

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

Condition 6: Construction Traffic Management and Travel Plan – Stage 3

Document reference: 151667-TSA-00-TRU-REP-W-EN-001236

Network Rail

May 2023



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1. INTRODUCTION

1.1 Background

- 1.1.1 The Scheme is part of a wider programme of works under the Transpennine Route Upgrade (TRU) which will improve the Transpennine railway between Manchester, Huddersfield, Leeds and York and improve connections between key towns and cities across the north of England.
- 1.1.2 Planning Direction for the Huddersfield to Westtown (Dewsbury) section of the TRU was received from the Department for Transport referenced TWA/21/APP/03, dated 13 October 2022.
- 1.1.3 This Construction Traffic Management and Travel Plan (CTMP) sets out details in relation to Condition 6 of the Deemed Planning Permission.

2. STAGED APPROACH TO DISCHARGE

- 2.1.1 As set out in document ref 151667-TSA-00-TRU-REP-W-EN-001189 version 3 (submitted in relation to Condition 3 of the Deemed Planning) a staged approach is proposed in relation to discharge of the deemed planning conditions.
- 2.1.2 This document sets out details in relation to the Stage 3 works for the Huddersfield to Westtown (Dewsbury) Scheme.
- 2.1.3 Stage 3 comprises of the mining remediation works required in advance of construction of the Scheme. The mining remediation works required are set out in Table 2-1 and remediation methodologies described in paragraph 2.1.4, with location details set out in drawing 151667-TSA-00-TRU-REP-W-EN-001288 P04 in Appendix A.

Table 2-1 Proposed mining remediation mitigation measures

Area ID	Location of works	Mitigation measures
W3.1	Huddersfield South Tunnel	<ul style="list-style-type: none"> Grouting of 2 mine shafts and 2 wells. All from tunnel level and below.
W3.1-3	Huddersfield Station	<ul style="list-style-type: none"> Grid probing and grouting of voids for new structures: canopies, footbridge and subway extension. Probe hole at proposed locations of Overhead Line Equipment (OLE) foundations. Grouting of voids if encountered. Geosynthetic reinforcement for mining for track
W3.2-1, W3.2-2	Hillhouse Mainline	<ul style="list-style-type: none"> Probe hole at proposed locations of OLE foundations. Grouting of voids if encountered. Geosynthetic reinforcement for mining for track
W3.2-3	Hillhouse Mainline	<ul style="list-style-type: none"> Geosynthetic reinforcement for mining for track
W3.3	West of Deighton Station (Area of Peels Pit underbridge)	<ul style="list-style-type: none"> Capping and if necessary grouting of 2 mine shafts.
W3.3-1	Area of Bradley's No. 2 (BBW/1) Overbridge (MVL3/105)	<ul style="list-style-type: none"> Grid probing and grouting of voids for track, OLE and adit.
W3.3-3	East of Bradley Junction - Earthworks E9	<ul style="list-style-type: none"> Probe hole at proposed locations of OLE foundations. Grouting of voids if encountered. Geosynthetic reinforcement for mining for track
W3.4-1 W3.4-3	Heaton Lodge curve (MVL3 and MVN4)	<ul style="list-style-type: none"> Probe hole at proposed locations of OLE foundations. Grouting of voids if encountered.
W3.5-1	Mirfield Station	<ul style="list-style-type: none"> Geosynthetic reinforcement for mining for track
W3.5-2	West of Sands Lane	<ul style="list-style-type: none"> Probe hole at proposed locations of OLE foundations. Grouting of voids if encountered. Geosynthetic reinforcement for mining for track

- 2.1.4 The following measures will be employed:
- Probe and grout – this will typically comprise of rotary open holes on a 6m grid, closing to 3m and finer if required. The area of the grid will be enclosed on the down dip side by perimeter holes at 3m closing to 1.5m spacing to confine grouting in the area of the grid,

and prevent grout escaping beyond the area of works. Where voids are encountered around the perimeter, these will be filled with pea gravel and a viscous grout, to form an underground cutoff. In the area of the main grid of open holes, these will be filled with grout, with grout takes monitored, and paused at certain grout takes. Works will generally target new foundations and new structures, where considered necessary. Water will be needed during the drilling and grouting process. The wastewater will be treated on site (Siltbuster) and this water will be fed back into our water tank for reuse within the process. Any waste material will be removed from site by a licenced carrier.

- Track – where shallow workings are anticipated underneath the track alignment, a high strength geosynthetic reinforcement will be employed below the track bed.
- Where required at locations of OLE foundations, a targeted probe hole will be drilled and any voids will be grouted (process above)
- Adits – where assessed as requiring treatment, these will be sealed/excavated out depending on depth and relationship to the main works. Where necessary probing and grouting may be used on shallow adits.
- Shafts – where assessed as requiring treatment, shafts will typically either be capped (reinforced concrete slab, typically 2x shaft diameter) or infilled with grout / bulk fill and grout.

2.1.5 Mining remediation works covering the Ravensthorpe area are considered within the Stage 1 documentation (previously submitted planning application ref 2022/44/93858/W).

2.1.6 It is anticipated that works within Stage 3 will commence in July 2023 and are anticipated to be completed by September 2024.

3. INFORMATION INCLUDED IN THIS SUBMISSION

3.1.1 The wording of Condition 6 is reproduced in Table 3-1. Based on the scope of works detailed in Section 2, Table 3-1 sets out how this document details the information required in conjunction with Condition 6.

Table 3-1 Details of Condition 6

Condition reference	Details of condition	Section reference
Condition 6a (Sub-section i)	<p>The package of interventions and mitigation outlined in Volume 2i, Chapter 23, Page 5, section 23.2.14 of the Environmental Statement including an implementation timetable for each stage.</p> <ul style="list-style-type: none"> • Traffic signage; • Signing and guarding of compound access and egress; • Co-ordination of road closures; • The need for diversions as well as any route timing or volume restrictions; and • Rail replacement strategy. 	<p>Traffic signage is dealt with in Section 4.2.</p> <p>Signing and guarding is dealt with in Section 4.2</p> <p>No road closures are required during this Stage of work so not included in this document.</p> <p>No diversions are required. Route timing is detailed within Section 4.3.</p> <p>Works may require the temporary closure of the railway. Overnight working will be used to minimise impacts. Details are set out in Section 4.5.</p>
Condition 6a (Sub-section ii)	<p>Specific details on arrangements for temporary car parking provision for train users as appropriate at each station including temporary parking at Huddersfield and Mirfield stations and mobility impaired set down/pick up points at Ravensthorpe and Deighton stations.</p>	<p>Works do not impact on formal parking at the stations at Huddersfield, Mirfield, Deighton or Ravensthorpe and so no details are included in this document.</p>
Condition 6a (Sub-section iii)	<p>A travel plan for construction staff, outlining the methods by which they shall be transported to the relevant sites and including the provision of non-motorised facilities to encourage walking and cycling.</p>	<p>Details are provided in relation to the construction staff required to deliver Stage 3 – information is set out in Section 5 of this document.</p>
Condition 6a (Sub-section iv)	<p>Details on temporary diversions of both highways and rights of way required as part of the Scheme.</p>	<p>No highways or PRow diversions are required to facilitate the works in Stage 3.</p>

4. TRAFFIC MANAGEMENT MEASURES

4.1 Proposed compounds

4.1.1 Works during Stage 3 will utilise the following site compounds:

- Compound 4 – Fitzwilliam Street;
- Hillhouse Compound (consented via planning reference 2021/94337);
- Compound 15 – Deighton Station and Greenway;
- Compound 22 – Heaton Lodge;
- Compound 27 – Mirfield Station; and
- Compound 30 – Sands Lane (welfare only).

4.1.2 Details in relation to these sites were submitted under the Stage 2 compound submission and in general the measures set out for compound set up will also apply for the Stage 3 works.

4.1.3 Signing and guarding of compound access and egress

4.1.4 Details of signage types and locations are being communicated to the local Highways Authority through ongoing discussions. The signage types and locations will be formally agreed through the Highways Network Management Group (to be documented in meeting minutes).

4.1.5 Any vehicles accessing the work sites will be made aware of, and must use, the agreed construction access routes. Appropriate signage is to be utilised to limit disruption during the mining remediation work.

4.1.6 Temporary road signing will be implemented at main highway junctions signposting construction traffic as to the mandatory access routes. The signs will be in place throughout the duration of the works to direct construction traffic to and from the work sites and to inform background traffic of the ongoing works along the Scheme.

4.1.7 Additional road signage will be placed on the local road network to slow the traffic down and to provide advance warning of the site access and egress points. In addition, a site safety sign will be provided at the entrance of each work site with contact details for the site manager should anyone have any queries regarding the site.

4.1.8 Traffic signage, including those provided at the site access points, will be clearly signed and consistent with that provided elsewhere on the public highway.

4.1.9 All road signs are to be used with approved stands or erected on posts set into the ground, where permitted by the local highways authority. Where appropriate the erection of permanent signage will be agreed through the Highway Network Management Group.

4.1.10 All signs are to be placed in the most advantageous position, having regard for the nature of the hazard and the warning being conveyed, to provide the maximum visual impact for approaching drivers.

4.1.11 All signs will be installed in accordance with the relevant chapters of the Traffic Signs Manual Chapter 8, Parts 1 and 2¹.

¹ [Traffic Signs Manual - Chapter 1 Introduction \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/101421/Traffic_Signs_Manual_-_Chapter_1_Introduction.pdf)

- 4.1.12 It will be ensured that all signs used are in good condition and are removed at the completion of the work.
- 4.1.13 Safety signals are required where, despite putting in place all other relevant measures, a significant risk to the health and safety of employees and others remains. All Site related works shall not commence until all signage is in place, to ensure safety all staff, road and footpath users.
- 4.1.14 Signs will be clear and legible, and used to identify actions that are prohibited (e.g. no access), safeguards that must be followed (e.g. ear protection must be worn), warning of a hazard (e.g. corrosive material) and to direct towards fire exits/equipment or first-aid equipment.
- 4.1.15 Signs will be placed within the driver's line of sight and at the same time not obscuring other traffic devices from the driver's line of sight.
- 4.1.16 Signs and devices will be placed in a manner and position so as not to become a possible hazard to construction personnel, pedestrians or vehicles (e.g. diverting traffic into an undesirable path).
- 4.1.17 Signs and devices will be regularly checked for effectiveness and maintained in a satisfactory condition.
- 4.1.18 Signs and devices will be removed from the site when appropriate to do so and once the hazard ceases to exist, restoring the road/footway to previous condition.
- 4.1.19 Table 4-1 details the proposed signage locations and type for each worksite is provided in Appendix B, see Table 4-1.

Table 4-1 Details of drawings showing signage details for each location

Location	Work site	Figure number
Huddersfield Station	Compound 4 – Fitzwilliam Street	B2
Hillhouse Mainline	Hillhouse Compound	B11
Area of Bradley's No. 2 (BBW/1) Overbridge (MVL3/105)	Compound 15 – Deighton Station and Greenway	B5
East of Bradley Junction - Earthworks E9		
Heaton Lodge curve (MVL3 and MVN4)	Compound 22 – Heaton Lodge	B9
Mirfield Station	Compound 27 - Mirfield Station	B12
West of Sands Lane	Compound 30 – Sands Lane. Welfare facilities only to be provided at Compound 30 and therefore no signage is required	N/A

- 4.1.20 Access to compounds will be from the existing highways network.
- 4.1.21 However, to provide assurance to the Council as Planning & Highways Authority, Table 4-2 details the access/egress arrangements to the compound sites and identifies whether any improvement is required. Location details are also provided in the drawings in Appendix B.

Table 4-2 Details of drawings showing access/egress points

Location	Compound site	Details of access/egress	Figure number
Huddersfield Station	Compound 4 – Fitzwilliam Street	Existing access to be utilised for works	B2
Hillhouse Mainline	Hillhouse Compound	Existing access to be utilised. Any modifications and notice of such will be in line with provisions of Article 17 of the Transport and Works Act Order.	B11
Area of Bradley's No. 2 (BBW/1) Overbridge (MVL3/105)	Compound 15 – Deighton Station and Greenway	Details of modifications will be in line with provisions of Article 17 of the Transport and Works Act Order.	B5
East of Bradley Junction - Earthworks E9			
Heaton Lodge curve (MVL3 and MVN4)	Compound 22 – Heaton Lodge	Details of modifications will be in line with provisions of Article 17 of the Transport and Works Act Order	B9
Mirfield Station	Compound 27 – Mirfield Station	Existing access to be utilised for works	B12
West of Sands Lane	Compound 30 – Sands Lane	Existing access to be utilised	N/A

4.2 Route timing

- 4.2.1 Deliveries for construction works will generally be made by road and will be during standard working hours.
- 4.2.2 Deliveries and collections will be limited to normal site working hours:
- 08:00 to 18:00 Monday to Friday, with 30 minutes either side for setting up and organising/cleaning the site; and
 - 08:00 to 13:00 on Saturdays, with 30 minutes either side for setting up and organising/cleaning the site.
- 4.2.3 Where possible deliveries will be staggered and delivered to the works sites as required. Heavy Good Vehicles (HGV) will not be permitted to wait outside of the sites. The use of a just in time delivery system will ensure that deliveries are programmed in, and vehicles are directed to the loading and unloading areas as required. Should vehicles be required to wait, this will occur within the site confines. Measures to manage any noise impacts from traffic and deliveries are detailed in the Noise and Vibration Management Plan (document ref: 151667-TSA-00-TRU-REP-W-EN-000096) for Stage 3.
- 4.2.4 It is not anticipated that abnormal load movements will be required for the Stage 3 works but should they be necessary, a 5 week notice period of such events will be provided to the Local Highways Authority. Requirements will also be presented to the established Highways Network Management Group.

4.3 Traffic Generation

- 4.3.1 Traffic generation and its potential effects on junctions etc was considered through the Transport Assessment submitted under the Transport and Works act Order – Appendix 14.1 to the ES (Volume 3)².
- 4.3.2 During Stage 3 the following types of traffic will be used;
- Drilling rigs
 - Light Goods Vehicles - LGVs are any vehicle up to 7.5 tonnes excluding cars. They will be used to move small plant and materials around Site, as well as minibuses to move Site operatives
 - Heavy Goods vehicles –
 - 6-8 wheeler rigid tippers;
 - 6-8 wheeler rigid flatbeds; and
 - 8 wheel concrete mixers.
- 4.3.3 The above vehicles all routinely use the local highway network. Delivery of plant and equipment to facilitate construction of the main Scheme will be detailed in the Stage 5 and 6 submissions.

4.4 Railway closures

- 4.4.1 During works within the operational railway boundary, there will be a need to temporarily close the railway to passenger services overnight. During this time services may be diverted to keep passengers moving by train where possible and where necessary rail replacement bus services will be provided. These alternatives are led by the Train Operating Companies and information will be advertised via the TRU website [Upcoming Closures - Transpennine Route Upgrade \(thetrupgrade.co.uk\)](https://www.thetrupgrade.co.uk) as well as through articles in the local press and via messaging on trains and at railway stations affected.

² [https://sacuksprodndigital0001.blob.core.windows.net/twao-huddersfield-westtown/Huddersfield to Westtown \(Dewsbury\)/03 Environmental Statement/Volume 3 - Technical Appendices/Ch14 Traffic Transport App 14-1 Transport Assessment.pdf](https://sacuksprodndigital0001.blob.core.windows.net/twao-huddersfield-westtown/Huddersfield to Westtown (Dewsbury)/03 Environmental Statement/Volume 3 - Technical Appendices/Ch14 Traffic Transport App 14-1 Transport Assessment.pdf)

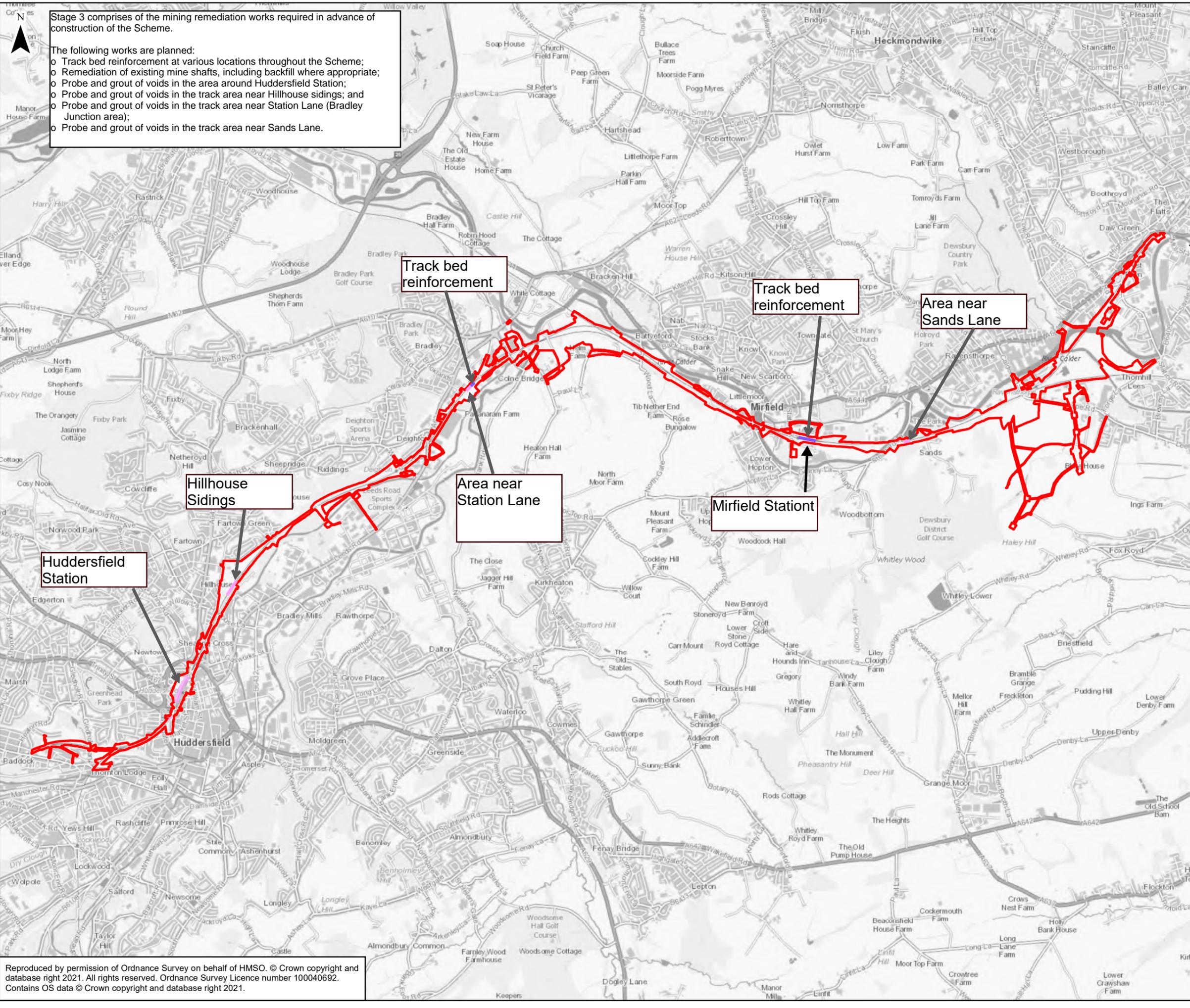
5. TRAVEL PLAN FOR CONSTRUCTION STAFF

- 5.1.1 In total, 20-50 staff per site will be required to complete Stage 3 works. The workforce required for the main track works and civil works and the associated travel plan measures for these staff will be dealt with in the Stage 5 and 6 submissions.
- 5.1.2 The Scheme will seek to reduce dependence on the private car as far as is practicably possible. The primary objective is to minimise the number of single occupancy car journeys by employees, especially during the peak hours, through actively encouraging the use of more sustainable modes of travel such as walking, cycling, public transport and car sharing to reflect current policy at both a national and local level. The benefits of which include:
- Delivery of a long-term commitment to changing travel habits, thus delivering environmental health and road safety improvements;
 - Reduction in unnecessary travel to and from the site and ensure that those that do have to travel do so in a sustainable manner;
 - Minimising the traffic impact of the development on the wider highway network within the Kirklees area;
 - Offer every encouragement for those travelling to and from the site to be able to walk, cycle or use public transport in a safe and secure manner; and
 - At minimum all personnel parking will be contained with construction compounds designed for the purpose.
- 5.1.3 Measures to be employed include:
- Relevant information will be made available in a 'Travel Information Pack' which will be provided to each employee; and
 - Relevant information will also be placed on centrally-located notice boards for the benefit of staff and visitors.
- 5.1.4 This relevant information will include:
- Pedestrian access routes to the work sites;
 - Details of bus services (timetable information) and bus stop locations;
 - Details of train services;
 - Public transport fare information;
 - Bicycle route maps;
 - Information on local footpaths;
 - Information on car-share schemes (including incentives provided by the Alliance); and
 - Parking spaces will be allocated to staff and no staff parking will be allowed without a permit.
- 5.1.5 The site manager will be responsible for production of a Travel Questionnaire which will be issued to all employees within three months of start on site, ensuring sufficient time is allowed for employees to become accustomed to their new location and to adapt their travel habits accordingly. The questionnaire will aim to gather information regarding employees' existing travel habits and any measures that they would like to see introduced to further facilitate sustainable travel from the site. The results of the Travel Questionnaire will be recorded in a database which will allow for the identification (and updating) of suitable targets as well as new measures to be introduced in future stages of the development.
- 5.1.6 Increased site usage will occur during Stages 5 and 6 and details of targets and measures to implement and monitor the requirements of the Travel Plan will be set out in the submissions for these stages.

- 5.1.7 Staff parking will be supplied at the main hub sites, where appropriate/necessary staff will be transported to the sites via minibus. Parking for project/site vehicles will also be provided at the work sites where required.

Appendices

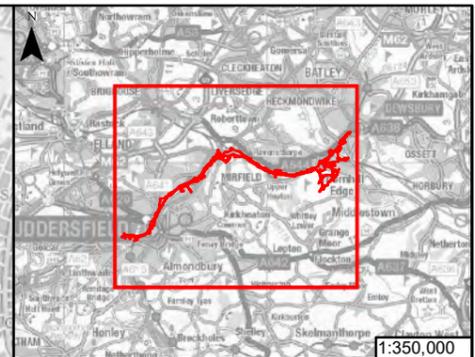
APPENDIX A – LOCATIONS OF MINING REMEDIATION WORKS



Stage 3 comprises of the mining remediation works required in advance of construction of the Scheme.

The following works are planned:

- o Track bed reinforcement at various locations throughout the Scheme;
- o Remediation of existing mine shafts, including backfill where appropriate;
- o Probe and grout of voids in the area around Huddersfield Station;
- o Probe and grout of voids in the track area near Hillhouse sidings; and
- o Probe and grout of voids in the track area near Station Lane (Bradley Junction area);
- o Probe and grout of voids in the track area near Sands Lane.



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- Scheme Boundary
- Probe and grout
- Track bed reinforcement
- Works to mine shafts and adits

0 125 250 500 750 1000 1250 1500 Metres

SCALE 1:35,000

P01	19/03/21	FIRST ISSUE	KS	PB	PB
Rev	Date	Description of Revisions	Drwn	Chkd	Appr
Status	SHARED				Suitability



Project
TRANSPENNINE ROUTE UPGRADE

Contract No.
151667

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

Drawing Title
Stage 3 works

Designed	K.Stenson	Signed Electronically	Date	19/03/2021
Drawn	P.Butler	Signed Electronically	Date	06/12/2022
Checked	P.Butler	Signed Electronically	Date	06/12/2022
Approved	P.Butler	Signed Electronically	Date	06/12/2022

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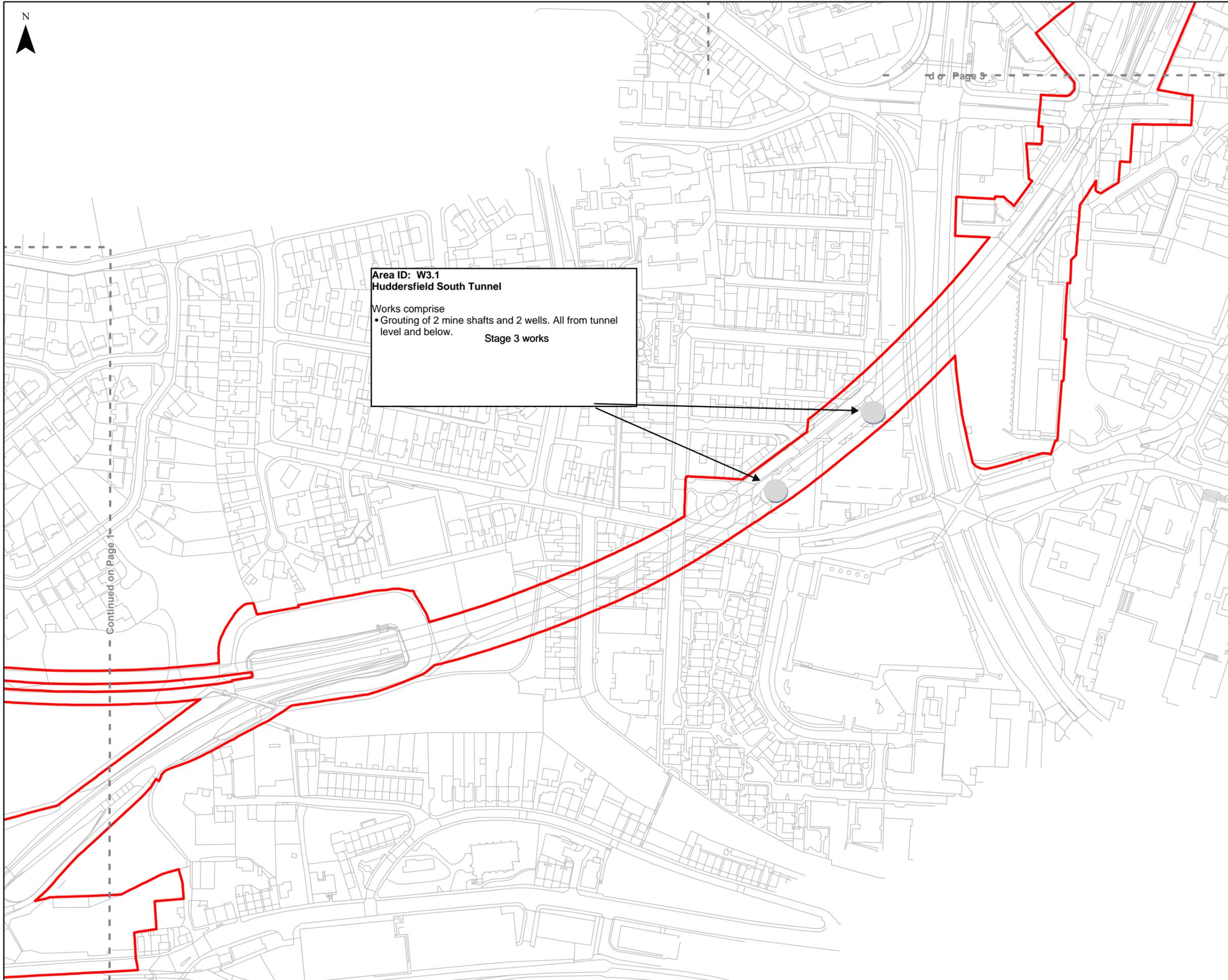
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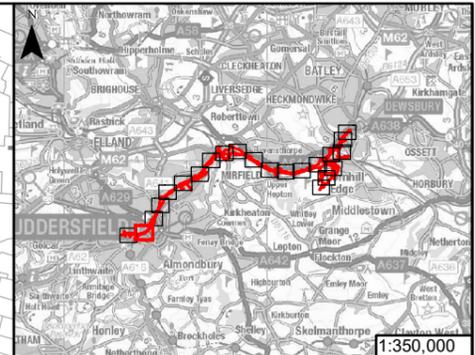


Area ID: W3.1
Huddersfield South Tunnel

Works comprise

- Grouting of 2 mine shafts and 2 wells. All from tunnel level and below.

Stage 3 works



- Scheme Boundary
- Adjacent Map Sheet
- Probe and grout
- Track bed reinforcement
- Works to mine shafts and adits



P01	12/02/21	FIRST ISSUE	RB	PB	PB
Rev	Date	Description of Revisions	Drwn	Chkd	Appr
Status	SHARED				Suitability



Project
TRANSPENNINE ROUTE UPGRADE

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151667

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Drawing Title
Stage 3 works

Designed	R.Bowes	Signed Electronically	Date	12/02/2021
Drawn	R.Bowes	Signed Electronically	Date	12/02/2021
Checked	P.Butler	Signed Electronically	Date	12/02/2021
Approved	P.Butler	Signed Electronically	Date	12/02/2021

Scale(s)
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ELR & Project Chainage

Alternative Reference

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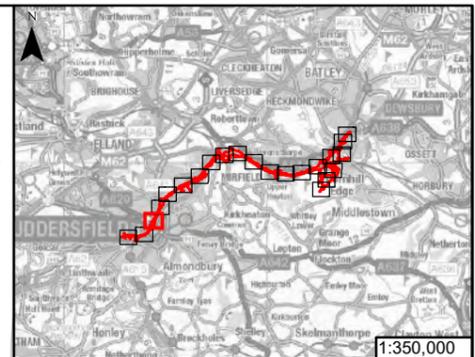
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**Area ID: W3.1-3.3
Huddersfield Station**

Works comprise

- Grid probing and grouting of voids for new structures: canopies, footbridge and subway extension.
- Probe hole at proposed locations of Overhead Line Equipment (OLE) foundations. Grouting of voids if encountered.
- Geosynthetic reinforcement for mining for track

Continued on Page 2



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-  Scheme Boundary
-  Adjacent Map Sheet
-  Probe and grout
-  Track bed reinforcement
-  Works to mine shafts and adits



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Rev	Date	Description of Revisions	Drwn	Chkd	Appr
Status					Suitability
SHARED					



Project
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Contract No.
151667

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Drawing Title
Stage 3 works

Designed	R.Bowes	Signed Electronically	Date	12/02/2021
Drawn	R.Bowes	Signed Electronically	Date	12/02/2021
Checked	P.Butler	Signed Electronically	Date	12/02/2021
Approved	P.Butler	Signed Electronically	Date	12/02/2021

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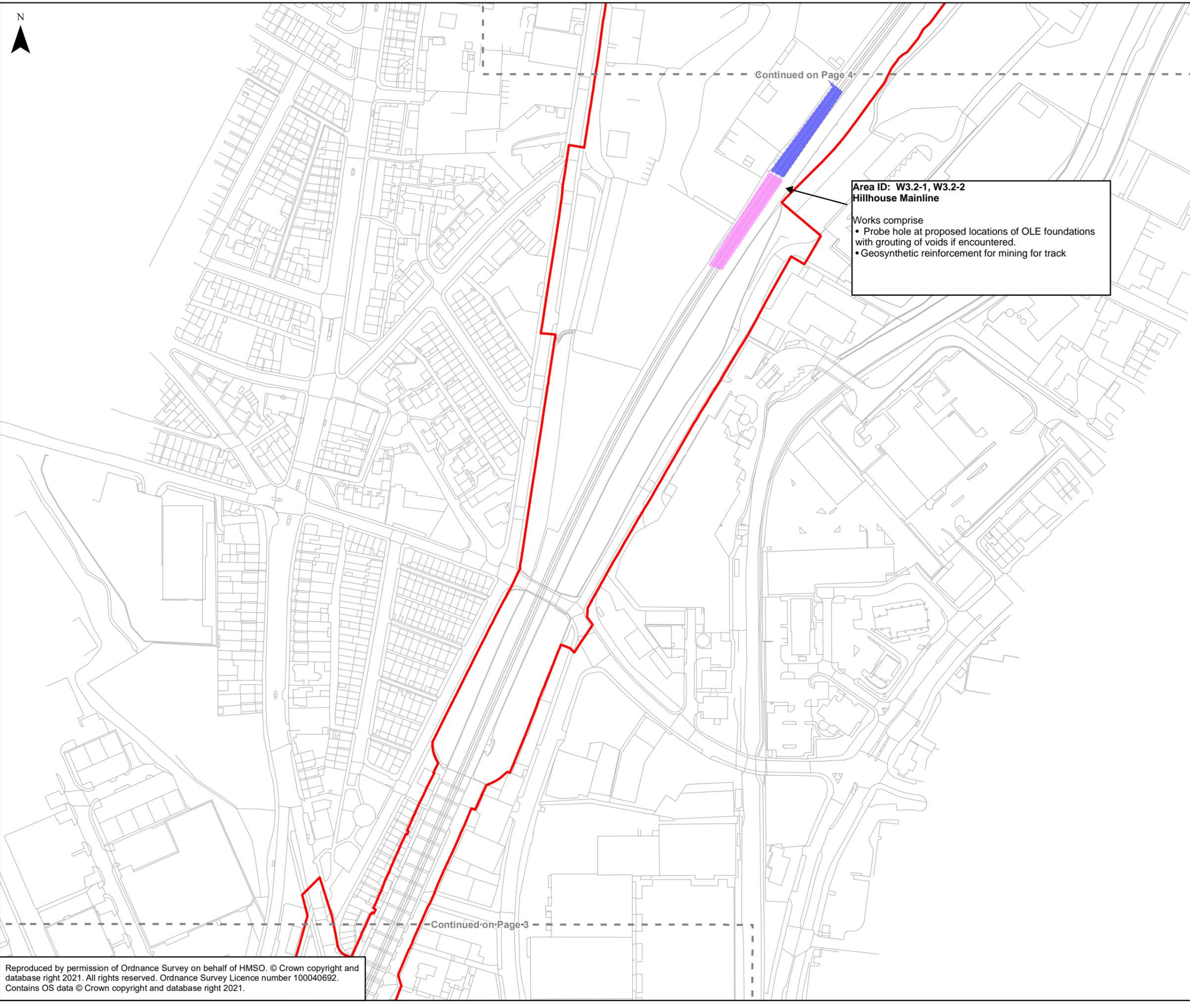
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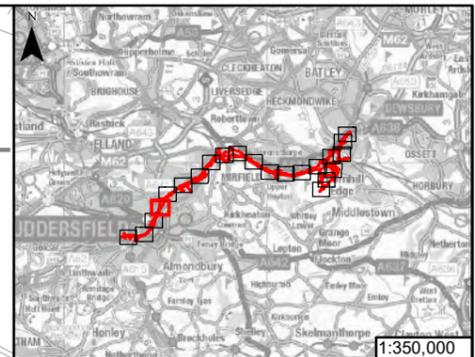
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**Area ID: W3.2-1, W3.2-2
Hillhouse Mainline**

Works comprise

- Probe hole at proposed locations of OLE foundations with grouting of voids if encountered.
- Geosynthetic reinforcement for mining for track



-  Scheme Boundary
-  Adjacent Map Sheet
-  Probe and grout
-  Track bed reinforcement
-  Works to mine shafts and adits



P01	12/02/21	FIRST ISSUE	RB	PB	PB
Rev	Date	Description of Revisions	Drwn	Chkd	Appr
Status					Suitability
SHARED					



Project
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Drawing Title
Stage 3 works

Designed	R.Bowes	Signed Electronically	Date	12/02/2021
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Checked	P.Butler	Signed Electronically	Date	12/02/2021
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ELR & Project Chainage

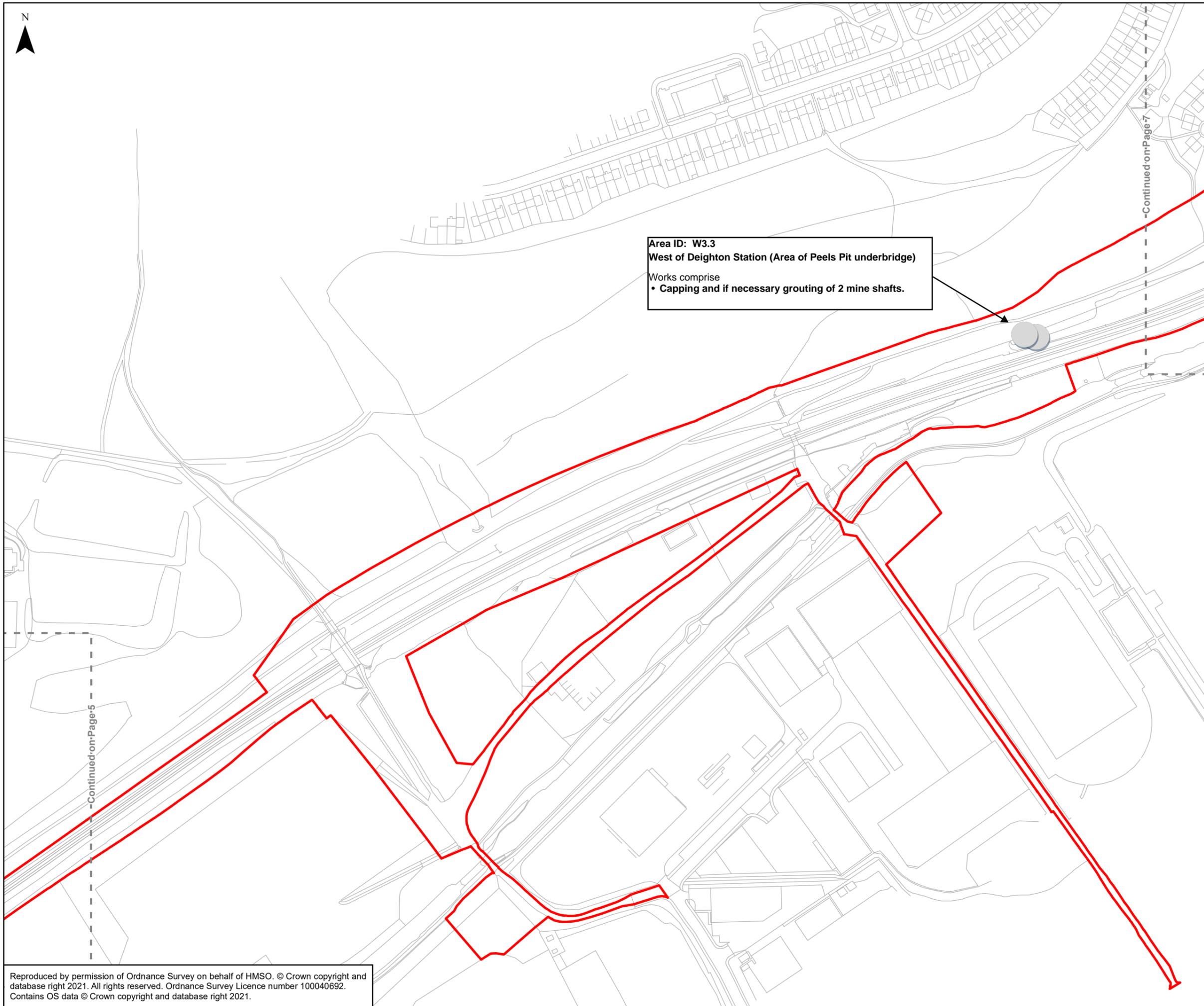
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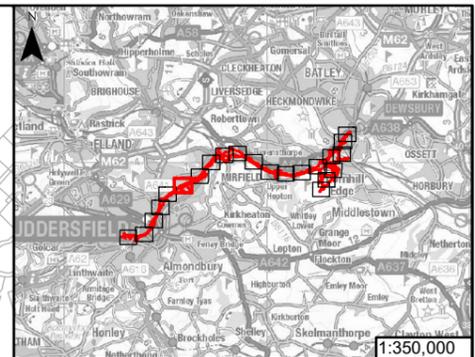
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Area ID: W3.3
West of Deighton Station (Area of Peels Pit underbridge)
 Works comprise

- Capping and if necessary grouting of 2 mine shafts.



1:350,000

- Scheme Boundary
- Adjacent Map Sheet
- Probe and grout
- Track bed reinforcement
- Works to mine shafts and adits



P01	12/02/21	FIRST ISSUE	RB	PB	PB
Rev	Date	Description of Revisions	Drwn	Chkd	Appr
Status	SHARED				Suitability



Project
TRANSPENNINE ROUTE UPGRADE

Contract No.
151667

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

Drawing Title
Stage 3 works

Designed	R.Bowes	Signed Electronically	Date	12/02/2021
Drawn	R.Bowes	Signed Electronically	Date	12/02/2021
Checked	P.Butler	Signed Electronically	Date	12/02/2021
Approved	P.Butler	Signed Electronically	Date	12/02/2021

Scale(s)
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ELR & Project Chainage

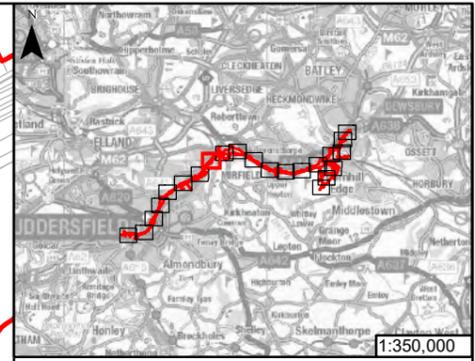
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 5 of 11

Drawing Number
 151667-TSA-00-TRU-REP-W-EN-01288

Revision
 P04

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- Scheme Boundary
- Adjacent Map Sheet
- Probe and grout
- Track bed reinforcement
- Works to mine shafts and adits

Area ID: W3.3-1
Area of Bradley's No. 2 (BBW/1)
Overbridge (MVL3/105)

Works comprise

- Grid probing and grouting of voids for track, OLE and adit.



P01	12/02/21	FIRST ISSUE	RB	PB	PB
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Status	SHARED				Suitability



Project
TRANSPENNINE ROUTE UPGRADE

Contract No.
151667

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Drawing Title
Stage 3 works

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Checked	P.Butler	Signed Electronically	Date	12/02/2021
Approved	P.Butler	Signed Electronically	Date	12/02/2021

Scale(s)
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ELR & Project Chainage

Alternative Reference

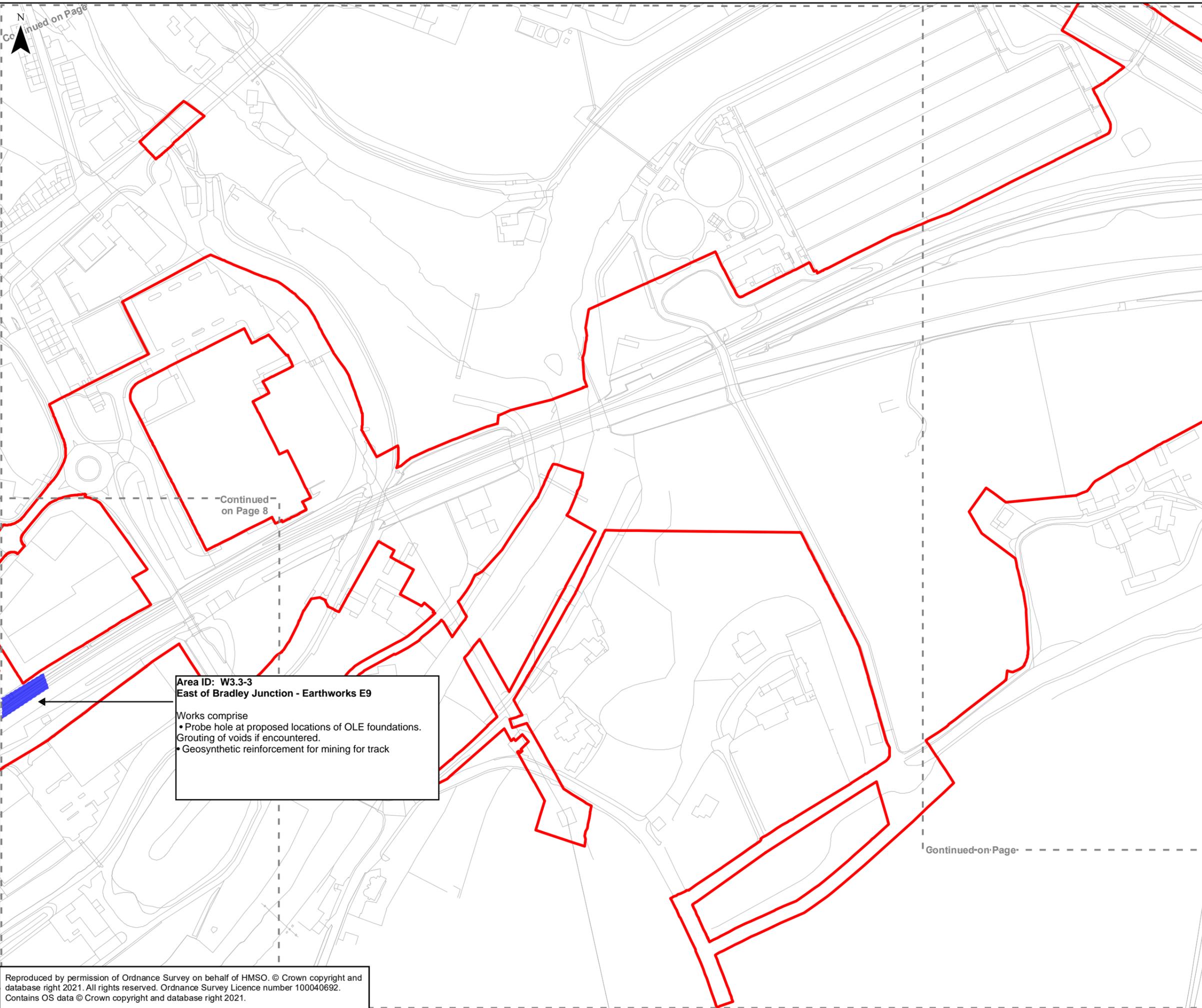
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Revision
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Continued on Page 7

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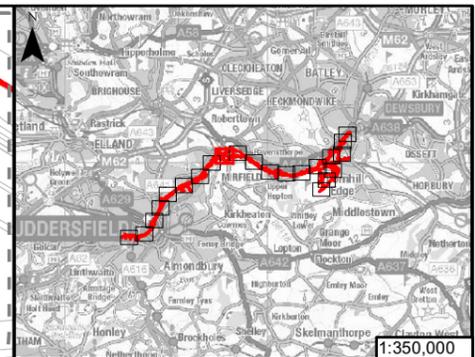
Continued on Page 8

Continued on Page 8

Area ID: W3.3-3
East of Bradley Junction - Earthworks E9

Works comprise

- Probe hole at proposed locations of OLE foundations.
- Grouting of voids if encountered.
- Geosynthetic reinforcement for mining for track



Legend

- Scheme Boundary
- Adjacent Map Sheet
- Probe and grout
- Track bed reinforcement
- Works to mine shafts and adits

0 10 20 40 60 80 100 Metres

SCALE 1:2,500

P01	18/03/21	FIRST ISSUE	KS	RA	PB
Rev	Date	Description of Revisions	Drwn	Chkd	Appr
Status					Suitability
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Project
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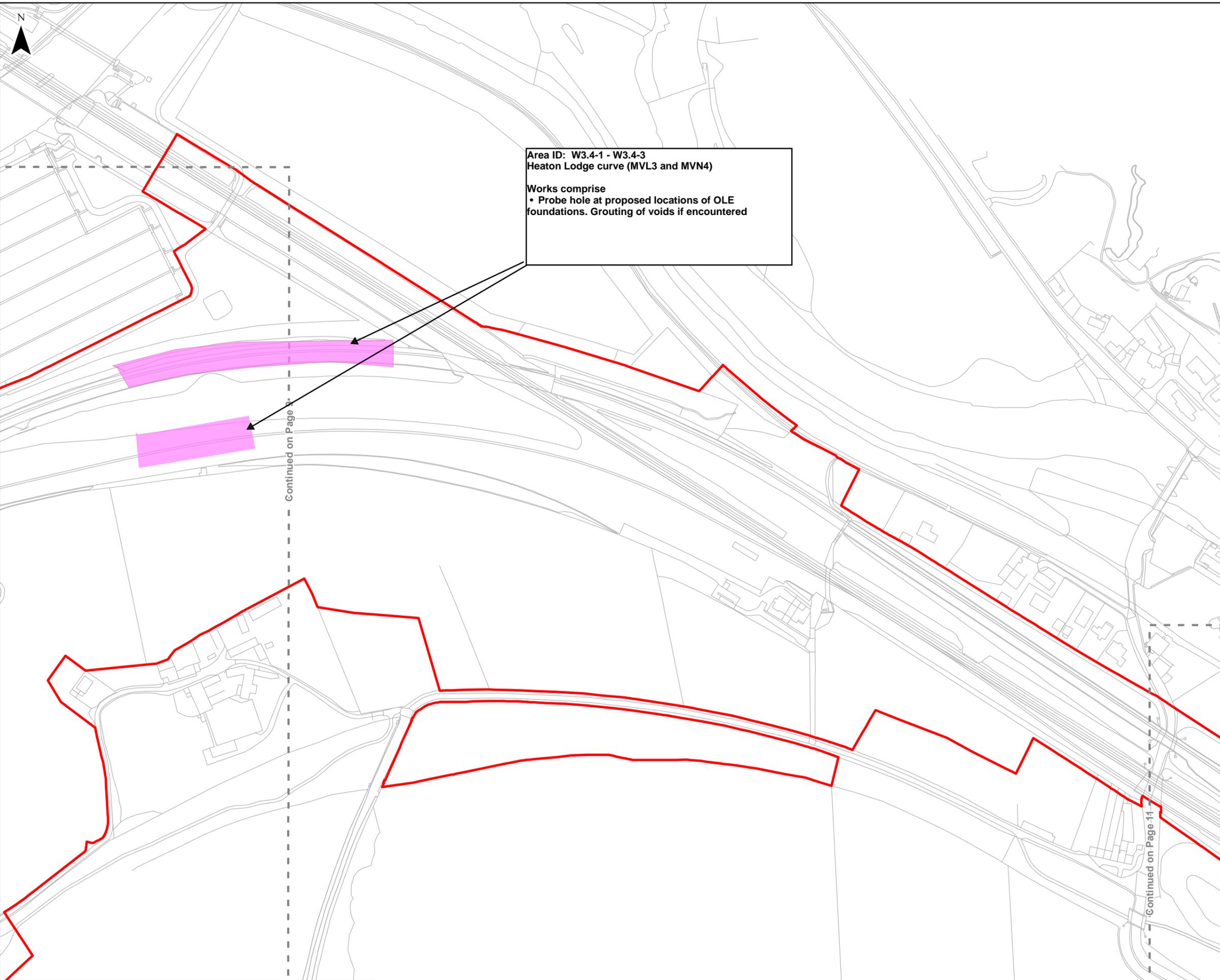
Contract No.
151667

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

Drawing Title
Stage 3 works

Designed	K.Stenson	Signed Electronically	Date	11/04/2023
Drawn	Samsath S. Gowda	Signed Electronically	Date	11/04/2023
Checked	Farah Meraj	Signed Electronically	Date	11/04/2023
Approved	P.Butler	Signed Electronically	Date	
Scale(s)	1:2,500	ELR & Project Chainage	---	
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				P04

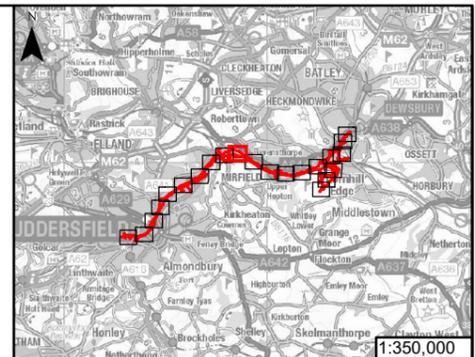
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Area ID: W3.4-1 - W3.4-3
 Heaton Lodge curve (MVL3 and MVN4)

Works comprise

- Probe hole at proposed locations of OLE foundations. Grouting of voids if encountered



- Scheme Boundary
- Adjacent Map Sheet
- Probe and grout
- Track bed reinforcement
- Works to mine shafts and adits



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Status					Suitability
SHARED					



Project
TRANSPENNINE ROUTE UPGRADE

Contract No.
151667

Scheme Title
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Drawing Title
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Designed	R.Bowes	Signed Electronically	Date	12/02/2021
Drawn	R.Bowes	Signed Electronically	Date	12/02/2021
Checked	P.Butler	Signed Electronically	Date	12/02/2021
Approved	P.Butler	Signed Electronically	Date	12/02/2021

Scale(s)
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ELR & Project Chainage

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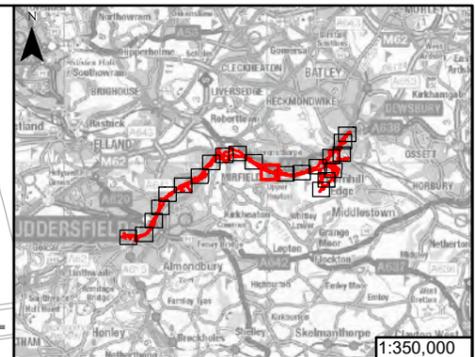
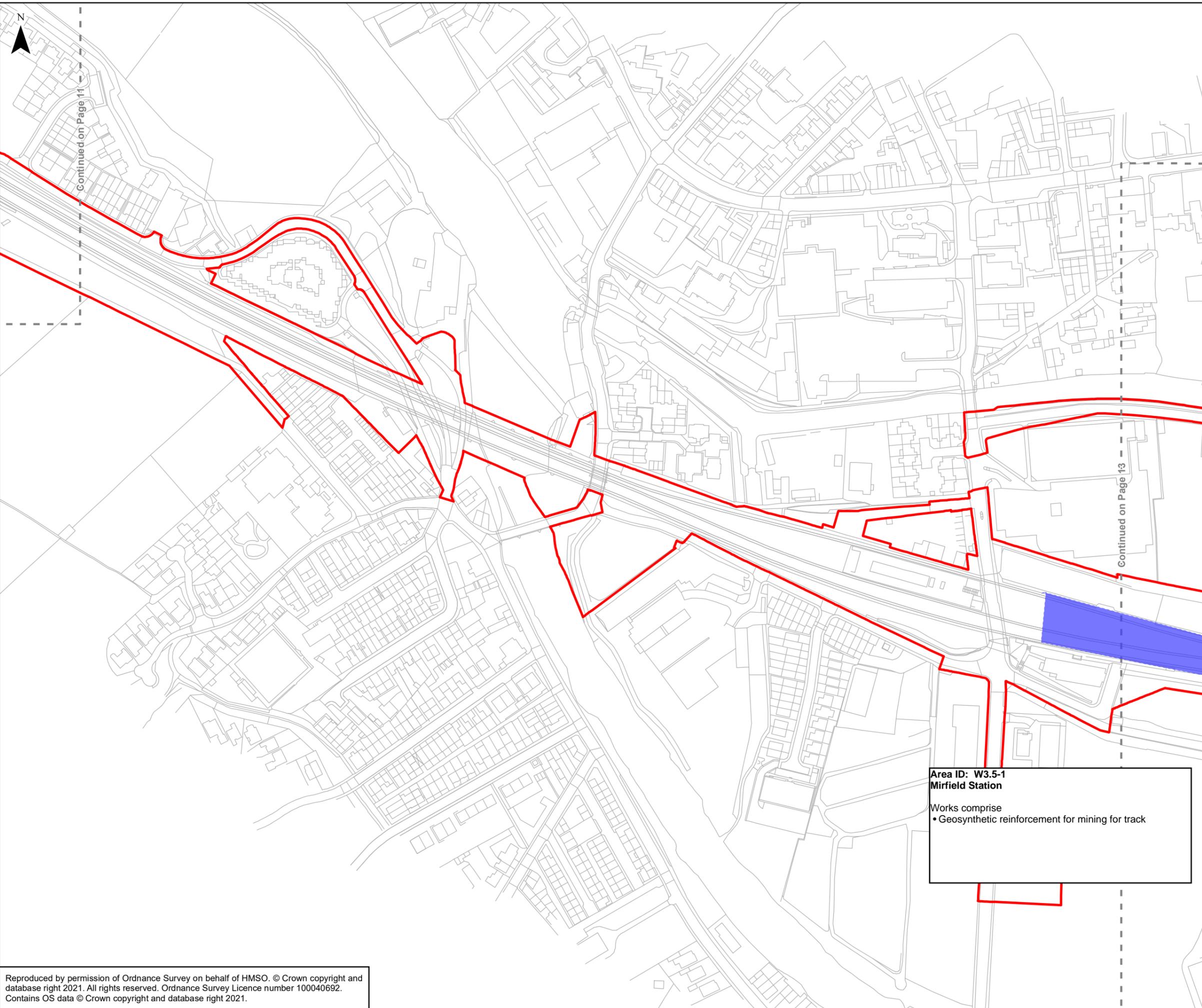
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Drawing Number
DRAFT

Revision
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- Scheme Boundary
- Adjacent Map Sheet
- Probe and grout
- Track bed reinforcement
- Works to mine shafts and adits



P01	12/02/21	FIRST ISSUE	RB	PB	PB
Rev	Date	Description of Revisions	Drwn	Chkd	Appr
Status					Suitability
SHARED					



Project
TRANSPENNINE ROUTE UPGRADE

Contract No.
151667

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

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Designed	R.Bowes	Signed Electronically	Date	12/02/2021
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Checked	P.Butler	Signed Electronically	Date	12/02/2021
Approved	P.Butler	Signed Electronically	Date	12/02/2021

Scale(s)
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ELR & Project Chainage

Alternative Reference

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9 of 11

Drawing Number
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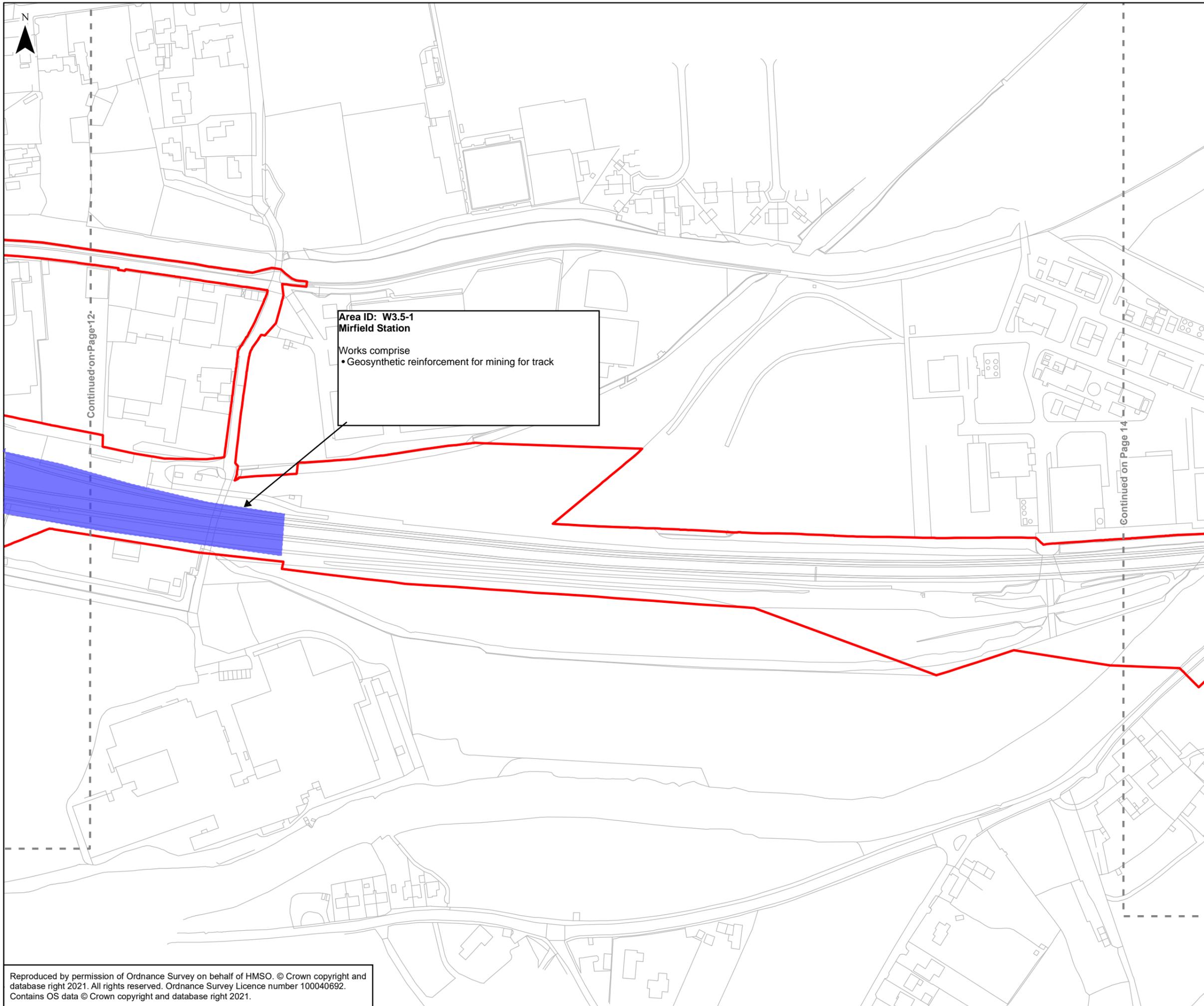
Revision
P04

Area ID: W3.5-1
Mirfield Station

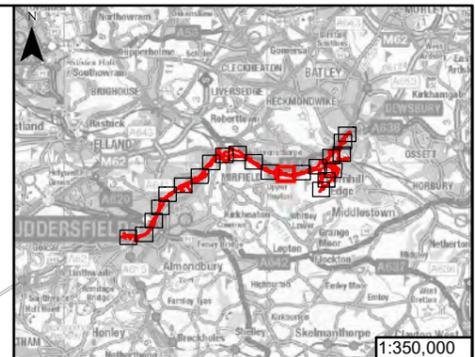
Works comprise

- Geosynthetic reinforcement for mining for track

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**Area ID: W3.5-1
Mirfield Station**
Works comprise
• Geosynthetic reinforcement for mining for track



1:350,000

- Scheme Boundary
- Adjacent Map Sheet
- Stage 3 works
- Probe and grout
- Track bed reinforcement
- Works to mine shafts and adits

0 10 20 40 60 80 100 Metres
SCALE 1:2,500

P01	12/02/21	FIRST ISSUE	RB	PB	PB
Rev	Date	Description of Revisions	Drwn	Chkd	Appr
Status					Suitability
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Project
TRANSPENNINE ROUTE UPGRADE

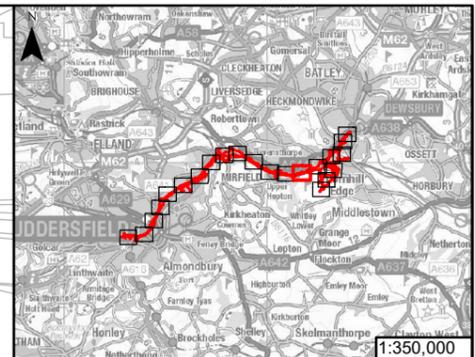
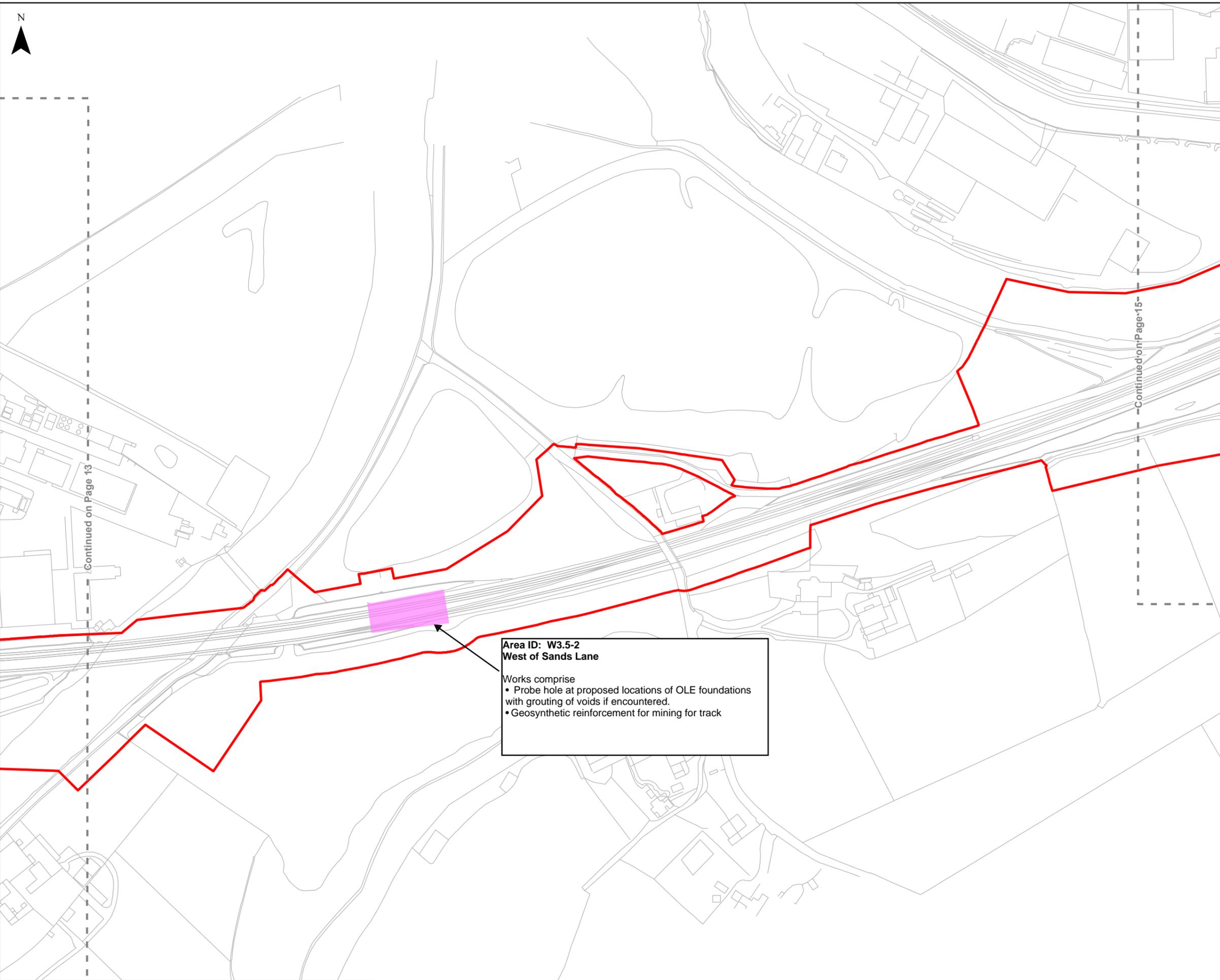
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Scheme Title
THE NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY) IMPROVEMENTS) ORDER

Drawing Title
Stage 3 works

Designed	R.Bowes	Signed Electronically	Date	12/02/2021
Drawn	R.Bowes	Signed Electronically	Date	12/02/2021
Checked	P.Butler	Signed Electronically	Date	12/02/2021
Approved	P.Butler	Signed Electronically	Date	12/02/2021
Scale(s) 1:2,500		ELR & Project Chainage ---		
Alternative Reference ---				Sheet 10 of 11
Drawing Number 151667-TSA-00-TRU-REP-W-EN-001288				Revision P04

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- Scheme Boundary
- Adjacent Map Sheet
- Probe and grout
- Track bed reinforcement
- Works to mine shafts and adits



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Rev	Date	Description of Revisions	Drwn	Chkd	Appr
Status					Suitability
SHARED					



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TRANSPENNINE ROUTE UPGRADE

Contract No.
151667

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

Drawing Title
Stage 3 works

Designed	R.Bowes	Signed Electronically	Date	12/02/2021
Drawn	R.Bowes	Signed Electronically	Date	12/02/2021
Checked	P.Butler	Signed Electronically	Date	12/02/2021
Approved	P.Butler	Signed Electronically	Date	12/02/2021

Scale(s)
1:2,500

ELR & Project Chainage

Alternative Reference

Sheet
11 of 11

Drawing Number
151667-TSA-00-TRU-REP-W-EN-001288

Revision
P04

**Area ID: W3.5-2
West of Sands Lane**

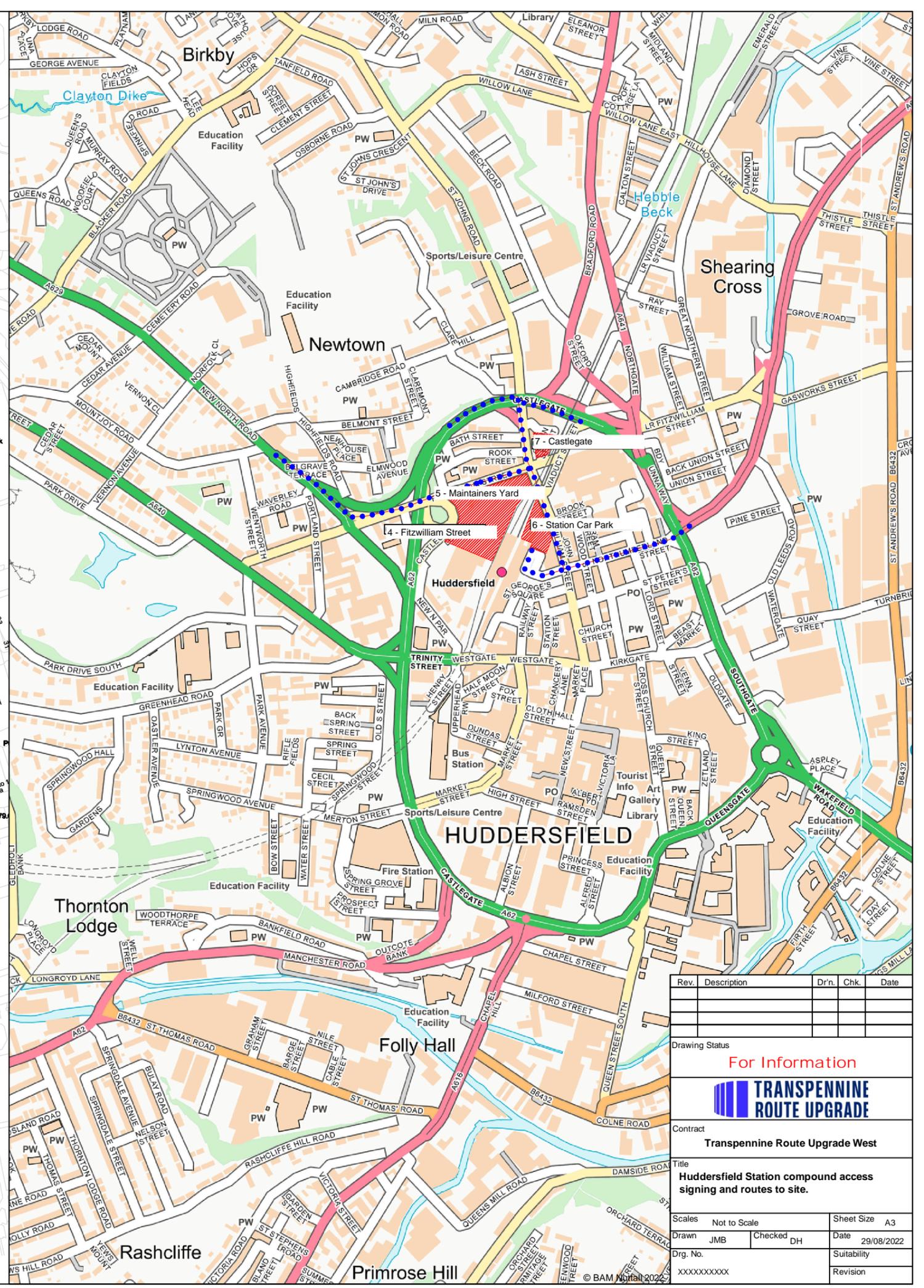
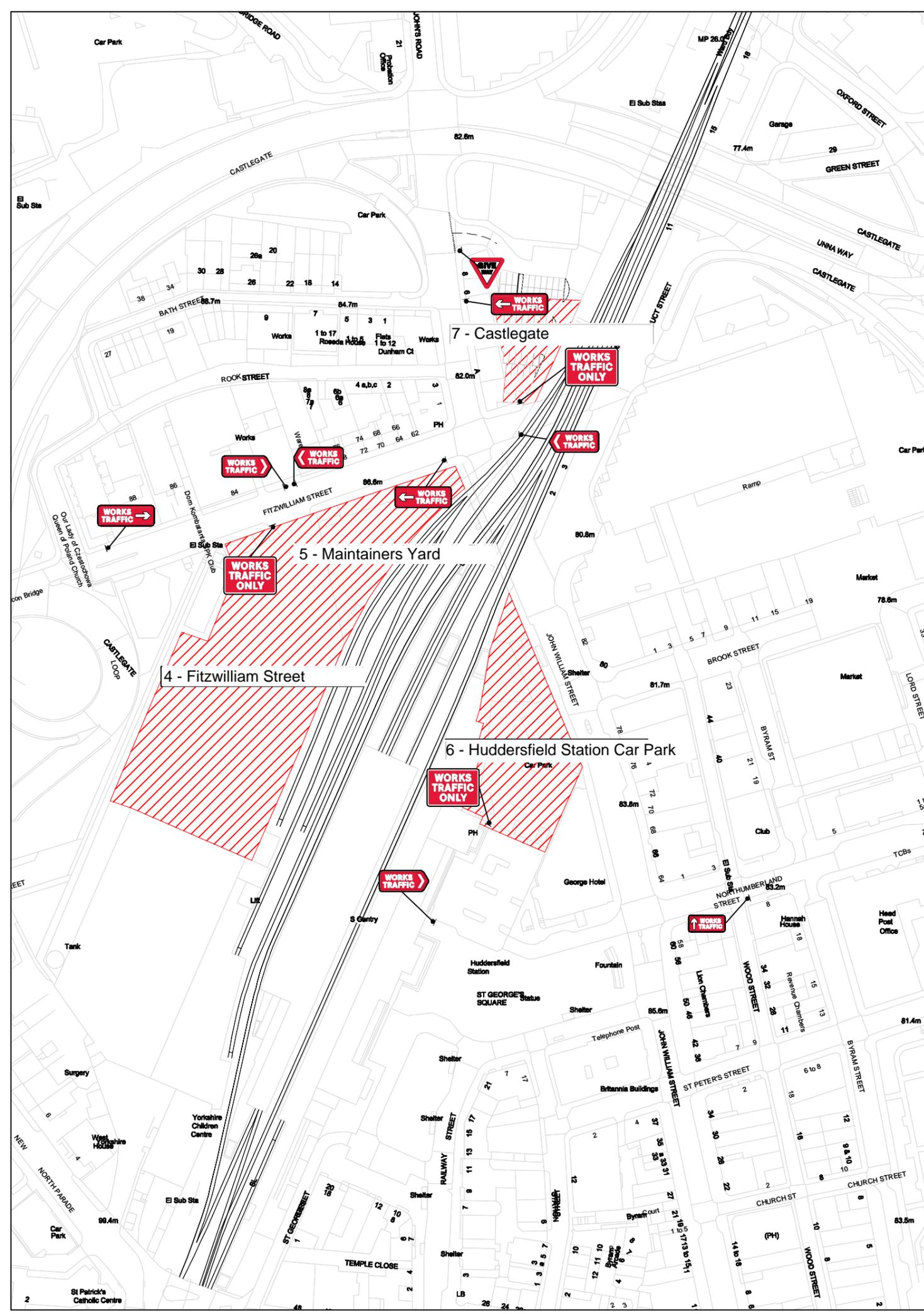
Works comprise

- Probe hole at proposed locations of OLE foundations with grouting of voids if encountered.
- Geosynthetic reinforcement for mining for track

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APPENDIX B – DETAILS OF SIGNAGE AND ACCESS/EGRESS POINTS

FIGURE B2 – COMPOUND 4 FITZWILLIAM STREET



Rev.	Description	Dr'n.	Chk.	Date

Drawing Status

For Information

TRANSPENNINE ROUTE UPGRADE

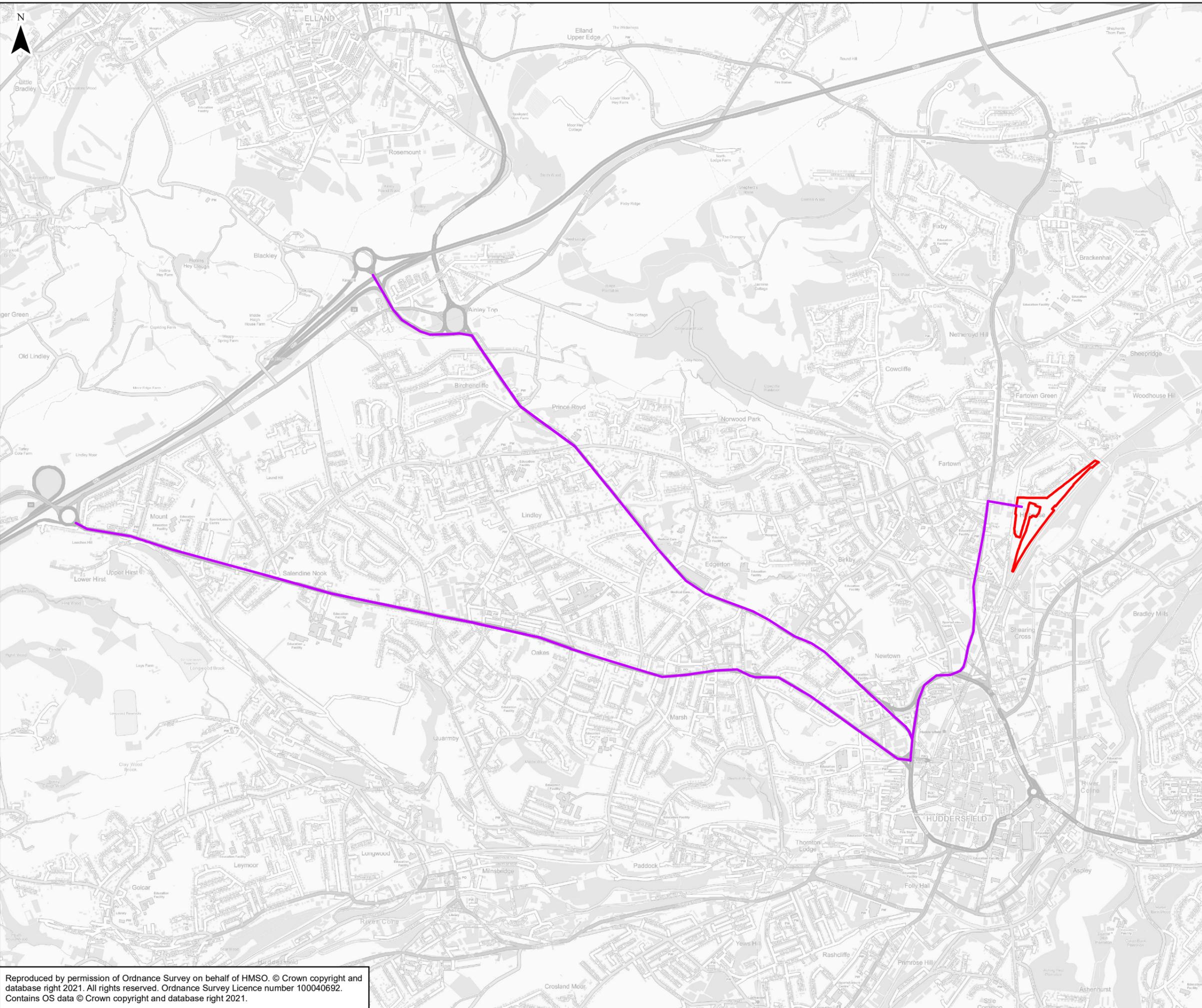
Contract
Transpennine Route Upgrade West

Title
Huddersfield Station compound access signing and routes to site.

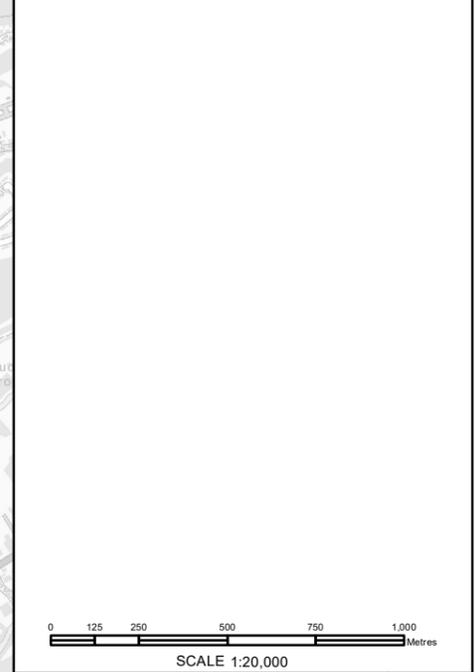
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Drawn	JMB	Checked	DH
		Date	29/08/2022
Drg. No.	XXXXXXXXXX	Suitability	
		Revision	

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FIGURE B11 – HILLHOUSE COMPOUND



Application Site Boundary
 Construction Routes



P01	21/10/21	FIRST ISSUE	MMN	NB	NB
Rev	Date	Description of Revisions	Drwn	Chkd	Appr
Status	SHARED				Suitability



Project
 HILLHOUSE CONSTRUCTION COMPOUND

Contract No.
 151667

Drawing Title
 CONSTRUCTION ROUTES AND SIGNAGE DETAILS - HILLHOUSE COMPOUND
 FIGURE B11

Designed	M.Mallesha Nayaka	Signed Electronically	Date	21/10/2021
Drawn	M.Mallesha Nayaka	Signed Electronically	Date	21/10/2021
Checked	N.Booth	Signed Electronically	Date	21/10/2021
Approved	N.Booth	Signed Electronically	Date	21/10/2021
Scale(s)	1:20,000	ELR & Project Chainage	---	
Alternative Reference	---			Sheet
				1 of 1
Drawing Number	151667-TSA-00-TRU-REP-W-EN-001081			Revision
				P01

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Advanced Warning Signs Hillhouse Compound

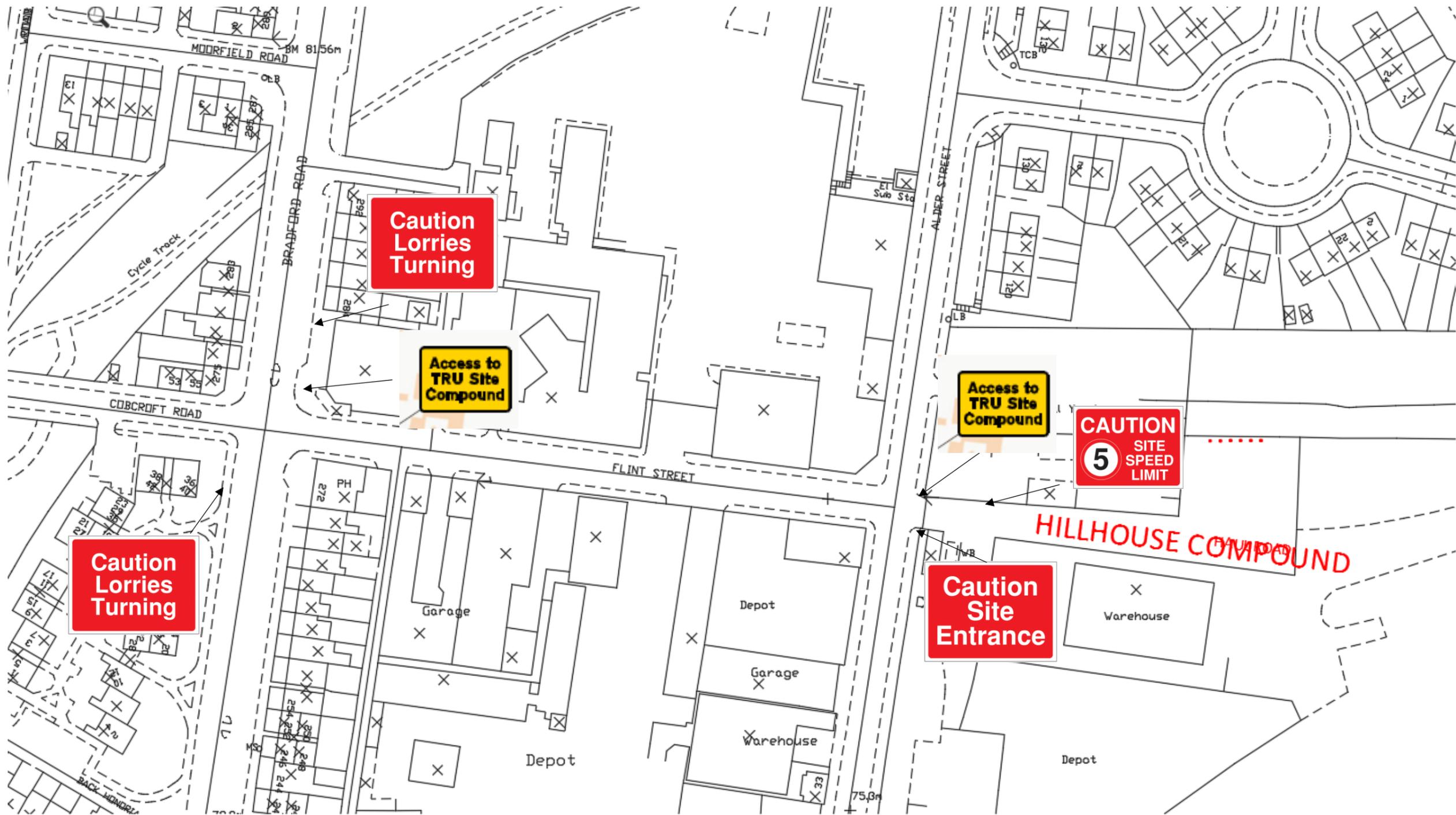
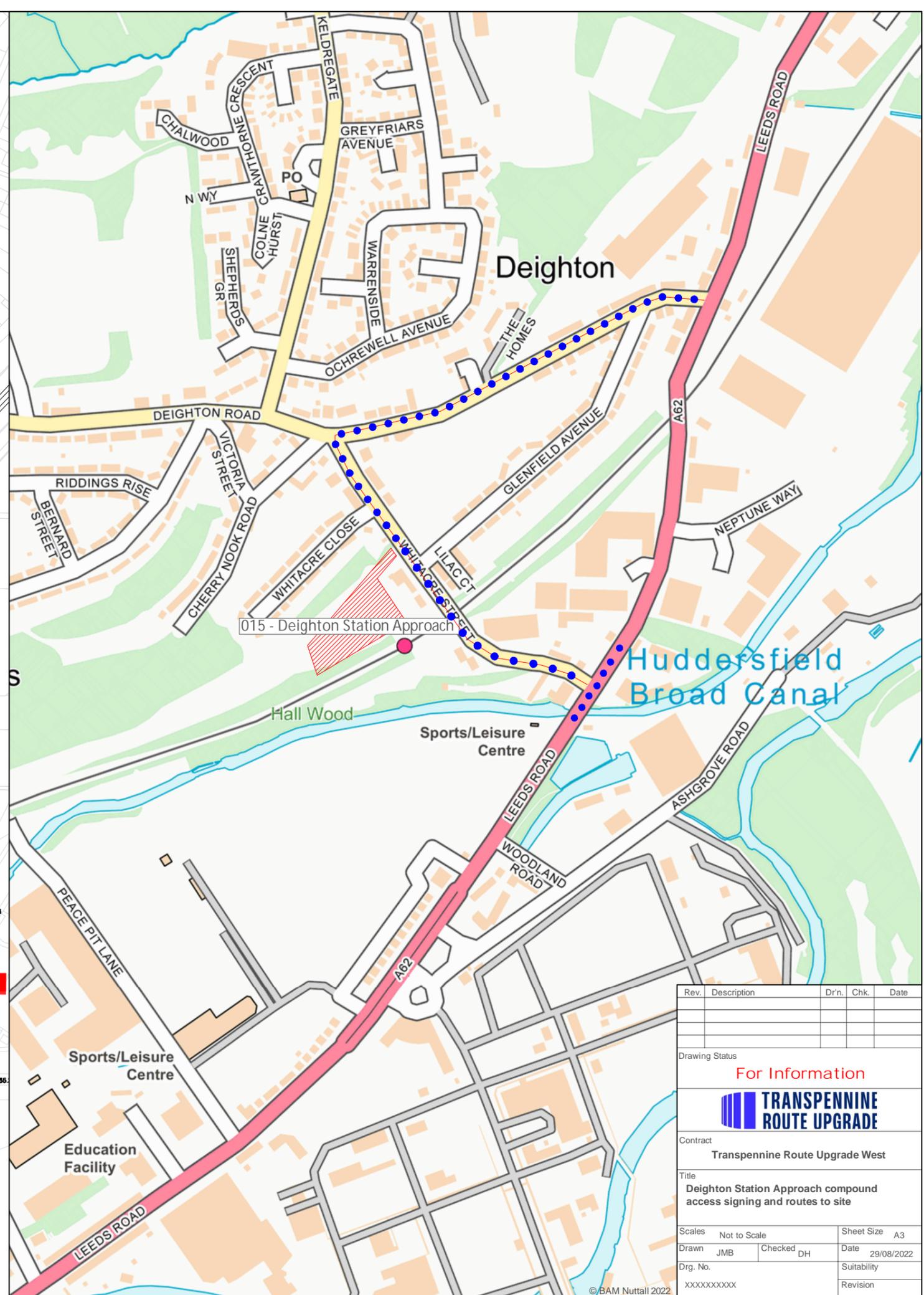
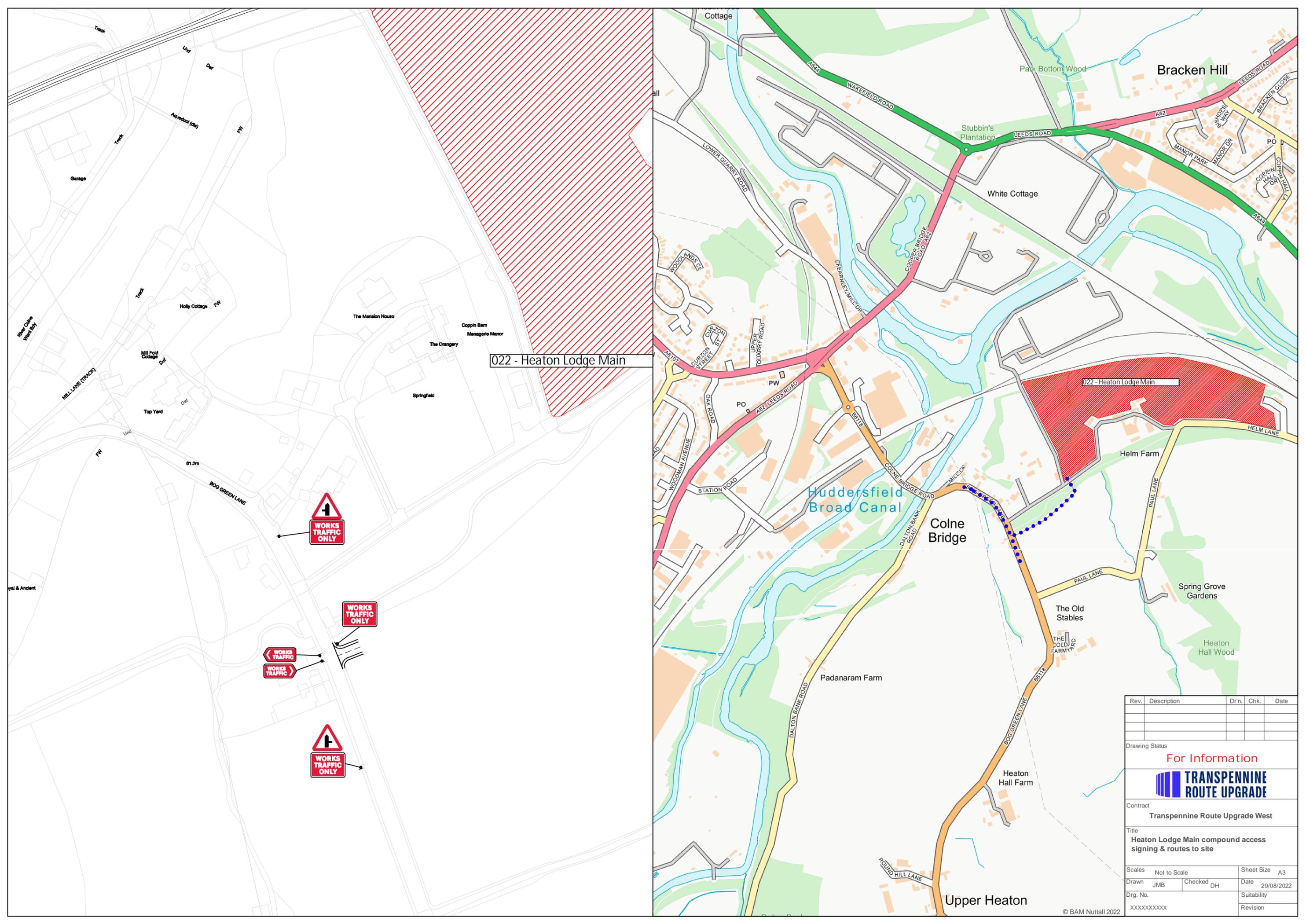


FIGURE B5 – COMPOUND 15 DEIGHTON STATION AND GREENWAY



Rev.	Description	Dr'n.	Chk.	Date
Drawing Status				
For Information				
TRANSPENNINE ROUTE UPGRADE				
Contract Transpennine Route Upgrade West				
Title Deighton Station Approach compound access signing and routes to site				
Scales Not to Scale		Sheet Size A3		
Drawn JMB	Checked DH	Date 29/08/2022		
Drg. No. XXXXXXXXXX		Suitability Revision		

FIGURE B9 – COMPOUND 22 HEATON LODGE



022 - Heaton Lodge Main

022 - Heaton Lodge Main



Rev.	Description	Dr'n.	Chk.	Date
Drawing Status				
For Information				
Contract Transpennine Route Upgrade West				
Title Heaton Lodge Main compound access signing & routes to site				
Scales Not to Scale				Sheet Size A3
Drawn JMB	Checked DH	Date 29/08/2022		Suitability
Drg. No. XXXXXXXXXX				Revision

FIGURE B12 – COMPOUND 27 MIRFIELD STATION

Network Rail
Kings Place
90 York Way
London
N1 9AG

www.networkrail.co.uk