

**Consultation Response from KC,
Highways Development Management**

Railway line and associated land between, Huddersfield and Westtown (Dewsbury), within the Order Limits of The Network Rail (Huddersfield to Westtown (Dewsbury), Improvements Order 2022

Discharge conditions 5, 6, 10 of the Deemed Planning Permission granted by the Department for Transport in relation to - The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements Order 2022,

Date Responded: 14th December 2023

Responding Officer: C Dows

Responding Ref: Trans Pennine Route Upgrade (Rail)-Network Rail (Huddersfield to Westtown (Dewsbury) Improvements order 2022)

The discharge of conditions in relation to the Scheme will follow a staged approach, this is a combined response relating to stages 1 to 6 inclusive, submitted under the following applications and documents, as set out below.

Applications/Documents:

2022/93858

CTMP Stage 1 Doc. Ref. 151667-TSA-00-TRU-REP-W-EN-001202 Version 2 Sept. 2023

2022/93945

CTMP Stage 1 Doc Ref. 151667-TSA-00-TRU-REP-W-EN-001202 Version 2 Sept. 2023

CTMP Stage 2 Doc Ref: 151667-TSA-00-TRU-REP-W-EN-001203 Version 2 Sept. 2023

2023/91305

CTMP Stage 3 Doc. Ref. 151667-TSA-00-TRU-REP-W-EN-001236 Version 2 Sept. 2023

2023/91812

CTMP Stage4 Doc. Ref. 151667-TSA-00-TRU-REP-W-EN-001245 Version 2 Sept. 2023

2023/92357

CTMP Stage 5 Doc. Ref. 151667-TSA-00-TRU-REP-W-EN-001251 Sept. 2023

2023/91990

CTMP Stage 6 W3A Doc. Ref. 151667-TSA-00-TRU-REP-W-EN-001429 Sept. 2023

CTMP Stage 6 W3B Doc. Ref. 151667-TSA-00-TRU-REP-W-EN-001348 Version 2 Sept. 2023

The condition relevant to highways matters is condition 6, Construction Traffic Management Plan.

6. CONSTRUCTION TRAFFIC MANAGEMENT & TRAVEL PLAN

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

- i) The package of interventions and mitigation outlined in Volume 2i, Chapter 23, Page 5, section 23.2.14 of the Environmental Statement including an implementation timetable for each stage;
- ii) 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;

- iii) 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; and
 - iv) Details on temporary diversions of both highways and rights of way required as part of the Scheme.
- b) The construction of each stage of the development must be carried out in accordance with the approved CTMP unless otherwise agreed in writing with the local planning authority.

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

Volume 2i, Chapter 23, Page 5, section 23.2.14 of the Environmental Statement states:

“The CTMP will include measures to be undertaken during the construction stage. Each stage of construction will be the subject of a separate CTMP.

These documents will address the requirements for traffic management measures such as:

- *Traffic route signage;*
- *Signing and guarding of compound access and egress;*
- *Co-ordination of road closures; and*
- *The need for diversions as well as any route timing or volume restrictions.”*

The aforementioned documents have been reviewed and whilst high level in terms of detail they address the requirements of the condition and are considered acceptable in principle.

The documents refer to the Transport and Works Act Order (TWAO) specifically Articles 15, 16, and 17, which effectively provide a technical approval process enabling the Highway Authority to review and approve detailed design and the construction of elements of the scheme affecting the operation and safety of the highway network.

The documents also make reference to the Highways Network Managements Working Group. A Group which has representatives from Network Rail, the TRU Alliance, and Kirklees Council (as Highways Authority), which has been set up to deal with issues specific to TRU and ensure co-ordination between the Scheme and other projects in the Kirklees area, in order to minimise disruption for users of the highway network as well as those using public rights of way and public transport. Details of the measures set out in the CTMP will be discussed and agreed through this working group.

In summary, the CTMP is acceptable in principle, it is considered that combined the TWAO (Articles 15 – 17) and Highways Network Management Working Group will enable the Highway Authority to approve the detailed design of the scheme and satisfactorily manage its impact on the operation and safety of the highway network. Subject to the Applicant continuing to engage in these processes HDM are satisfied that condition 6 (Stages 1 to 6) can be discharged.