

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



TRANSPORT AND WORKS ACT 1992
TRANSPORT AND WORKS (INQUIRIES PROCEDURES) RULES
2004
NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY)
IMPROVEMENTS) ORDER

NR Response to Veolia Supplementary Objection

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Author	Network Rail
Date	November 2021

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NR response to Supplementary Objection on behalf of Veolia

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1. INTRODUCTION

- 1.1.1 The following is Network Rail's responses to the Supplementary Objection on behalf of Veolia (OBJ42/1) document reference INQ-22, dated 16 November 2021.

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2. RESPONSE TO SECTION 2 OF SUPPLEMENTARY OBJECTION DOCUMENT - ISSUES RAISED IN OBJECTION TO ORDER

Veolia Issue: HGV directed past housing during diversion

2.1.1 The proposed closure and associated works to the Calder Road Bridge will result in the diversion of vehicles to and from the Site. HGVs will be required to turn left out of the Site onto Ravensthorpe Road and then onto nearby residential roads, such as Lees Hall Road, which is already heavily utilised by a number of large vehicles from various businesses from the Ravensthorpe Road and Calder Road industrial units. If Veolia is required to direct its vehicles as envisaged, there is the potential for amenity related complaints and concerns being raised with Veolia and for which it will have no control.

NR Response

2.1.2 Our understanding is that the site currently has 20 HGV parking spaces but we understand from Veolia's letter of objection dated 14 May 2021 states that the site houses approximately 30 refuse collection vehicles overnight (which required vehicles to stack in between the marked bays).

2.1.3 An Environmental Statement (ES) and Transport Assessment (TA) were submitted to support the Order. As set out in paragraph 3.1.4. of Mr Graham Foulkes's PoE ([NR/PoE/GF/7.2](#)) the TA is a standard, well versed approach to identify and mitigate for the effects of a proposed change that impacts traffic movements. It takes surveyed traffic data, growthed to a future year in line with economic growth, or uses other readily available traffic data and traffic forecasts, to then consider how a traffic network will operate, and adds in the proposed change (i.e. the Scheme) to assess how that operation will be modified. It then goes on to offer mitigation if necessary to return the operation to a pre-change (pre-Scheme) condition.

2.1.4 In order to consider the potential impacts due to the Construction of the Scheme, the assessments considered the following diversion route during the temporary closure of the Calder Road Bridge;

- Via Ravensthorpe Road to Forge Lane and then onto the B6117 to the A644 to B6117 (see Figure 1) with road closure in black and diversion in dashed green.

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Figure 1: Extract from Transport Assessment (Vol 3 of ES) showing proposed diversion route



Insert 98 Calder Road temporary road closure and diversion in Route Section 6

- 2.1.5 The ES concludes in Chapter 14 Table 14-13 that significant effects are likely to occur on 3 roads within Route Section 6. These impacts are likely to occur during scenario 4 of the model assessment when Ravensthorpe and Thornhill Road/Fall Lane compounds are in operation. However, the impacts appear to be associated with the temporary closure of Calder Road within the assessment model and therefore these impacts are only likely to occur for a maximum of 5 months.
- 2.1.6 Whilst the TA did not consider Ingham Road and Lees Hall Road as a diversion route, data is available from the traffic model for both of these locations. This data relates to the peak hours of 8 to 9am and 5 to 6pm so can be considered worst case in traffic number terms. Based on this information it can be seen Ingham Road and Lees Hall Road see relatively light use. On Ingham Road flows amount to 274 vehicles

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northbound in the morning peak hour, with a modest amount travelling southbound. Lees Hall Road has about 215 vehicles heading eastbound, and 122 vehicles westbound also in the morning peak hour. For both roads, the flows are lower for the rest of the day. Although an additional 30 HGVs will be noticeable, this will result in less than 10% increases in the peak directions, the relatively low demand will mean these additional trips are not anticipated to cause additional or new congestion.

- 2.1.7 On Slaithwaite Road, flows are greater at 1113 vehicles northbound in the morning peak hour. This road is not reaching capacity and the additional 30 HGVs can be accommodated within the available capacity.
- 2.1.8 A Construction Traffic Management Plan will be developed in conjunction with the Highways Authority as part of the Network Management Group, and submitted to the LPA prior to any works commencing (pursuant to Condition 6 of the Deemed planning Permission) and this will set out further details on temporary diversions of highways required as part of the Scheme, including traffic route signage and any route timing or volume restrictions.
- 2.1.9 The ES also assesses the potential impacts from changes in road traffic noise from diversions and construction traffic. The results near the Veolia site are described in Chapter 8 in Volume 2ii, Route Section 6 – paragraphs 8.3.24 to 8.3.26. This identifies that two noise sensitive receptors on Forge Lane would have a moderate increase in noise due to changes in traffic resulting from works on Ravensthorpe Road, lasting for 5 months. In accordance with the assessment methodology (paras 8.3.31 to 8.3.33 in Chapter 8, Volume 2i) moderate and major impacts are regarded as significant in the ES, whereas negligible and minor impacts are regarded as not significant. These effects would be reduced through implementation of the CoCP and a Construction Traffic Management Plan (CTMP).
- 2.1.10 This impact is also shown on sheet 6 of 7 in Figure 8-5 of the ES (Vol 4), which shows Forge Lane highlighted in yellow, representing a moderate impact. None of the other roads in the diversion route are highlighted, indicating either negligible or minor changes in noise from the diversion. The Proof of Evidence of Adam Lawrence ([NRPoEAL10.2](#)) repeats this information in Table 3-1, the penultimate line of the table, showing two moderate impacts for five months on Forge Lane as a result of Ravensthorpe Road diversion.

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- 2.1.11 As stated in 2.1.6 the ES and TA did not consider Ingham Road and Lees Hall Road as a diversion route during the closure of Calder Road. However based on data from the traffic model, used to inform the TA, the total traffic flows on Ingham Road and Lees Hall Road are approximately a third of the flows on Thornhill Road (which was assessed through the EIA).
- 2.1.12 Appendix 8-6 of the ES (Volume 3) shows the traffic flows used in the noise assessment for road re-alignments. The last section of Table A8-8 shows the flows for Thornhill Road at around 12,000 vehicles per day with around 3% heavy vehicles. From this we infer that the total traffic flows on Ingham Road and Lees Hall Road are approximately 4000 vehicles per day, of which around 120 are heavy vehicles.
- 2.1.13 Using a worst case assumption of 30 additional heavy vehicles from the Veolia site in the AM peak and 30 additional heavy vehicles in the PM peak the total number of vehicle would increase by 60 and the proportion of heavy vehicles would increase to 5%. This worst case assumption is based on the vehicle numbers provided in Veolia's supplementary objection and Statement of Case and also assumes that no vehicles from the site currently utilise the Ingham Road/Lees Hall Road route i.e 100% of vehicles turn right out of the facility over the Calder Road railway bridge). The additional heavy vehicles would give rise to an increase in noise of 1dB, which would be a negligible to minor adverse impact and therefore not significant. The ES considers moderate changes in noise to be the threshold of significance, i.e. changes in noise of at least 3dB.
- 2.1.14 Paragraph 8.4.13 of Chapter 8 in Volume 2ii of the ES, Route Section 6 sets out the importance of community liaison during the construction phase. Further detail will be provided in the external communications programme will be developed pursuant to Condition 5 of the deemed planning permission (Part B of the CoCP).
- 2.1.15 A dedicated Community Relations team will be set up who will act as the first line of response in terms of resolving any issues. Up to date information will also be supplied to the Network Rail TRU Scheme website including work completed to date, current programme and upcoming work schedule. The contact details for the community relations team and the process to record any enquiries and complaints will also be available from the website.

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2.1.16 Network Rail seeks temporary access across the Site for the five year construction period, including the creation and use of a construction compound on the Site. This will severely disrupt operations and potentially give rise to site safety, management and security issues. In addition, the continuous and unfettered access to, from and around the Site is critical for the efficient and safe movement of staff and management of the Veolia fleet. Any interference with this way of working will have a significant impact on Veolia's daily operations and its ability to service its customer network.

NR Response

2.1.17 The civil engineering works in the Ravensthorpe area are currently anticipated to be undertaken over approximately two and a half years and not five years as stated by Veolia. During the overall programme of two and a half years, access to the Veolia site will only be required for two shorter periods during this time as outlined below.

2.1.18 This first period is early in the programme for approximately six-months during the diversion of the high-pressure gas main. The reasons for the requirements of the high pressure gas main diversion works are set out in Paragraphs 9.3.12 to 9.3.15 of the Proof of Evidence of Mike Pedley ([NRPoEMP3.2](#)). During this period, an alternative area for parking of Veolia refuse vehicles will be provided on the opposite side of Ravensthorpe Road as shown in Figure 2.

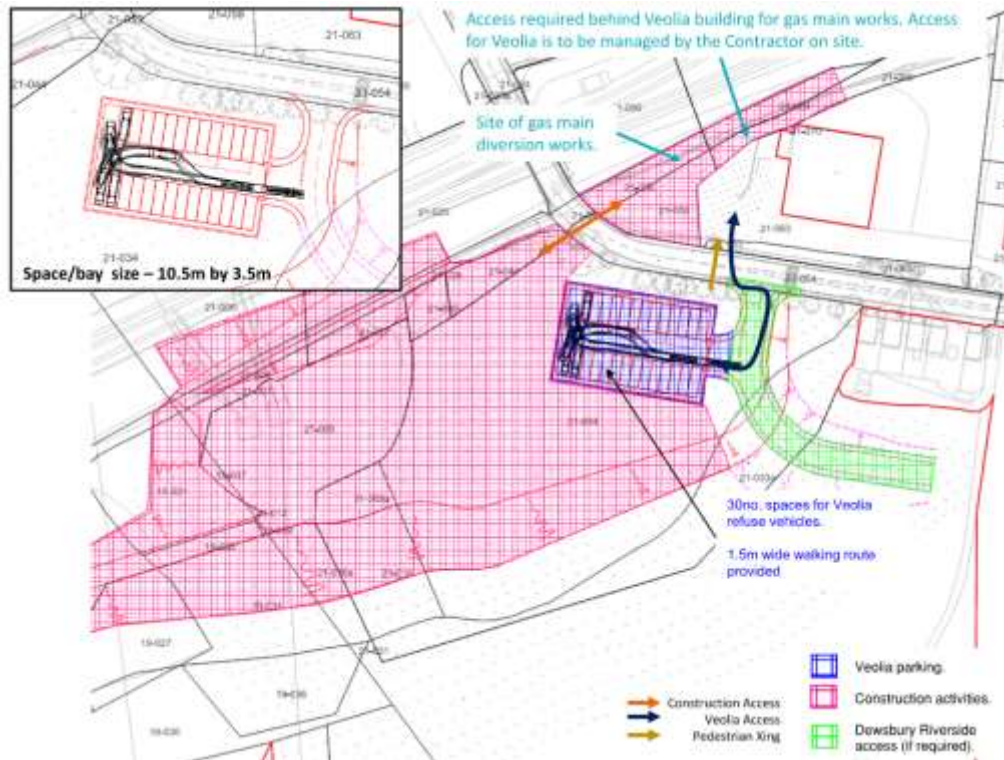
2.1.19 This relates to Stage 2 of the works set out in Appendix A and is consistent with the approach set out in Figure 9.9 of the Proof of Evidence of Mike Pedley ([NRPoEMP3.2](#)).

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Figure 2: Temporary parking for Veolia during the high-pressure gas main diversion work

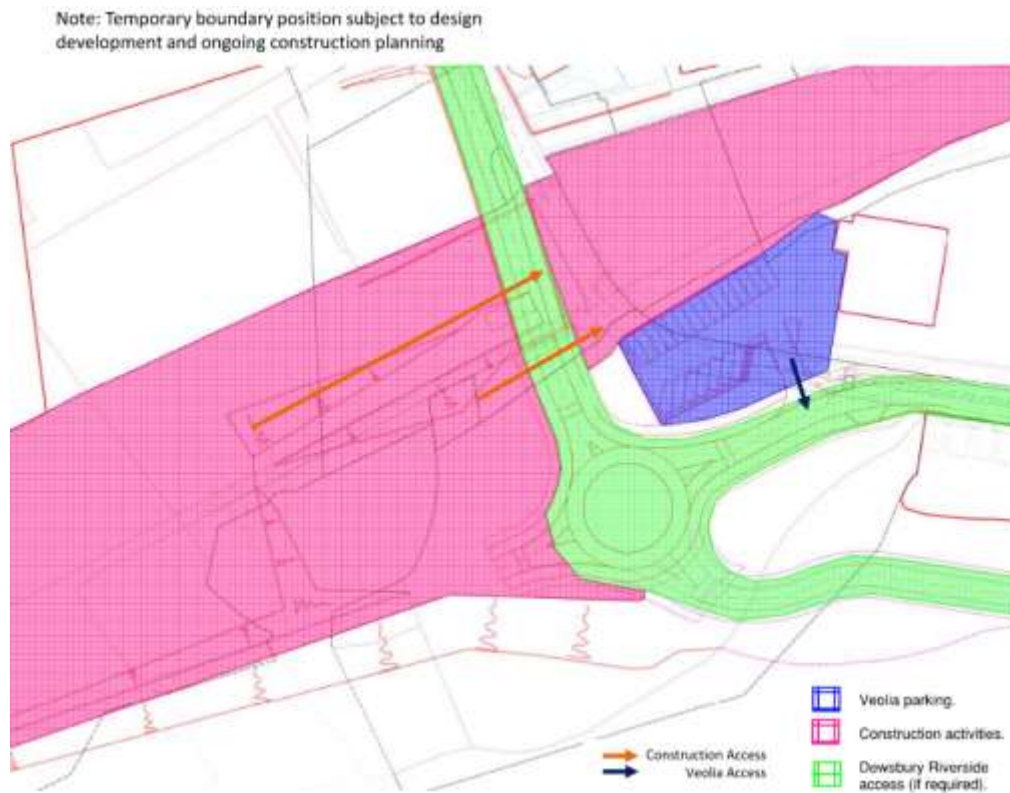


2.1.20 This area will cater for 30 vehicles, will be secure (and separate from the ongoing construction works) and will provide safe walking routes for operatives. A new access to this area will be provided from Ravensthorpe Road separate from construction activities/traffic. Access to the rear of the Veolia building will be maintained at all times as requested by Veolia.

2.1.21 The second period of works is at latter end of the programme for approximately 12 months during the construction of the railway cutting adjacent to the Veolia site. The works are described in greater detail in Paragraph 9.3.20 of the Proof of Evidence of Mike Pedley ([NRPoEMP3.2](#)). During this period, parking for refuse vehicles will be managed within the existing Veolia site, with an extended area provided to accommodate 30 vehicles as shown in Figure 3.

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Figure 3: Temporary parking for Veolia during the railway cutting works



2.1.22 This relates to Stage 6 of the works set out in Appendix A. It is also consistent with Figure 9.11 of the Proof of Evidence of Mike Pedley (NRPoEMP3.2), although Figure 3 reflects the highway layout and roundabout location of the Calder Road Design Refinement scheme.

2.1.23 The new permanent access to the realigned Ravensthorpe Road will be provided at this stage.

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3. RESPONSE TO SECTION 3 OF SUPPLEMENTARY OBJECTION DOCUMENT – KEY CONCERNS**Veolia Issue: Extended closure of Calder Road Bridge**

a. The proposed works (Route Section 6) will see the closure of Calder Road Bridge (which is located near to the Veolia site - circled green on the map below) for significant periods of time during the five year construction phase. The Veolia fleet and other vehicles which use the site will not have access to this bridge or highway during those periods. This will mean that HGVs and other vehicles will need to turn left out of the Veolia site and travel along Ravensthorpe Road, Forge Lane, Lees Hall Road and Ingham Road.

NR Response

- 3.1.1 It is true that Veolia will not have access over Calder Road Bridge for some discrete periods of time that will occur during the construction that will be for approximately two and a half years and not five years as stated. It is a statement of fact that when the railway and river bridge are closed (Calder Road closure), Veolia's traffic will route (where possible) to and from the south along Ravensthorpe Road to Forge Lane and then onto the B6117 to the A644 to B6117 (see Figure 1).
- 3.1.2 Information is provided that gives some detail on the expected closures in this section.
- 3.1.3 Information on the proposed programme for the Calder Road closure and reasons why this is necessary was set out in paragraph 2.1.2 and Table 1 of Mr Pedley's Rebuttal Evidence ([NR/PoE/REB/MP/03](#)). It should be noted, this programme has been superseded in response to the design refinement work carried out in relation to the Calder Road Railway Bridge, this is detailed in 3.1.4 below.
- 3.1.4 Following further discussions regarding access for the Newlay site (Hargreaves (GB) Ltd, Newlay Asphalt Ltd, Newlay Readymix Ltd, Newlay Concrete, Dewsbury Sand and Gravel Ltd. and Wakefield Sand and Gravel Ltd (OBJ 18-22,29) further refinement of the Calder Road design has taken place. Table 1 below shows the required programme of works for the Calder Road River and Road Bridge to reflect the revised design. Where possible traffic management will be employed to allow vehicles to travel both north and south across the bridges, there will however be a period of 24 weeks whereby full road closures will be

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employed and traffic from Veolia will need to use the southern diversion route (Figure 1).

Table 1 - Calder Road Design Refinement – Off line road, 500mm road lift at south end of the river bridge, circa 1300mm maximum lift of highway

Location	Traffic Management	Rationale	Programme Duration
Calder Road – River Bridge	Alternate lane and footpath closures – single lane running under traffic lights	Hydro-demolition of existing parapet stringcourse, and reconstruction for 0-500mm road level increase.	11 months
	Full road closure over River Bridge – all traffic diverted south	Remove existing deck surfacing, cast new foam concrete regulating and deck end/ballast wall extension, road construction to suite proposed 500mm+ level increase. Construct revised access into Spenborough.	6 weeks
Calder Road – Rail Bridge	North bound lane and footpath closures – single lane running under traffic lights	Construction access for abutments and piers, embankment and verge construction, general bridge construction, utilities diversions works in alternating verges and off-line road construction.	4 months
	Road closure north of Veolia site.	On line road level increases circa 1300mm require road closure due to the gross level change, envisaged to be over-night with temporary transition ramps. Construct new station access road and southern road tie-in.	18 weeks
	Alternate lane and footpath closures – single lane running under traffic lights	Verge works and utilities diversions.	6 months

3.1.5 Durations are provided as best estimates based on the current available level of detail.

Veolia Issue: the use of Lees Hall Road for diversion

b. To avoid the narrower parts of Lees Hall Road which has on street parking, the preferred route would be Forge Lane. However, the majority

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of the Veolia fleet (due to their size - 32 tonnes vehicles) will be unable to take this route due to a low railway bridge (circled red on the map below) and so will have no choice but to travel along Lees Hall Road and Ingham Road which are populated residential roads.

NR Response

- 3.1.6 In terms of the vehicle size in Veolia's fleet, standard 32t refuse vehicles have a maximum height of 3.6m (which would be able to use the proposed diversion route via Forge Lane, however based on information supplied by Veolia we understand that a proportion of their fleet exceed this maximum height. In the case of these vehicles i.e. those above 4.2m high, alternative routes are identified in Mr Pedley's rebuttal proof (Figure 2) which is reproduced below as Figure 4 of this document. Whilst this was not identified as the primary diversion route in the TA/ES, paragraphs 2.1.6 and 2.1.7 of this document sets out that the alternative routes of Lees Hall Road and Ingham Road have the capacity for the proposed increase in vehicle numbers and that there would not be a significant noise impact arising from the required diversion route for oversized vehicles.

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Figure 4: Diversion routes reproduced from Mr Pedley's rebuttal proof

Figure 2 – Planned diversion route for closure of Calder Road River Bridge



3.1.7 A Construction Traffic Management Plan will be developed in conjunction with the Network Management Group and submitted to the LPA prior to any works commencing (pursuant to Condition 6 of the Deemed planning Permission) and this will set out further details on temporary diversions of highways required as part of the Scheme, including traffic route signage and any route timing or volume restrictions. (The information submitted will need to be agreed with Kirklees Council who will be aware of any local issues including restricted height bridges).

Veolia Issue: Avoiding residential areas with HGV movements

c. The majority of our fleet operations start from circa 4am during the week and also during peak traffic times. Veolia is extremely concerned about the proposed diversion of our vehicles onto these residential routes. Historically we have avoided these wherever possible, in the interests of public safety and amenity (to avoid excessive traffic congestion and traffic delay; potential incidents involving LGV contact with residential cars parked on narrow roads) and to maintain our

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reputation as a good and considerate local neighbour. The Scheme proposal is contrary to this.

NR Response

- 3.1.8 As set out in 3.1.7, proposed diversion routes during road closures will be discussed and agreed with the Network Management Group and the detail submitted pursuant to condition 6 of the Deemed Planning Permission which requires submission and approval of the CTMP by the LPA. The potential impacts of nuisance to residents during diversion will be one of the criteria considered during the Network Management Group meetings in arriving at the optimum diversion route. However, as set out in paragraph 2.1.13 no significant noise impacts are anticipated from the use of Ingham Road and Lees Hall Road as a diversion route for the oversized vehicles.
- 3.1.9 In addition and as set out in paragraphs 2.1.14 and 2.1.15, an external communications programme will be developed pursuant to condition 5 of the deemed planning permission which will set measures to inform local residents and businesses of the planned works and will highlight that the works are in relation to a Network Rail Scheme and contact details will be supplied should any issues arise. These will be managed by Network Rail.

Veolia Issue: Concerns over joint occupation of site during construction works.

d. We have raised concerns with Network Rail about its proposed use of the site as a construction compound for the Scheme whilst Veolia continues to occupy the site. It also intends to temporarily relocate part of our operation to an area of land adjacent (shown circled yellow on the map below) for the 5-6 year construction phase. Not only will this create severe disruption to our services, operations and business planning but also when required to move back to the site. It is an impracticable and unworkable option. Veolia's view remains and has been communicated to Network Rail on several occasions that In order to address these concerns properly and fairly, an alternative relocation site for all of Veolia's operations at Ravensthorpe Road should be secured. This would be a permanent solution and therefore negate the need to disrupt our business on more than one occasion as well as avoid the other consequential effects already identified.

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- 3.1.10 The details of the phasing of the construction programme and how this affects the Veolia site are set out in Appendix A (which is based on the Calder Road Design Refinement as stated in paragraph 3.1.4) of this response and summarised below. The civil engineering works in the Ravensthorpe area are currently anticipated to be undertaken over approximately two and a half years and not five years as stated by Veolia. During the overall programme of two and a half years, access to the Veolia site will only be required for two shorter periods during this time as outlined below.
- 3.1.11 The first period is early in the programme is for approximately six-months during the diversion of the high-pressure gas main. During these works, an alternative area for parking of Veolia refuse vehicles will be provided on the opposite side of Ravensthorpe Road, as shown on Figure 2. This area will cater for 30 vehicles, will be secure (and separate from the ongoing construction works) and will provide safe walking routes for operatives. A new access to this area will be provided from Ravensthorpe Road separate from construction activities/traffic. This relates to Stage 2 of the works set out in Appendix A and is consistent with the approach set out in Figure 9.9 of the Proof of Evidence of Mike Pedley (NRPoEMP3.2).
- 3.1.12 Following the completion of the high-pressure gas main works, Veolia will be able to operate from its existing site in its existing configuration for a period of approximately 12 months.
- 3.1.13 The second period of works which require occupation of part of the Veolia site is at the latter end of the programme for a period of approximately 12 months during the construction of the railway cutting adjacent to the Veolia site. During this period, parking for refuse vehicles will be managed on the Veolia site, with an extended area provided to accommodate 30 vehicles as shown in Figure 3. The new permanent access to the realigned Ravensthorpe Road will be provided at this stage. This relates to Stage 6 of the works set out in Appendix A. It is also consistent with Figure 9.11 of the Proof of Evidence of Mike Pedley (NRPoEMP3.2), although Figure 3 reflects the highway layout and roundabout location of the Calder Road Design Refinement scheme.

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- 3.1.14 During both period of works, any construction activities on the Veolia site will be securely fenced and a separate access for construction vehicles will be provided from Ravensthorpe Road (close to the railway). Access to the rear of the Veolia building will be maintained for Veolia at all required times.
- 3.1.15 Once the construction works are completed, parking for Veolia refuse vehicles will be managed on its own site in a reconfigured layout including an extended area provided to accommodate 30 vehicles.

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4. CONCLUSION

- 4.1.1 Based on the above, NR is confident the TA/ES assessment has considered the potential impacts associated with the diversion routes proposed and that there are no capacity issues arising or significant noise impacts anticipated and that any further refinement of the proposed diversions and /or specific routing of oversized vehicles can be managed through the CTMP submission.
- 4.1.2 Pursuant to Condition 5 of the DPP, NR will produce a Communications Programme which will set out the method for informing members of the public and businesses that NR are responsible for the construction works associated with the Scheme including any road closures and will set out contact details should any issues arise.

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APPENDIX A – CONSTRUCTION SEQUENCING



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)

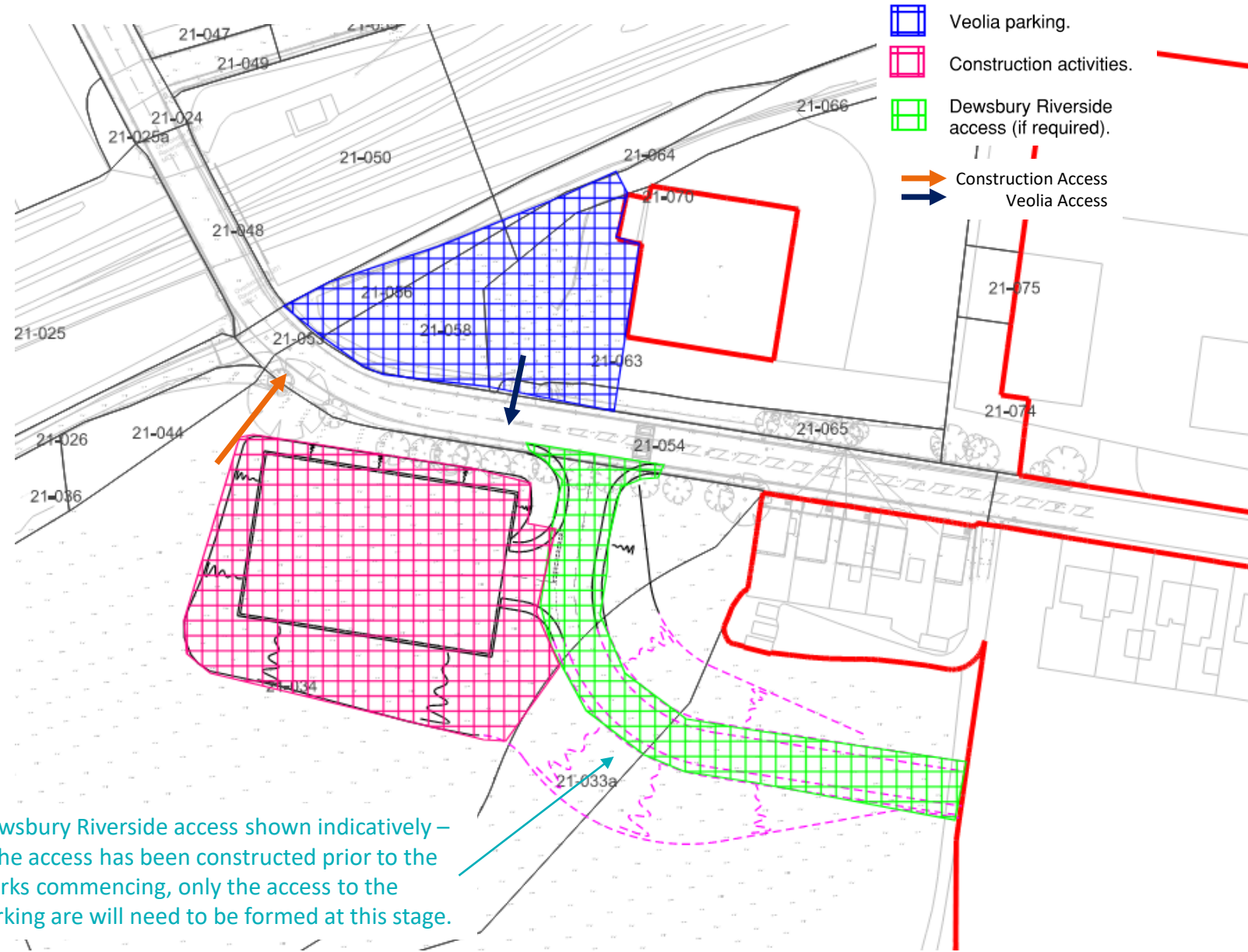
All dates are provisional and dependent on the TWAO



Stage 1 – Gas Main Diversion Enabling Works

Spring 2023

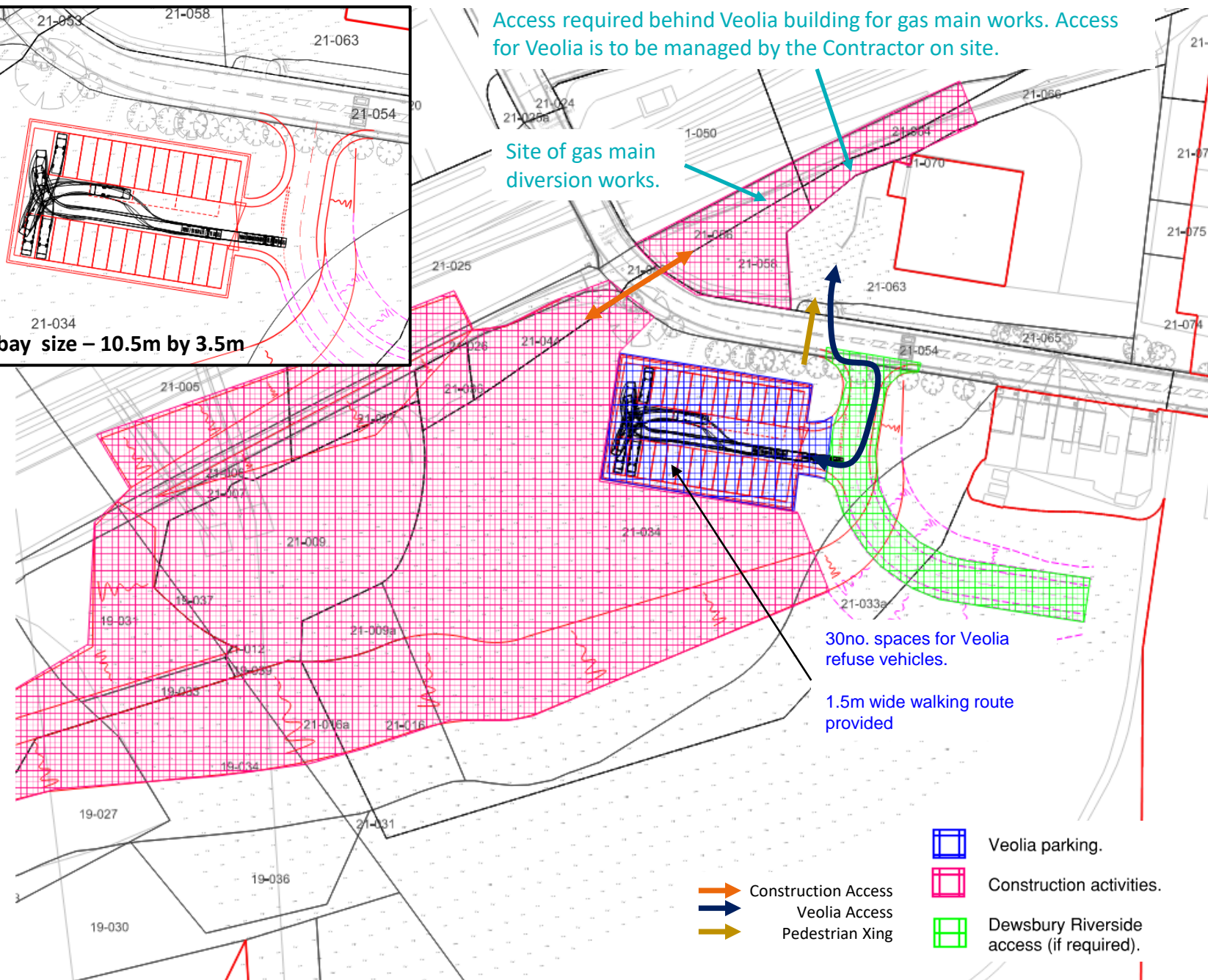
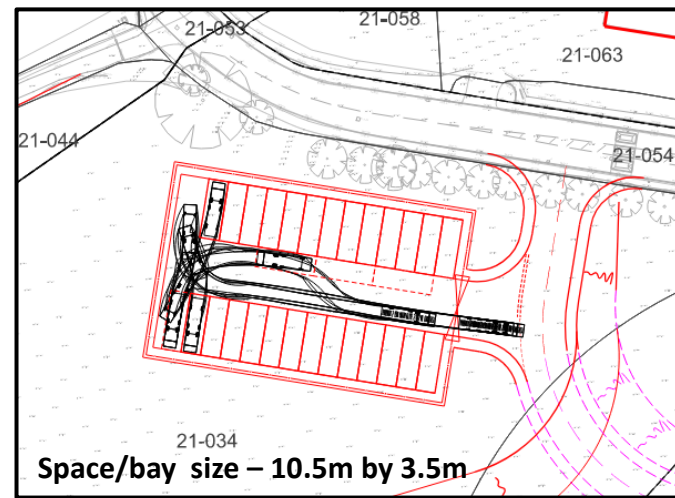
- Refuse vehicles located in the existing Veolia site compound during this stage.
- Works to create a parking area for 30no Veolia refuse vehicles, accessed via the Dewsbury Riverside access road (if constructed by this date; new junction formed if not).
- **Construction Methodology**
 - Construction 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

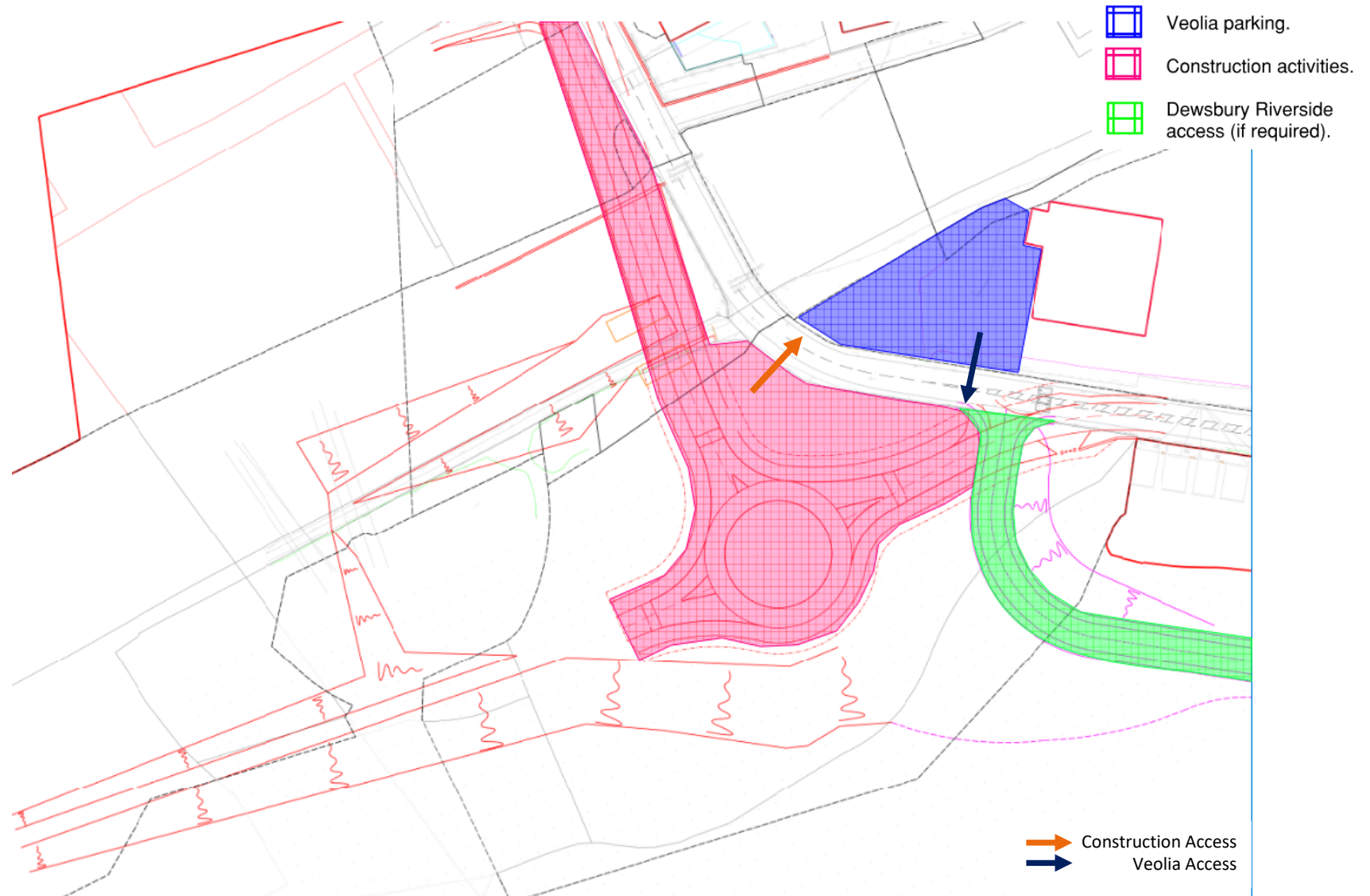
- Veolia refuse vehicles using temporary parking area – accessed via Dewsbury Riverside access road (separate access to the construction access).
- Veolia vehicle / pedestrian movements segregated from construction site activities.
- Works to excavate a piling platform of 54.5m – approximately the level 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

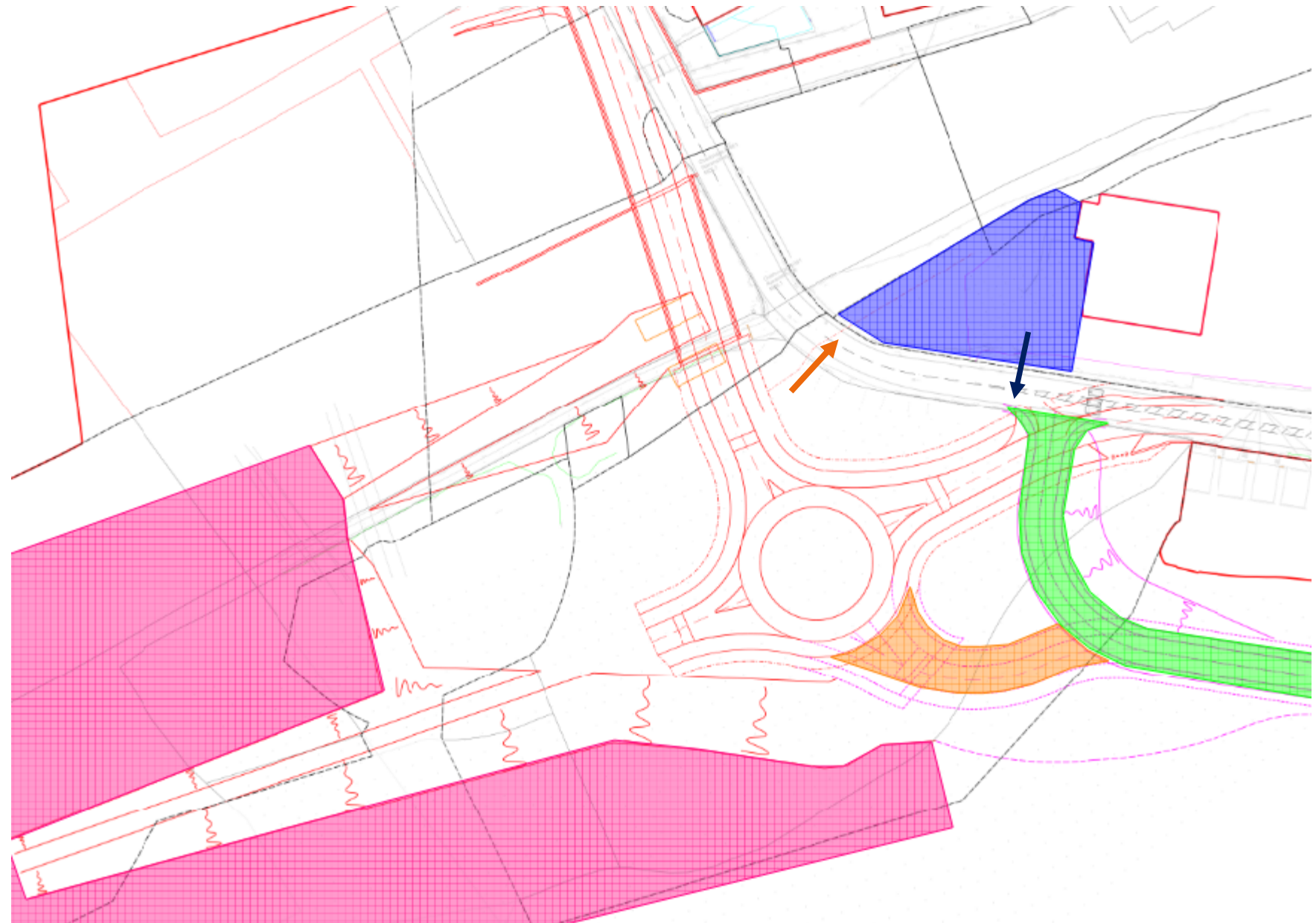


Stage 4 – 2024 Earthworks Season

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.

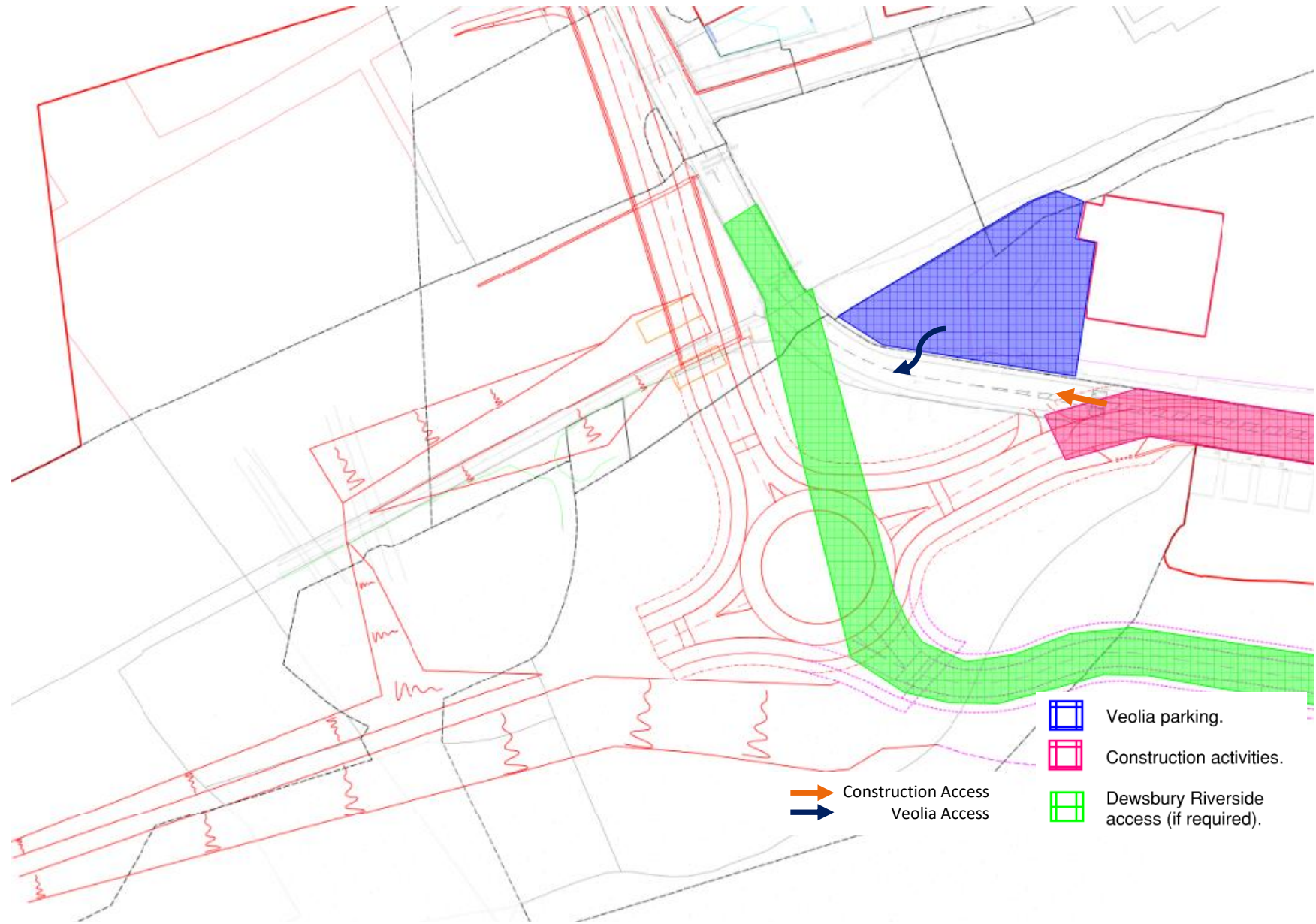
-  Veolia parking.
-  Construction activities.
-  Dewsbury Riverside access (if required).
-  Construction activities to facilitate fourth arm (if required).
-  Construction Access
-  Veolia Access



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.

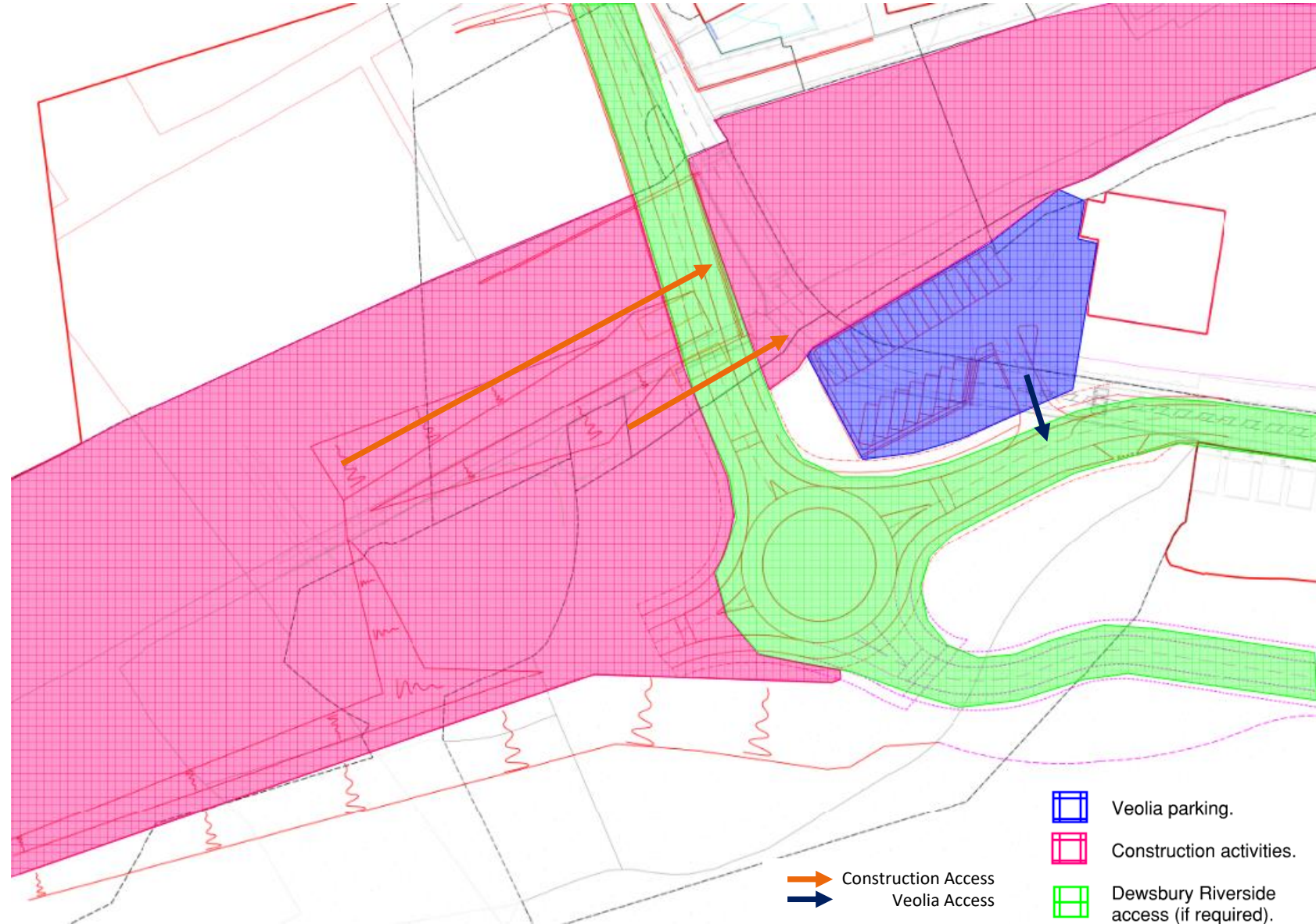


Stage 6 – Ravensthorpe Station

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.

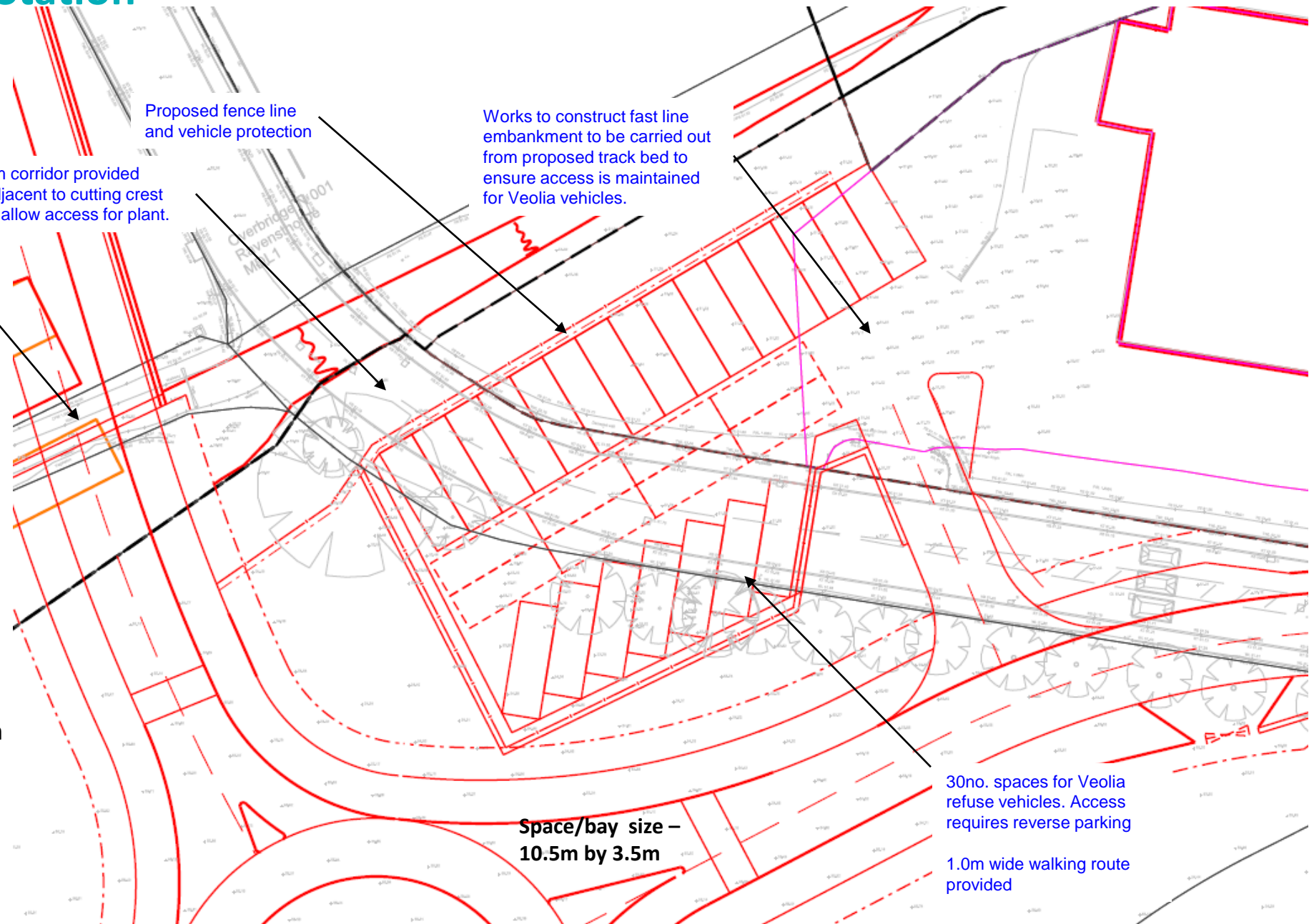
Note: Final temporary boundary position subject to design development and ongoing construction planning



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

