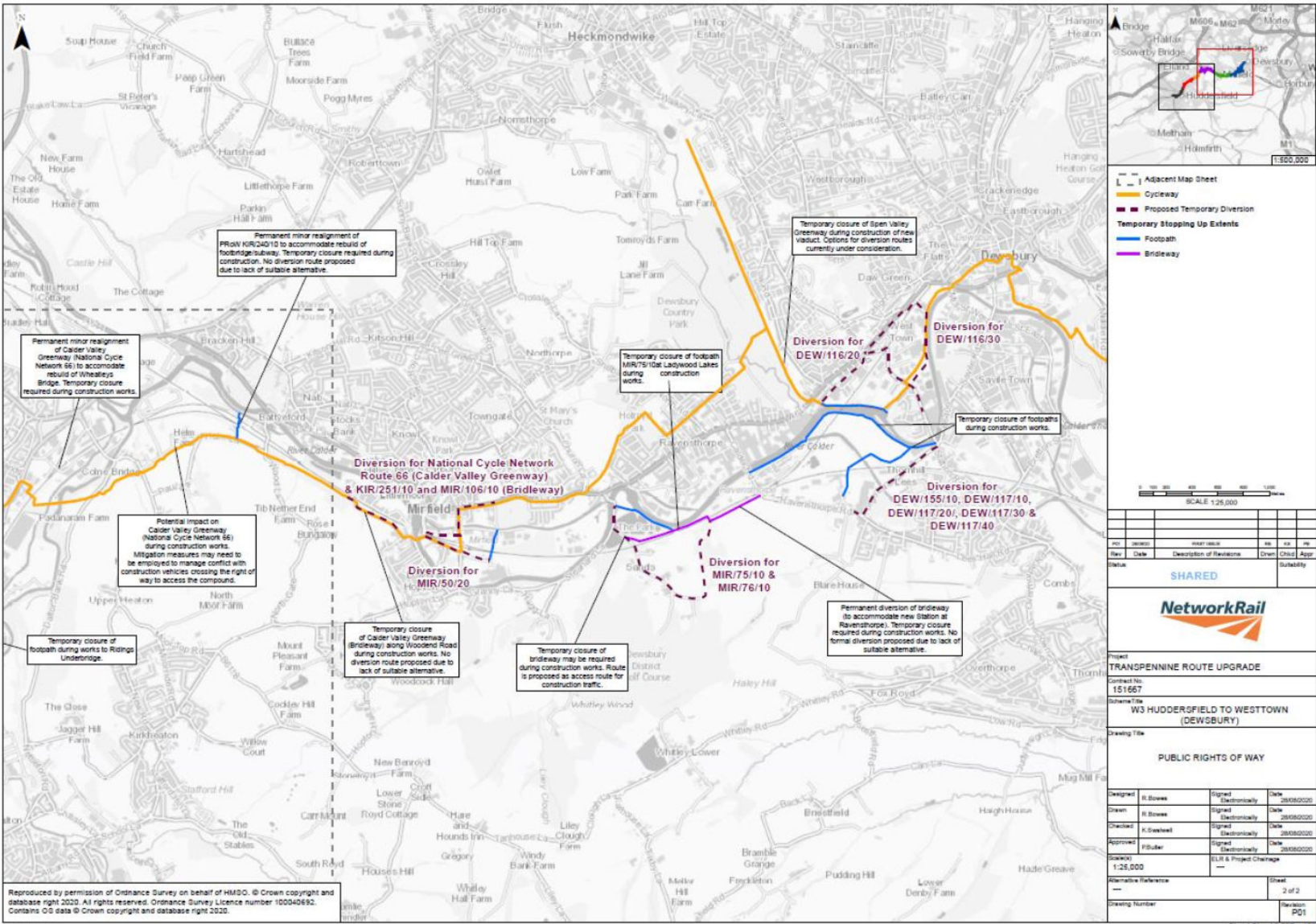
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY)) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992



Appendix 9c
The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 3 event materials

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992



Appendix 9c
The Network Rail Huddersfield to Westtown (Dewsbury) Order – Phase 3 event materials

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

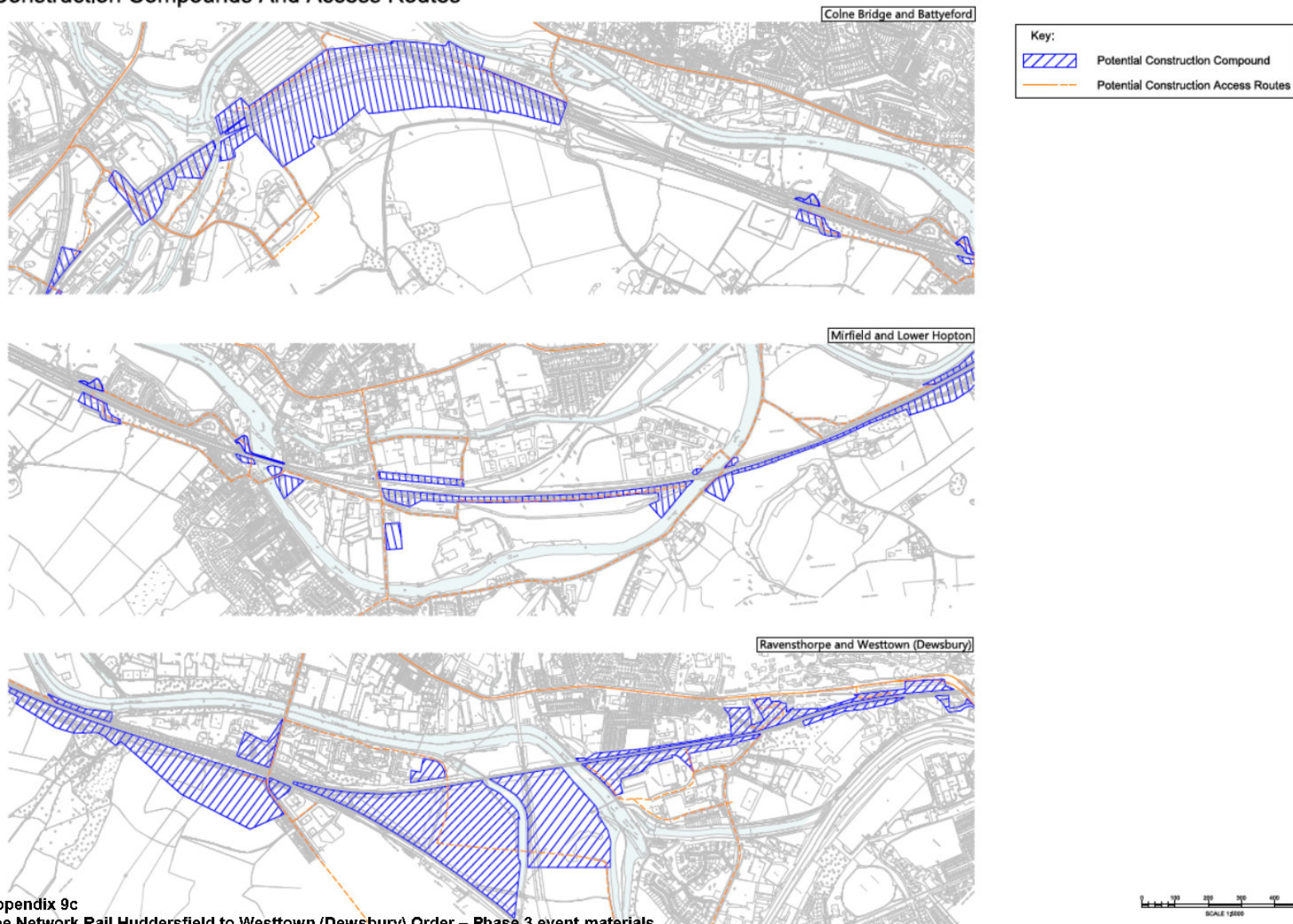
Construction Compounds And Access Routes



APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Construction Compounds And Access Routes



APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

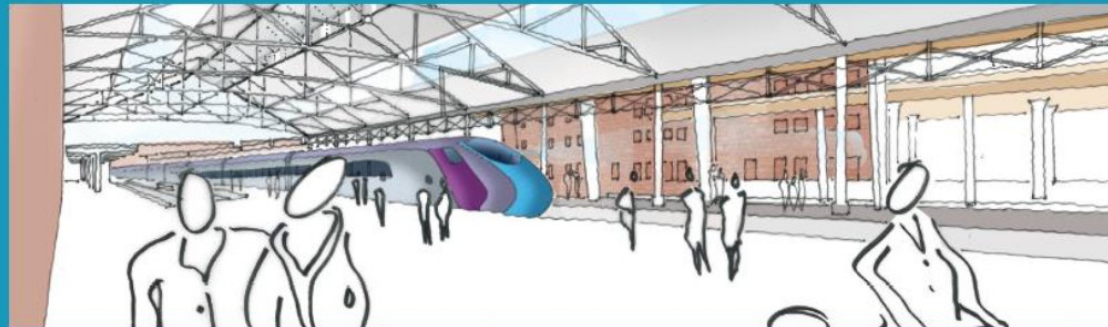
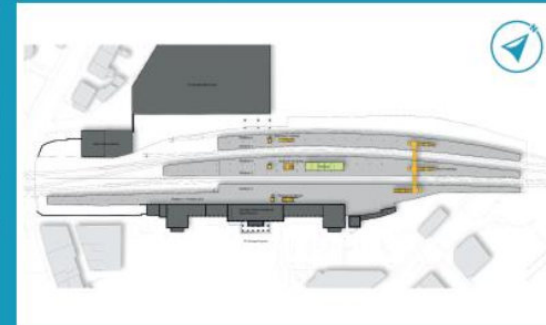
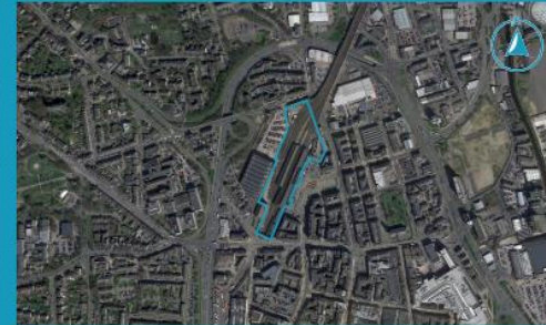
Station Boards

APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY)) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Huddersfield Station

- Reconstruction of the platforms to provide an additional through platform (in addition to the three that currently exist) and a Leeds facing bay platform.
- Trackwork to the east and west of the station to allow us to better manage the proposed increase in the number of trains.
- Removal of the western section of the trainshed roof to facilitate the new platform layout. The main trainshed will be retained and it will be repaired and repainted.
- The smaller trainshed will be replaced with a new canopy structure spanning platforms 4, 5 and 6.
- Provision of a new pedestrian bridge with lifts and stairs will connect all the platforms in addition to the existing subway which will be extended to the new platform.
- The tea room will be relocated on its current platform. The tea room will be repaired and repainted.

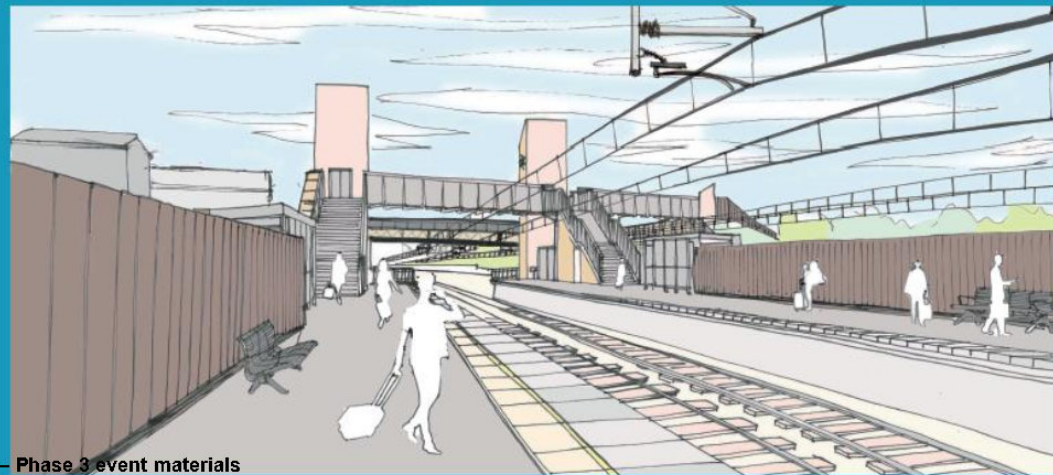


APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Deighton Station

- The scheme will deliver a station at the existing location.
- Provision of platforms for stopping services.
- Provision of a station forecourt with level, step-free access onto the pedestrian bridge, three blue badge parking spaces and a drop off area.
- Reconstruction of Whitacre Street bridge to allow for track alignment and overhead line equipment clearances.
- Realignment of the cycleway within the Birkby-Bradley Greenway to allow for earthworks adjacent to the widened railway corridor.
- No permanent acquisition of residential properties is required.

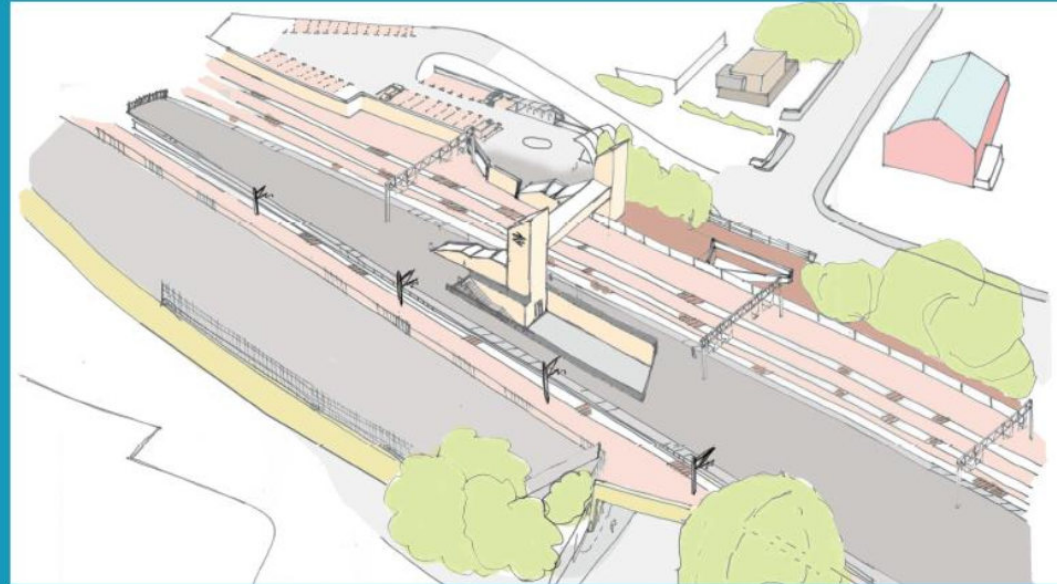


APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Mirfield Station

- Reconstruction of the station to allow four tracks to pass through.
- Fast lines will not be platformed, but the London service will still be able to use Mirfield station.
- Provision of step-free access to the platforms from the car park and Station road via lifts.
- The construction of a new footbridge will connect the car park to the island platform.
- Retention of the existing car park and relocation of existing blue badge parking spaces to a more accessible location close to the station footbridge.
- The existing platform 3 will be decommissioned.



APPENDIX 9C – PHASE 3 CONSULTATION MATERIALS

THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) (IMPROVEMENTS) ORDER – TRANSPORT AND WORKS ACT 1992

Ravensthorpe Station

- Relocation of the station approximately 300m to the west of the existing location.
- Relocation of the station to the west of Thornhill Junction gives the train operating companies the opportunity to provide stopping services to/from Wakefield to call at Ravensthorpe Station, in addition to the existing Leeds services.
- Reconstruction and realignment of Calder Road is required to provide adequate clearances over the proposed railway.
- Provision of a station forecourt with level, step-free access onto the pedestrian bridge, three blue badge parking spaces and a drop off area.
- Provision of an island platform to improve access and wayfinding to rail services.

