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25th November 2021

Our ref: 151667-TSA-00-TRU-LTR-W-LP-
001568

Dear Joanne

Network Rail Infrastructure Limited (“ Network Rail”)
Proposed Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order (“ the Order”)
Veolia ES (UK) Limited (“Veolia”)

I write further to ongoing extensive discussions between Network Rail and Veolia regarding Network Rail’s application for the Order on 31st March 2021 (“ the Order Application”), and the potential impact on the waste management site located at the north side of Ravensthorpe Road, Dewsbury, WF12 9ED (“ the Site”). We have sent you a set of Heads of Terms on 17 November 2021 “ the Heads of Terms” which set out the commitments that Network Rail are prepared to offer Veolia as regards the exercise of the Order powers as they impact on the Site. Network Rail is prepared to enter into an agreement on the basis set out in the Heads of Terms.

Network Rail remains open and willing to continuing our current discussions regarding the Heads of Terms to reach agreement on those terms, to manage the impact of the Order scheme (“ the Scheme”) on Veolia’s interests at the Site.

However, I wish to take this opportunity to confirm with you on an open basis, the principles of the commitments which Network Rail are prepared to offer Veolia. The principles of these commitments are as set out below.

1. Construction Staging of the Order works in the vicinity of the Site

1.1 The construction staging plans (“The Construction Staging Plans”) are attached to this letter, which include an indicative programme for the works, at the Summary Table within The Construction Staging Plans (“the Indicative Programme”). Network Rail will commit to delivering the Scheme works in the vicinity of the Site in accordance with The Construction Staging Plans and the Indicative Programme, as more particularly detailed in this paragraph 1.

1.2 In each case of temporary relocation of the Veolia refuse vehicles as detailed at Stage 1 to Stage 6 below, Network Rail commit to ensuring the minimum specification as follows:

- Surfaced area – concreted or otherwise suitable for HGV traffic.

- Drainage – adequate system for the discharge of rainwater.
- Site security – provision of palisade fencing and gates.
- Power to each relocation site, adequate for CCTV operation.
- Lighting – suitable lighting on site to ensure safety of vehicles and personnel.
- Safe access and egress point to and from each relocation site.

Stage 1 – Gas Main Diversion Enabling Works

- 1.3 Stage 1 of the Order works in the vicinity of the Site (“the Stage 1 Works”) will comprise enabling works for the diversion of the high pressure Northern Gas Networks gas main. The Stage 1 Works will be undertaken in the area shown hatched pink on the Construction Plans/Stage 1.
- 1.4 Network Rail commit to using use reasonable endeavours to carry out the Stage 1 Works in accordance with the Indicative Programme in Spring 2023, over approximately a two month period, to include:
- 1.4.1 The Site (shown hatched blue on the Construction Staging Plans/Stage 1) will retain capacity for the parking of Veolia refuse vehicles during Stage 1.
- 1.4.2 Network Rail commit to ensure that at all times during the Stage 1 Works, the boundary of the TRU construction site (shown hatched pink on The Construction Staging Plans/Stage 1) will fenced off and secured.
- 1.4.3 Network Rail commit to install wheel wash facilities at the access/egress to the TRU construction site (shown hatched pink on The Construction Staging Plans/Stage 1) in order the minimise debris being taken out onto Calder Road.

Stage 2 – Bulk Earthworks and Gas Main Diversion

- 1.5 Stage 2 of the Order works in the vicinity of the Site (“the Stage 2 Works”) will comprise bulk earthworks; works to excavate the proposed utility corridor to facilitate the diversion of the Northern Powergrid and Yorkshire Water assets from Bridleway DEW/3/10; works to excavate a piling platform; and the gas main diversion works will continue within the Site. The Stage 2 Works will be undertaken in the area shown hatched pink on the Construction Plans/ Stage 2.
- 1.6 Network Rail commit to using reasonable endeavours to carry out the Stage 2 Works in accordance with the Indicative Programme from Spring 2023 to Autumn 2023, over approximately a four to six month period, to include:
- 1.6.1 Temporary parking area for the Veolia refuse vehicles provided at the temporary compound adjacent to the Ravensthorpe Road and shown hatched blue on The Construction Staging Plans/Stage 2, to be accessed via the access shown hatched green on the Construction Staging Plans/Stage 2.

- 1.6.2 Network Rail commit to ensure that at all times during the Stage 2 Works, Veolia vehicle and pedestrian movements will be segregated from the construction activities on the Stage 2 Construction Site (shown hatched pink on the Construction Staging Plans/Stage 2).

Stage 3 – Calder Road Bridge/ Roundabout Works

- 1.7 Stage 3 of the Order works in the vicinity of the Site (“the Stage 3 Works”) will comprise the Calder Road Bridge construction works and the roundabout construction. The Stage 3 Works will be undertaken in the area shown hatched pink on the Construction Plans/ Stage 3.
- 1.8 Network Rail commit to using reasonable endeavours to carry out the Stage 3 Works in accordance with the Indicative Programme from Autumn 2023 until Spring 2024, over approximately a six month period, to include:
- 1.8.1 The Site (shown hatched blue on the Construction Staging Plans/Stage 3) will retain capacity for the parking of Veolia refuse vehicles during Stage 1.

Stage 4 – 2024 Earthworks Season

- 1.9 Stage 4 of the Order works in the vicinity of the Site (“the Stage 4 Works”) will comprise the main earthworks for the fast lines to the west of Ravensthorpe Station. Additional earthworks cut may be required to form the fourth arm to the roundabout if necessitated by the final Scheme. The Stage 4 Works will be undertaken in the area shown hatched pink on the Construction Plans/ Stage 4, and should the additional earthworks be required for the fourth arm of the roundabout, they will be undertaken on the area shown hatched yellow on the Construction Plans/ Stage 4.
- 1.10 Network Rail commit to using reasonable endeavours to carry out the Stage 4 Works in accordance with the Indicative Programme from Spring 2024 until Autumn 2024, over approximately a six month period, to include:
- 1.10.1 The Site (shown hatched blue on the Construction Staging Plans/Stage 4) will retain capacity for the parking of Veolia refuse vehicles during Stage 4 and the Site will be accessed off the existing Ravensthorpe Road.

Stage 5 – Ravensthorpe Road Tie In

- 1.11 Stage 5 of the Order works in the vicinity of the Site (“the Stage 5 Works”) will comprise the formation of the tie-in of the roundabout works into Ravensthorpe Road. A temporary highway connection will be required between the Calder Road Bridge and the Dewsbury Riverside access road, if required, (shown hatched green on the Construction Staging Plans/Stage 5).
- 1.12 Network Rail commit to using reasonable endeavours to carry out the Stage 5 Works in accordance with the Indicative Programme in Autumn 2024, over approximately a 2 week period, to include:
- 1.12.1 The Site (shown hatched blue on the Construction Staging Plans/Stage 5) will retain capacity for the parking of Veolia refuse vehicles during Stage 5 and the Site will be accessed from the existing Ravensthorpe Road from across the existing railway bridge.

Stage 6 – Ravensthorpe Station

- 1.13 Stage 6 of the Order works in the vicinity of the Site (“the Stage 6 Ravensthorpe Station Works”) will comprise the commencement of construction of a new station at Ravensthorpe; the demolition of the existing Calder Road railway bridge; and the construction of the permanent extension of the Veolia site. The Stage 6 Ravensthorpe Station Works and proposed railway cutting works will be undertaken in the area shown hatched pink on the Construction Plans/ Stage 6/ Plan 1. Detail of the Stage 6 Ravensthorpe Station Works are shown on the Construction Plans/ Stage 6/ Plan 2.
- 1.14 Network Rail commit to using reasonable endeavours to carry out the Stage 6 Ravensthorpe Station Works in accordance with the Indicative Programme from Autumn/Winter 2024, over approximately a 12 month period, to include:
- 1.14.1 The Site (shown hatched blue on the Construction Staging Plans/Stage 6/ Plan 1) will retain capacity for the parking of Veolia refuse vehicles during Stage 6.
 - 1.14.2 Construction access along the top of the proposed railway cutting.
 - 1.14.3 Construction access to form the fast lines and associated earthworks via the temporary vehicle ramp constructed from the future Station Forecourt.
2. **Costs of temporary relocated parking**
- 2.1 Network Rail commit to provide or reimburse the reasonable and proper costs of Veolia incurred in relocating the Veolia temporary parking during the construction phasing at the Site, as described in this letter.
3. **Final Scheme**
- 3.1 Network Rail commit to using reasonable endeavours to ensure that the final Order Scheme will include parking for Veolia at the Site as shown on the Construction Staging Plans/Final Scheme.
4. **Notice and Timing of Works**
- 4.1 Network Rail shall provide at least 6 months’ notice to Veolia in advance of works in the vicinity of the Site.

A copy of this letter will be submitted to the Inquiry to provide a summary of the principle of the commitments which Network Rail will provide to your clients.

Yours sincerely,



David Vernon
Project Sponsor (Network Rail)



TRU

WEST

OBJ 42 Veolia

Construction Staging

November 2021



Summary

Stage	Start	Finish	Indicative Approximate duration	Veolia Parking Location
1	Spring 2023	Spring 2023	2 months	Veolia site
2	Summer 2023	Autumn 2023	4 - 6 months	Relocated to temporary compound adjacent to Ravensthorpe Road
3	Autumn 2023	Spring 2024	6 months	Veolia site
4	Spring 2024	Autumn 2024	6 months	Veolia site
5	Autumn 2024	Autumn 2024	2 weeks	Veolia site
6	Autumn 2024	Autumn 2025	12 months	Extended Veolia site (temporary layout)
Final Scheme	Autumn 2025			Extended Veolia site (permanent layout)

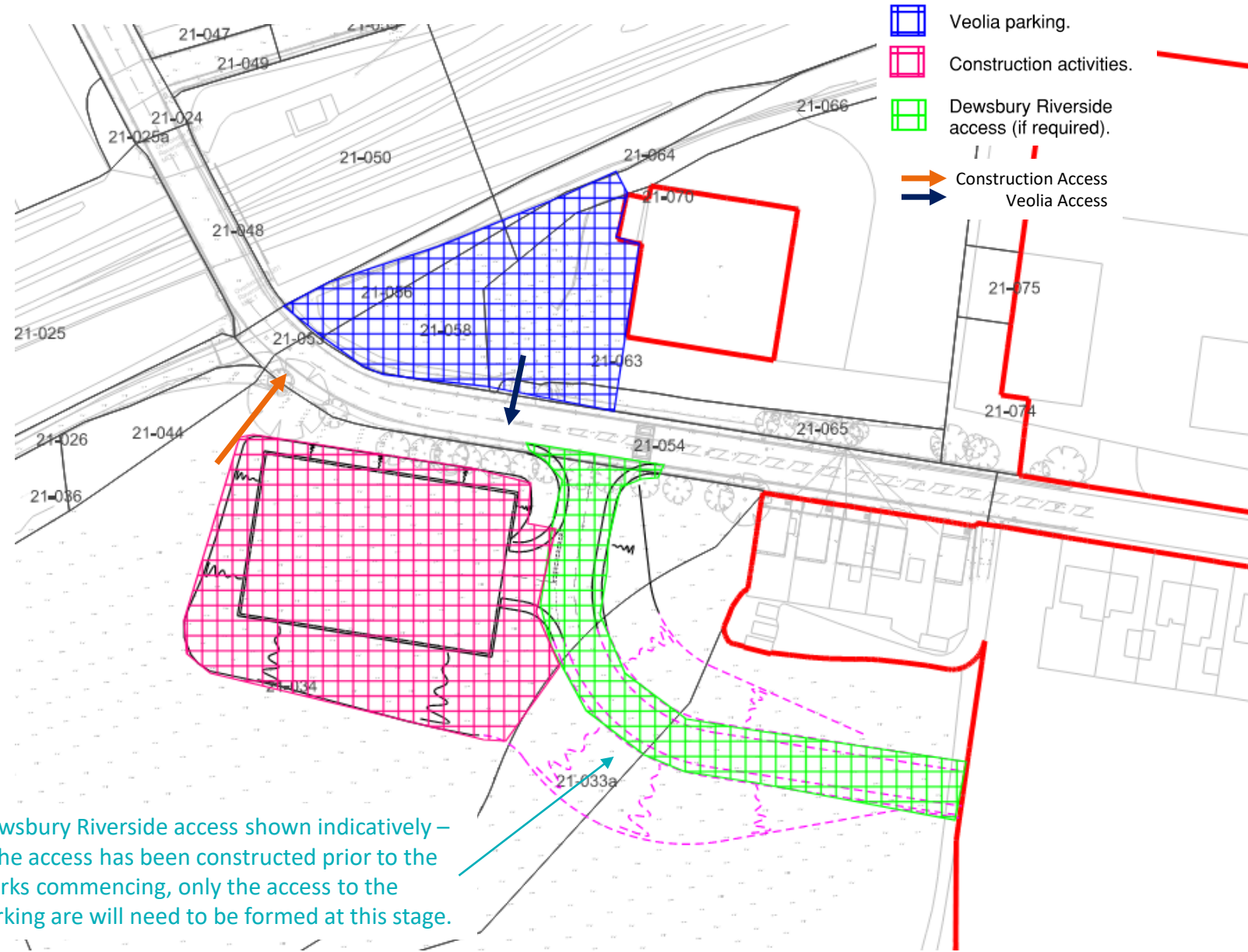
All dates are provisional and dependent on the TWAO



Stage 1 – Gas Main Diversion Enabling Works

Spring 2023

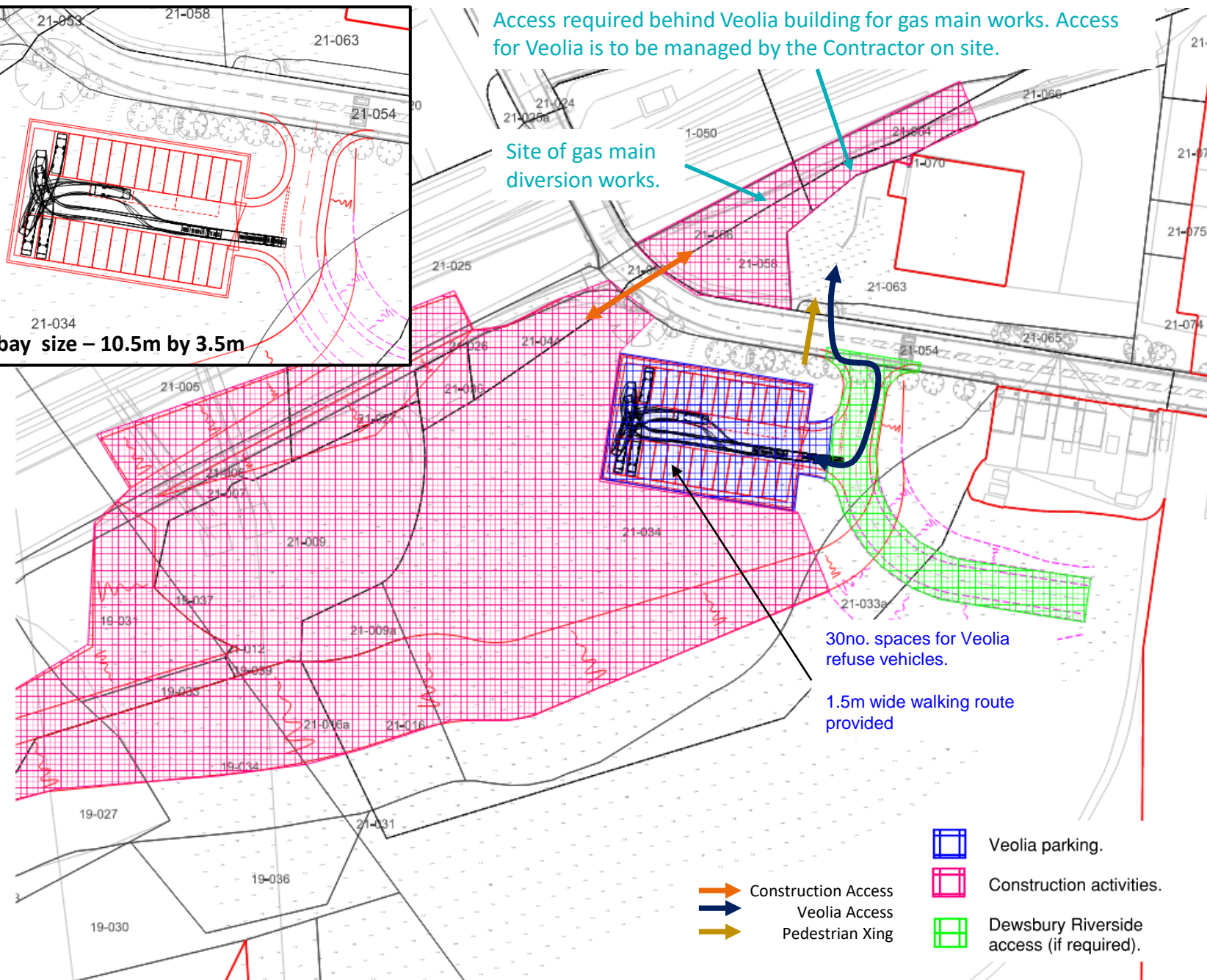
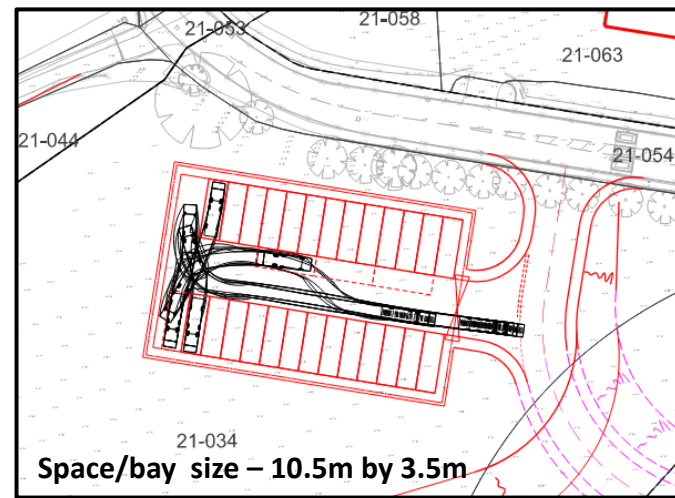
- Refuse vehicles located in the existing Veolia site compound during this stage.
- Works to create a parking area for 30no Veolia refuse vehicles, accessed via the Dewsbury Riverside access road (if constructed by this date; new junction formed if not).
- **Construction Methodology**
 - Construction access established via bridleway adjacent to the existing Calder Road bridge (separate access from the Dewsbury Riverside access).
 - Site boundary fenced and secured (this will expand with each stage, as the construction site area grows).
 - Wheel wash near the construction access/egress to minimise debris being taken out onto the road.
- **Plant Requirements**
 - 2no Excavators (26-30T)
 - 2no 20T Dumpers
 - 1no D6 Dozer
 - 1no small welfare unit for site staff



Stage 2 – Bulk Earthworks and Gas Main Diversion

Spring 2023 – Autumn 2023

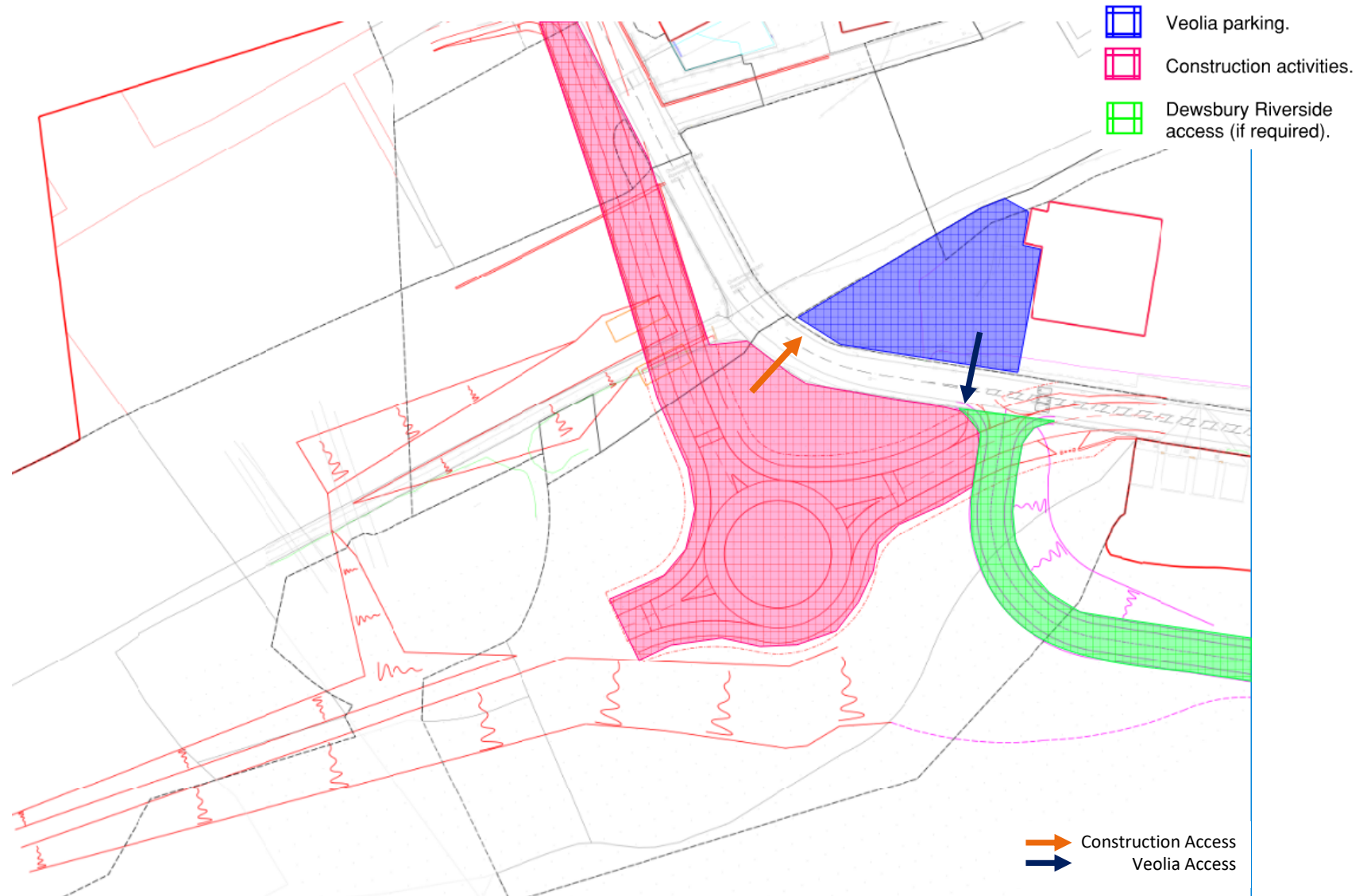
- Veolia refuse vehicles using temporary parking area – accessed via Dewsbury Riverside access road (separate access to the construction access).
- Veolia vehicle / pedestrian movements segregated from construction site activities.
- Works to excavate a piling platform of 54.5m – approximately the level of the main roundabout works.
- Works to excavate the proposed utility corridor to facilitate diversion of NPG and YW assets from bridleway.
- Gas main diversion works ongoing within Veolia site.
- **Construction Information:**
 - Wheel wash near the access/egress to minimise debris being taken out onto the road.
 - 3no Excavators (26-30T), additional for the utility corridor.
 - 2no 20T Dumpers
 - 1no D6 Dozer
 - 1no small welfare unit for site staff



Stage 3 – Calder Road Bridge / Roundabout Works

Autumn 2023 – Spring 2024

- Gas main diversion works complete.
- Veolia refuse vehicles relocated back into original site
- Calder Road Bridge construction works commence.
- Roundabout construction begins.
- Access to Veolia via existing Ravensthorpe Road

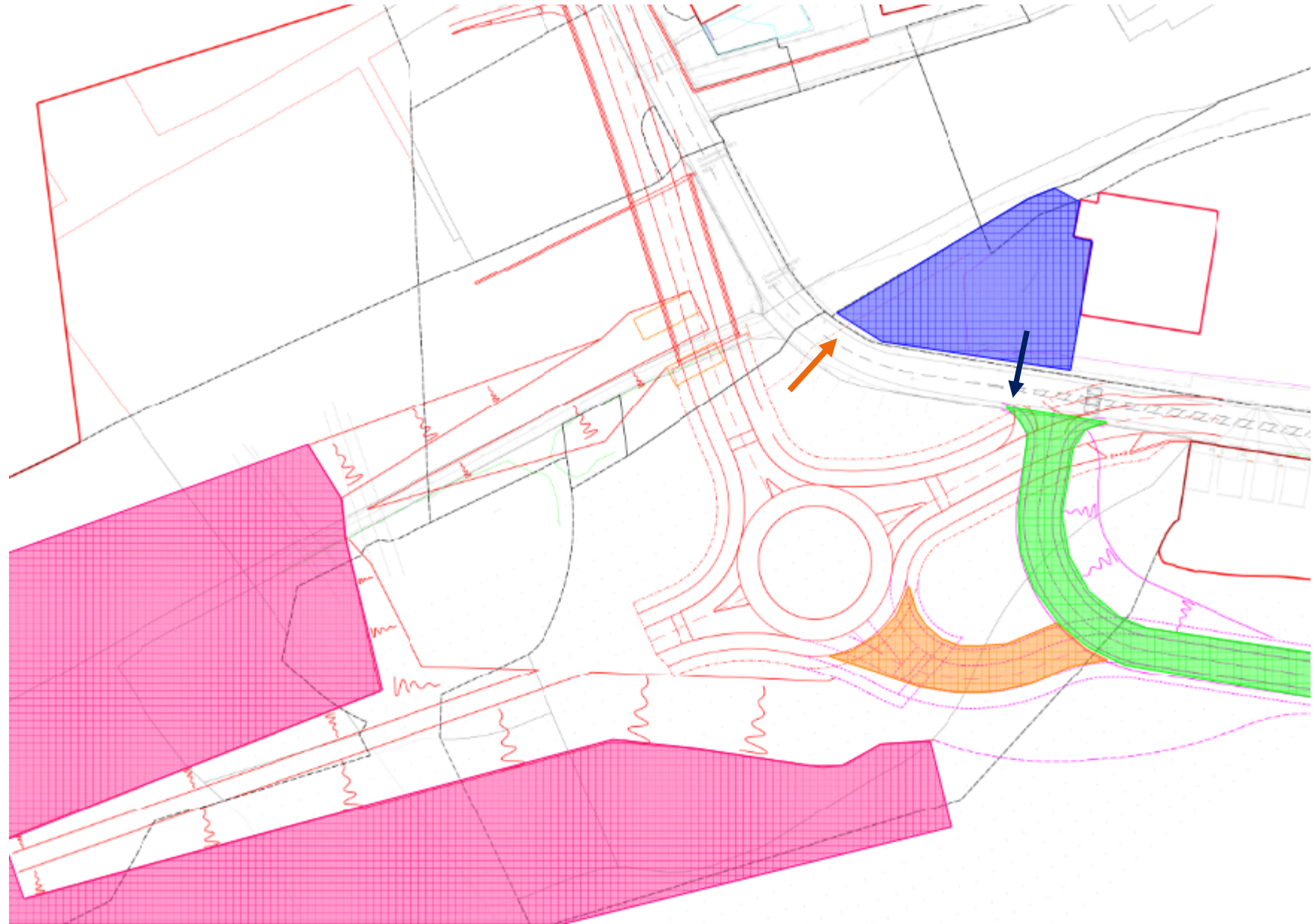


Stage 4 – 2024 Earthworks Season

Spring 2024 – Autumn 2024

- Access to Veolia via existing Ravensthorpe Road
- Roundabout / highway works mainly complete
- Bridge works / highway works to north of railway ongoing.
- Main earthworks for the fast lines to the west of Ravensthorpe Station.
- Additional earthworks cut may be required to form the fourth arm to the roundabout if necessitated by the final scheme.

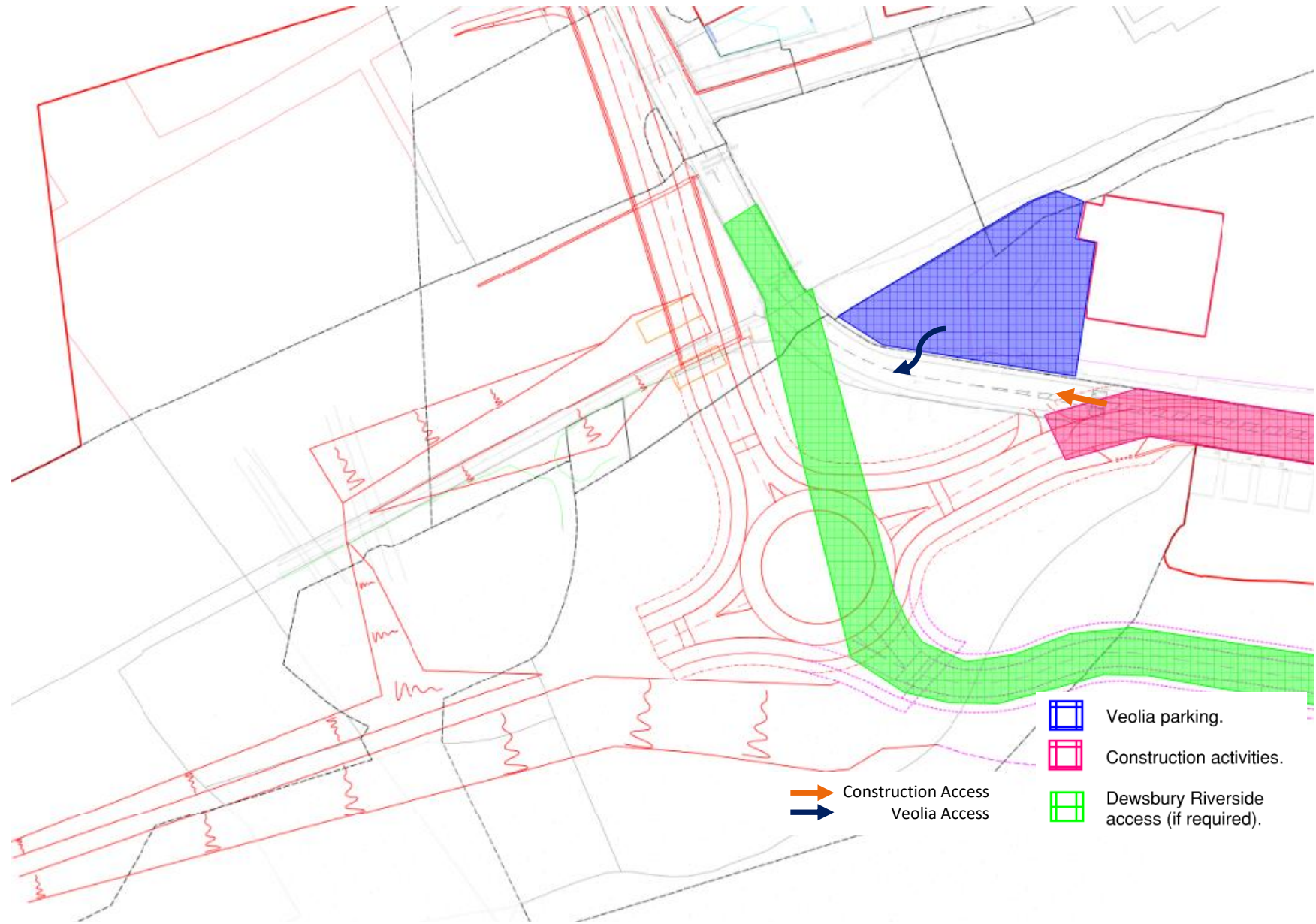
-  Veolia parking.
-  Construction activities.
-  Dewsbury Riverside access (if required).
-  Construction activities to facilitate fourth arm (if required).
-  Construction Access
-  Veolia Access



Stage 5 – Ravensthorpe Road Tie In

Autumn 2024

- Formation of the tie-in of the roundabout works into Ravensthorpe Road (expected to take approximately 2 weeks).
- Temporary highway connection required between existing bridge and Dewsbury Riverside access road (if required).
- Access to Veolia from the existing Ravensthorpe Road from across the existing railway bridge (i.e. the north). No access east along Ravensthorpe Road.
- General bridge and highway works complete.

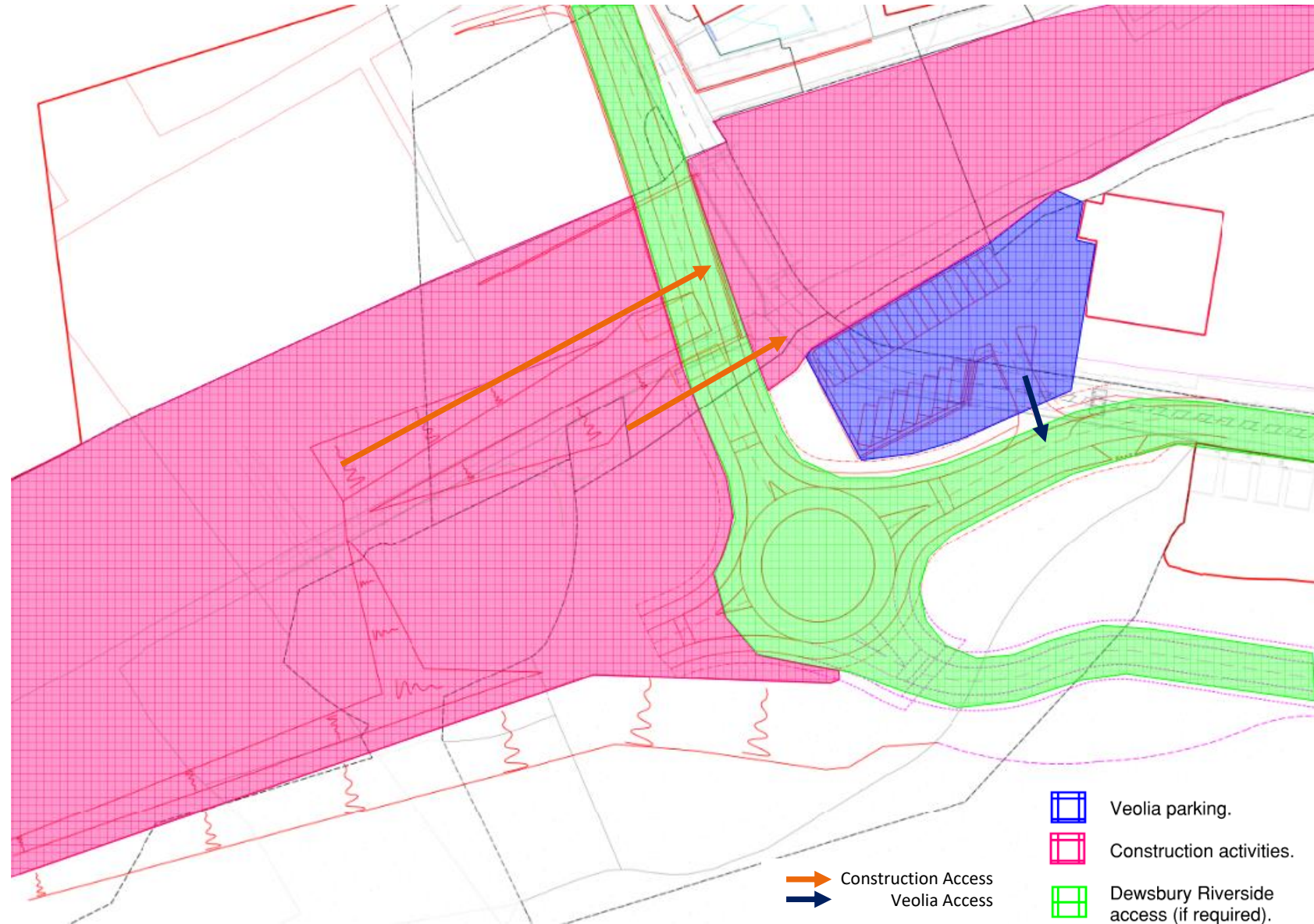


Stage 6 – Ravensthorpe Station

Autumn/Winter 2024 onwards

Note: Temporary boundary position subject to design development and ongoing construction planning

- Ravensthorpe Station works commenced – accessed via the forecourt junction.
- Existing Calder Road railway bridge demolished.
- Permanent Veolia site extension constructed.
- Construction access required along the top of the proposed railway cutting – approx. 5m (accessed from construction link provided across the realigned Calder Road).
- Construction access to form the fast lines and associated earthworks via temporary vehicle ramp constructed from the future Station Forecourt.



Stage 6 – Ravensthorpe Station

Autumn 2024 onwards

Additional access to toe of cutting via proposed fast line track bed under Calder Road

5m corridor provided adjacent to cutting crest to allow access for plant.

Proposed fence line and vehicle protection

Works to construct fast line embankment to be carried out from proposed track bed to ensure access is maintained for Veolia vehicles.

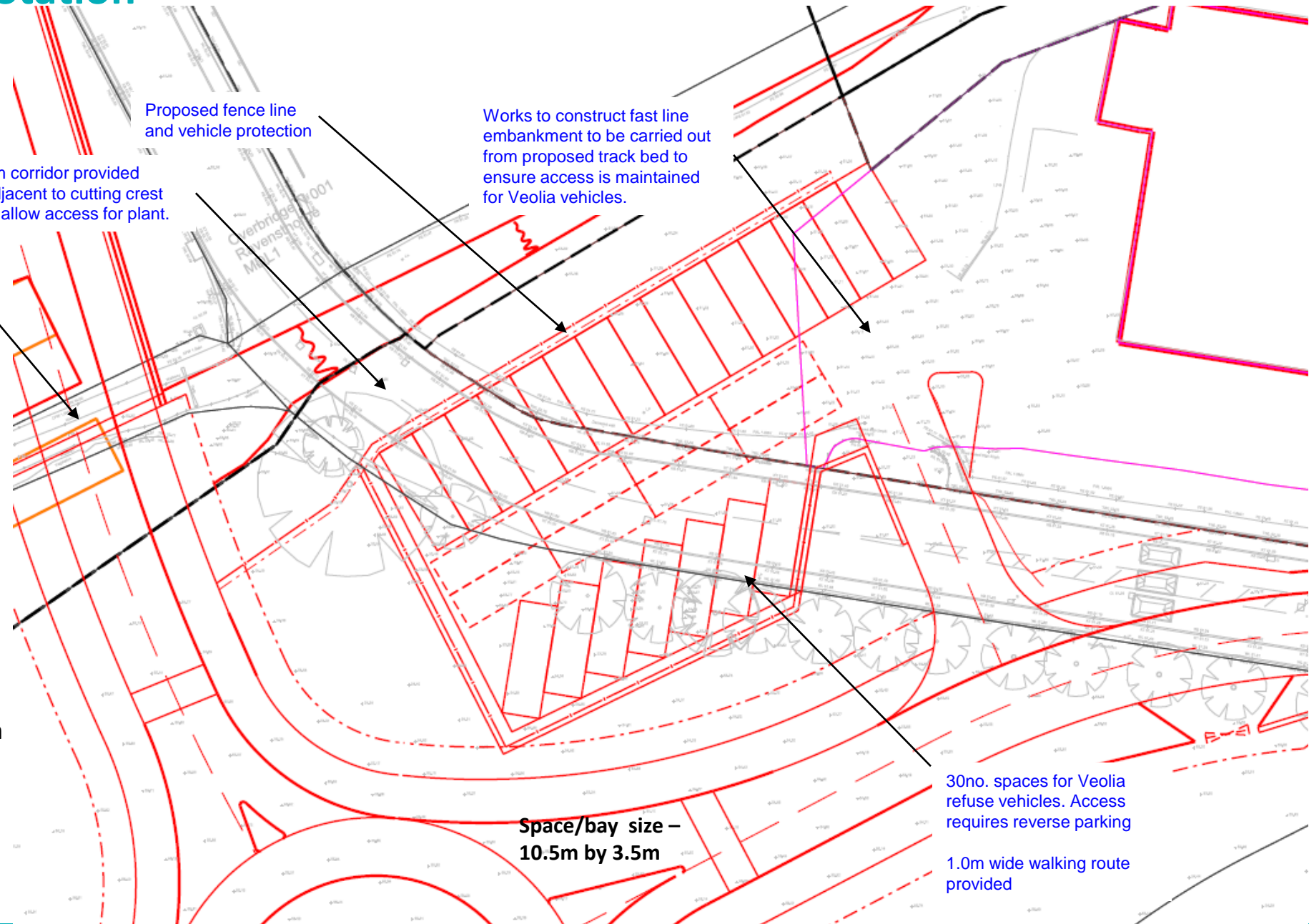
Note: Final temporary boundary position subject to design development and ongoing construction planning



Space/bay size –
10.5m by 3.5m

30no. spaces for Veolia refuse vehicles. Access requires reverse parking

1.0m wide walking route provided



Final Scheme

Autumn 2025 onwards

