

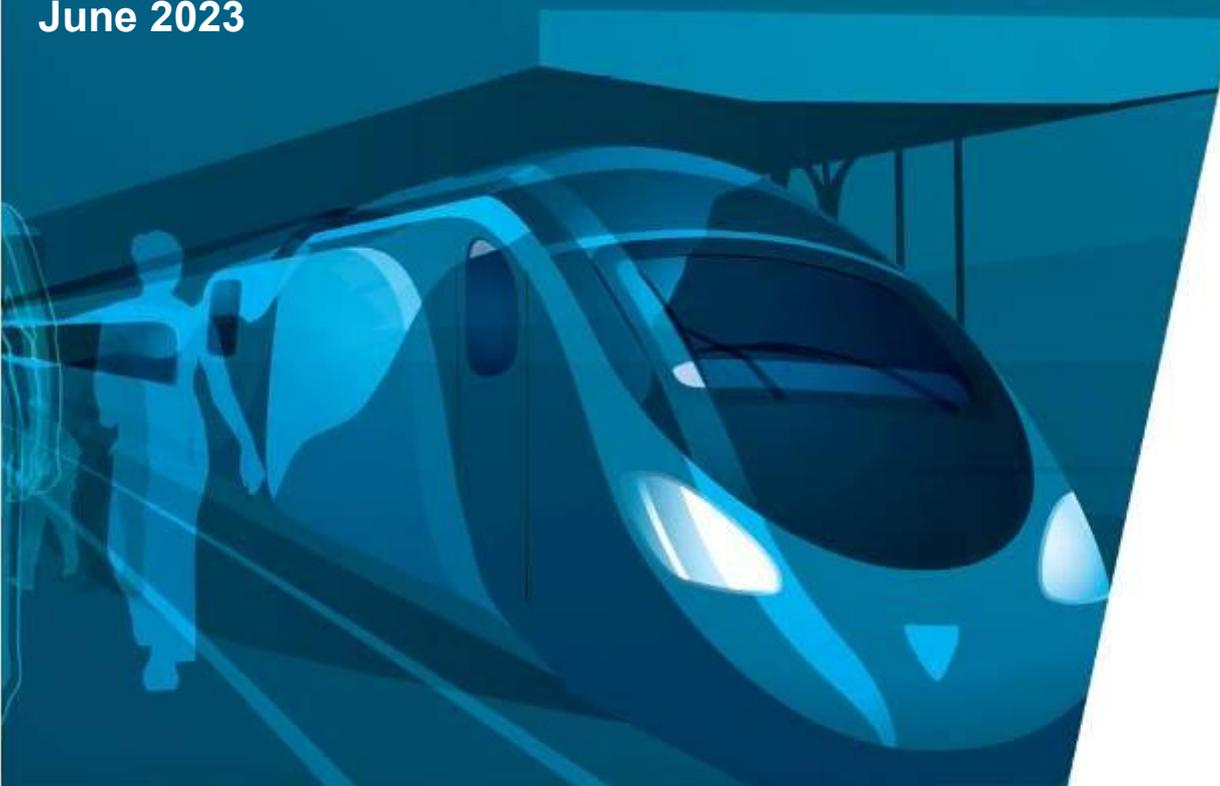
Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order

Condition 5b(v): Nuisance Management Plan – Stage 4

Document reference: 151667-TSA-00-TRU-REP-W-EN-001242

Network Rail

June 2023



This page is intentionally left blank

Contents

1. INTRODUCTION	4
1.1 Background	4
2. STAGED APPROACH TO DISCHARGE AND STAGE DESCRIPTION	5
3. INFORMATION INCLUDED IN THIS SUBMISSION	10
4. NUISANCE MANAGEMENT	11
4.1 General	11
4.2 Management framework.....	11
5. DUST EMISSIONS	14
5.1 General	14
5.2 Site operations	14
5.3 Particulate dust from vehicle emissions	15
5.4 Wheel wash measures	15
6. AIR POLLUTION.....	16
7. SITE LIGHTING	17
8. PROTECTION OF SENSITIVE RECEPTORS	18
8.1 Heritage assets	18
8.2 Biodiversity.....	19
8.3 Users of recreational routes	19
8.4 Site neighbours	20
APPENDIX A – STAGE 4 WORKS LOCATION PLAN	22
APPENDIX B – CONTRACTOR’S ENVIRONMENTAL PROCEDURE NP27.4: CONTROL OF SITE NUISANCE.....	26
APPENDIX C – CONTRACTOR’S ENVIRONMENT GUIDANCE EG05: MANAGING SITE NUISANCE.....	31
APPENDIX D – DETAILS OF MEASURES TO PROTECT THE HUDDERSFIELD CONSERVATION AREA	39

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 Nuisance Management Plan (NMP) sets out details in relation to Condition 5b(v) of the Deemed Planning Permission.

2. STAGED APPROACH TO DISCHARGE AND STAGE DESCRIPTION

- 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 Stage 4 of the works for the Huddersfield to Westtown (Dewsbury) Scheme.
- 2.1.3 Stage 4 comprises the main civils works at Huddersfield Station and Huddersfield Viaduct (Stage 4 limits are set as Westgate Overbridge and Hillhouse Lane Underbridge) and are set out in Table 2-1, as well as links to the relevant planning drawings. Figure 1 in Appendix A shows the geographical locations of the works. Route drawings relevant to Stage 4 are [NR13 Planning Drawing - Route Drawing 3.pdf \(windows.net\)](#) and [NR13 Planning Drawing - Route Drawing 4.pdf \(windows.net\)](#).
- 2.1.4 Works within the Huddersfield and Gledholt tunnels, to the west of the station, will be detailed in the Stage 5 submission.
- 2.1.5 The entire Scheme will be subject to electrification; details of the electrification works will be detailed in the Stage 5 submission.
- 2.1.6 At Huddersfield station remodelling works are required with alterations to platforms and roof structures required to facilitate the delivery of a four track railway. East of Huddersfield Station the four-track railway is reinstated across the viaduct.
- 2.1.7 There are existing earthworks throughout the Scheme area associated with the existing operational railway. Earthworks allow the track to stay relatively level through a varied topography and allows trains to operate more efficiently by reducing the need for additional acceleration and deceleration to climb and descend climbs.
- 2.1.8 As set out in Figure 2-1¹ in Volume 4 of the Environmental Statement (ES) and Table 2-4 in Chapter 2: Scheme Description (Route Section 1)² in Volume 2i of the ES, a 55m length retaining structure (0.5m high) was proposed along the eastern end of Huddersfield Viaduct (MVL3/92) near to Hillhouse Lane Underbridge (MVL3/94). This was proposed as either king post wall or soil nailing. Following design iteration, soil nailing is planned in this area of existing embankment to the south of the railway (E0).
- 2.1.9 Earthworks (new and where they have been reworked) will generally be covered in topsoil and landscaped as appropriate. Any exceptions to this will be detailed within the Landscape and Ecological Management Plan (LEMP) Stage 8.
- 2.1.10 The Scheme impacts on various existing transmission and distribution utility networks. Conflicts with utility services may occur in Stage 4 where the Scheme crosses highways and. Works within the highway will be carried out in compliance with the Highways Agreement and any impacts on the highways network will be discussed through the Highway Network Management Group.

¹ [Ch02 Scheme Description - Fig 2-1 Scheme drawings.pdf \(windows.net\)](#)

² [Ch02 Huddersfield - Scheme Description.pdf \(windows.net\)](#)

Table 2-1 Works description

Location	Structure/works	Summary description	Deemed Planning Drawing Title and Reference
Huddersfield Station	Passenger Footbridge	A covered footbridge (Huddersfield Station Footbridge (MVL3/91AA), with stairs and a lift, to be constructed to the eastern end of the station. This will provide step free access to the central platforms.	<ul style="list-style-type: none"> • Footbridge - Proposed Elevations - 151667-TSA-30-MVL3-DRG-T-LP-168053 • Footbridge - Proposed Plan Deck Level - 151667-TSA-30-MVL3-DRG-T-LP-168051 • Footbridge - Proposed General Arrangement Platform Level - 151667-TSA-30-MVL3-DRG-T-LP-168050 • Footbridge - Proposed Roof Level General Arrangement - 151667-TSA-30-MVL3-DRG-T-LP-168052 • Footbridge - Proposed Sections - 151667-TSA-30-MVL3-DRG-T-LP-168054 • Existing and Proposed Long Sections (A-A) - 151667-TSA-30-MVL3-DRG-T-LP-168003 • Existing and Proposed Long Sections (B-B) - 151667-TSA-30-MVL3-DRG-T-LP-168005
Huddersfield Station	Passenger Subway	Extension to existing Subway (MVL3/91) (of 12.5m) required to service the new island platform to the north of the station.	<ul style="list-style-type: none"> • Existing Plan and Sections - 151667-TSA-30-MVL3-DRG-T-LP-168064 • Proposed Plan and Section - 151667-TSA-30-MVL3-DRG-T-LP-168065
Huddersfield Station	Parcel Subway (MVL3/91A)	Utilising existing subway for utilities ducting and signalling equipment. Concrete infill.	<ul style="list-style-type: none"> • Existing Plan and Sections - 151667-TSA-30-MVL3-DRG-T-LP-168067 • Proposed Plan and Section - 151667-TSA-30-MVL3-DRG-T-LP-168068
Huddersfield Station	Tearooms	Existing Tea Rooms - Timber structure to be carefully dismantled and relocated within island platform. To be dismantled and reconstructed.	<ul style="list-style-type: none"> • Existing Floor Plan and Elevations - 151667-TSA-30-MVL3-DRG-T-LP-168016 • Existing and Proposed Elevations - 151667-TSA-30-MVL3-DRG-T-LP-168015 • Proposed Floor Plan and Elevations - 151667-TSA-30-MVL3-DRG-T-LP-168017
Huddersfield Station	Proposed Platforms	Works to railway lines including provision of new platforms and removal of existing railway sidings.	<ul style="list-style-type: none"> • Existing Plan - 151667-TSA-30-MVL3-DRG-T-LP-168060 • Existing and Proposed Platform General Arrangement - 151667-TSA-30-MVL3-DRG-T-LP-168001 • Proposed Plan and Section - 151667-TSA-30-MVL3-DRG-T-LP-168061 • Proposed Plan and Section - 151667-TSA-30-MVL3-DRG-T-LP-168062 • Proposed Plan and Section - 151667-TSA-30-MVL3-DRG-T-LP-168063

Location	Structure/works	Summary description	Deemed Planning Drawing Title and Reference
Huddersfield Station	Canopy A	<p>Works to the main train shed within Huddersfield Station includes:</p> <ul style="list-style-type: none"> • Structural works to maintain and strengthen; • Demolition of two canopy bays at Manchester end of the station; • Construction of two new bays at Leeds end; • Grit blasting of structure; and • Reinstatement of main train shed lantern. 	<ul style="list-style-type: none"> • Existing and Proposed Roof General Arrangement - 151667-TSA-30-MVL3-DRG-T-LP-1680000 • Existing and Proposed Short Sections (A-A) - 151667-TSA-30-MVL3-DRG-T-LP-168002 • Existing and Proposed Short Sections (B-B) - 151667-TSA-30-MVL3-DRG-T-LP-168004 • Existing Roof A Structural Plan (Roof Level) - 151667-TSA-30-MVL3-DRG-T-LP-168010; • Existing Roof A Structural Sections Sheet (1) - 151667-TSA-30-MVL3-DRG-T-LP-168011 • Existing Roof A Structural Sections Sheet (2) - 151667-TSA-30-MVL3-DRG-T-LP-168012; • Existing Roof A OLE Support Details - 151667-TSA-30-MVL3-DRG-T-LP-168013
Huddersfield Station	Canopy B & C	<p>Canopy B&C are to be demolished with new replacements to be constructed to cover platforms to north.</p>	<ul style="list-style-type: none"> • Existing and Proposed Roof General Arrangement - 151667-TSA-30-MVL3-DRG-T-LP-168000 • Existing and Proposed Short Sections (A-A) - 151667-TSA-30-MVL3-DRG-T-LP-168002 • Existing and Proposed Short Sections (B-B) - 151667-TSA-30-MVL3-DRG-T-LP-168004 • Proposed Roof B (Shed Roof) Structural Plan (Roof Level) - 151667-TSA-30-MVL3-DRG-T-LP-168020 • Proposed Roof B (Shed Roof) Structural Plan (Platform Level) - 151667-TSA-30-MVL3-DRG-T-LP-168021 • Proposed Roof B (Shed Roof) Structural Sections (1) - 151667-TSA-30-MVL3-DRG-T-LP-168022 • Proposed Roof B (Shed Roof) Structural Sections (2) - 151667-TSA-30-MVL3-DRG-T-LP-168023 • Proposed Roof B (Shed Roof) Structural Sections (3) - 151667-TSA-30-MVL3-DRG-T-LP-168024
Huddersfield Station	Platform free standing canopies	<p>Free standing canopies to be constructed over island platforms to eastern end of station.</p>	<ul style="list-style-type: none"> • Existing and Proposed Roof General Arrangement - 151667-TSA-30-MVL3-DRG-T-LP-168000 • Proposed Platform General Arrangement - 151667-TSA-30-MVL3-DRG-T-LP-168030

Location	Structure/works	Summary description	Deemed Planning Drawing Title and Reference
			<ul style="list-style-type: none"> • Proposed Platform Canopies Elevation (1) - 151667-TSA-30-MVL3-DRG-T-LP-168034 • Proposed Platform Canopies Elevation (2) - 151667-TSA-30-MVL3-DRG-T-LP-168035 • Proposed Platform Canopies Structural Plan (Platform Level) - 151667-TSA-30-MVL3-DRG-T-LP-168031 • Proposed Platform Canopies Structural Sections - 151667-TSA-30-MVL3-DRG-T-LP-168032 • Proposed Platform Canopies Structural Sections - 151667-TSA-30-MVL3-DRG-T-LP-168033
Huddersfield Station	Canopies – Penistone Line	Extension of Penistone Line canopies.	<ul style="list-style-type: none"> • Proposed Penistone Line Canopy Platform Level Plan General Arrangement - 151667-TSA-30-MVL3-DRG-T-LP-168036 • Proposed Platform Penistone Canopies Structural Sections - 151667-TSA-30-MVL3-DRG-T-LP-168037 • Proposed Platform Penistone Canopies Proposed Roof Covering Plans - 151667-TSA-30-MVL3-DRG-T-LP-168038 • Proposed Platform Penistone Canopies Elevation (1) - 151667-TSA-30-MVL3-DRG-T-LP-168039
Huddersfield Station	Relay Room	Existing relay room to be demolished.	<ul style="list-style-type: none"> • Existing and Proposed Platform General Arrangement - 151667-TSA-30-MVL3-DRG-T-LP-168001
Huddersfield Station	Drainage Works	Fitzwilliam Street sewer outfall (New) SE 1430 1707. Proposed new storm water drainage outfall for the re-modelled areas of Huddersfield Station. It will be a piped outfall from the drainage system, either directly into the sewer in the highway, or into an existing culvert within Network Rail land which connects into this sewer. A new manhole will be provided at the outfall.	<ul style="list-style-type: none"> • No relevant planning drawings
Huddersfield Viaduct		Works across Huddersfield Viaduct includes general strengthening	<ul style="list-style-type: none"> • Existing and Proposed East Elevation (Sheet 1) - 151667-TSA-30-MVL3-

Location	Structure/works	Summary description	Deemed Planning Drawing Title and Reference
(MVL3/92)		works along the length of viaduct together with localised repairs to arches where necessary. These works include pinning and grouting, shear anchors and spandrel strengthening with tie bar and pattress plates.	DRG-T-LP-168075 <ul style="list-style-type: none"> Existing and Proposed East Elevation (Sheet 2) - 151667-TSA-30-MVL3-DRG-T-LP-168076 Existing and Proposed East Elevation (Sheet 3) - 151667-TSA-30-MVL3-DRG-T-LP-168077 Existing and Proposed East Elevation (Sheet 4) - 151667-TSA-30-MVL3-DRG-T-LP-168078
Huddersfield Viaduct	Span 1 – John William Street Underbridge (MVL3/92(2))	The existing Span 1 bridge deck will be removed and replaced with a new single span bridge deck due to the current structural arrangement of the bridge clashing with the proposed track and platform works.	<ul style="list-style-type: none"> Existing and Proposed East Elevation (Sheet 5) - 151667-TSA-30-MVL3-DRG-T-LP-168079 Existing Plan and Proposed Plan (Sheet 1) - 151667-TSA-30-MVL3-DRG-T-LP-168070 Existing Plan and Proposed Plan (Sheet 2) - 151667-TSA-30-MVL3-DRG-T-LP-168071
Huddersfield Viaduct	Span 4 – Fitzwilliam Street Underbridge (MVL3/92(3))	Substructure repairs including removal and reinstatement of the pier to the south-western corner of the structure. Strengthening to cross girders. Removal and replacement of parapet.	<ul style="list-style-type: none"> Existing Plan and Proposed Plan (Sheet 3) - 151667-TSA-30-MVL3-DRG-T-LP-168072 Existing Plan and Proposed Plan (Sheet 4) - 151667-TSA-30-MVL3-DRG-T-LP-168073 Existing Plan and Proposed Plan (Sheet 5) - 151667-TSA-30-MVL3-DRG-T-LP-168074
Huddersfield Viaduct	Span 29 Bradford Road Underbridge (MVL3/92(9))	Existing bridge deck to be removed and replaced. Additional masonry pilasters/buttresses will be formed at the corners of the new abutments into which the concrete parapet will join. New concrete abutments to be built with stone facing in front of existing sandstone at both ends and, on both elevations.	<ul style="list-style-type: none"> John William Street Bridge - Existing Highways General Arrangement - 151667-TSA-30-MVL3-DRG-T-LP-168081 John William Street Bridge - Proposed Highways General Arrangement - 1667-TSA-30-MVL3-DRG-T-LP-168082

3. INFORMATION INCLUDED IN THIS SUBMISSION

3.1.1 The wording of Condition 5b(v) is reproduced in Table 3-1. Based on the scope of works detailed above, Table 3-1 sets out how this document details the information required in conjunction with Condition 5b(v).

Table 3-1 Details of Condition 5b

Condition reference	Details of condition	Section reference
Condition 5b (Sub-section v)	<p>Part B of the CoCP (as defined in the Environmental Statement: Volume 3, Appendix 2-1 Code of Construction Practice (Part A), Section 1.2.5) must include the following plans and programmes, for each stage as defined in condition 3:-</p> <p>v. A nuisance management plan concerning dust, wheel wash measures, air pollution and temporary lighting</p>	<p>Measures to control and minimise dust are contained in Section 5</p> <p>Details on wheel wash measures are included in Section 5.4.</p> <p>Measures to minimise emissions to air are set out in Section 6.</p> <p>Detail on site lighting is included in Section 7.</p>

4. NUISANCE MANAGEMENT

4.1 General

- 4.1.1 Some construction activities result in disturbance that cannot be avoided. However, with thorough planning and the application of mitigation measures, the effects of nuisance can be minimised.
- 4.1.2 Nuisance management measures were set out in Part A of the Code of Construction Practice (CoCP) in Appendix 2-1 of Volume 3 of the Environmental Statement (ES).
- 4.1.3 All reasonable steps will be taken to prevent or minimise a nuisance, or a potential nuisance.
- 4.1.4 Measures to minimise nuisance associated with dust, air pollution and temporary lighting are set out in the following sections.

4.2 Management framework

Environmental and social policies

- 4.2.1 To ensure nuisance is minimised as far as reasonably practicable, works will be carried out in accordance with the relevant Network Rail standards and procedures including:
- Network Rail Environmental Policy (NR/L2/ENV/015); and
 - Procedure ENV05 Control of Site Nuisance.
- 4.2.2 In addition, all works will be carried out in accordance with the following contractor's procedures and guidance for managing nuisance:
- Environmental procedure NP27.4: Control of site nuisance (provided in Appendix B); and
 - Environment guidance EG05: Managing site nuisance (provided in Appendix C).
- 4.2.3 It will be ensured that these policies, procedures and their requirements are made known to all relevant personnel. This will be undertaken through a number of methods including site inductions, Work Package Plans (otherwise known as method statements) and risk assessment briefings, and toolbox talks.

Roles and responsibilities

- 4.2.4 Staff, operatives and sub-contractors have the authority and responsibility to protect the environment at all times during execution of the works.
- 4.2.5 The responsibilities outlined in this section will be highlighted during site inductions. All personnel will be trained in the necessary skills to fulfil their role. Key personnel for specific job roles are set out in the Table 4-1. The roles outlined may be substituted as required providing that the key environmental responsibilities are clearly and appropriately allocated.
- 4.2.6 Contact details for all key contractors will be displayed on notice boards in the site offices.

Table 4-1 Roles and responsibilities

Role	Key environmental responsibilities
Project Manager	<ul style="list-style-type: none"> • Responsible for ensuring the Environmental Management System for the project is implemented. • Ensures that the Network Rail Environmental Policy is drawn to the notice of all employees under his control. • Establishes effective lines of communication with all employees under their control. • Promotes the continuous improvement of environmental performance • Monitors and reviews the implementation of environmental objectives and targets on the project.
Principal Environment Manager	<ul style="list-style-type: none"> • Carries overall responsibility for delivery of the design stage of the project and for meeting environmental performance objectives and targets. • Ensures adequately trained and competent resources are provided to implement the NMP. • Ensures that environmental risks are evaluated and considered during the planning stage of the project. • Interfaces between various design disciplines to ensure that environmental considerations have been taken account of in final design output. • Approves all specific or specialist environmental procedures that are required. • Responsible for setting and meeting project objectives and targets.
Site Environment Manager	<ul style="list-style-type: none"> • Responsible for providing a focal point for all communications between the construction team and outside environmental bodies. • Maintaining and revising the NMP and all specific or specialist environmental procedures that are required. • All measures in the NMP are implemented on site. This includes ensuring that adequate resources are allocated to environmental management on site. • Collecting and collating the project's environmental performance records. • Collating reportable environmental incident and NCR data, establishing cause and implementing actions to prevent reoccurrence • Reviews and approves risk assessments and Work Package Plans (RAMS) for environmental content. • Ensuring that internal environmental audits are undertaken and reported. • Drawing up measures for emergency preparedness and response procedures. • Environmental issues in risk assessments are communicated effectively on site and that appropriate training is delivered. • Producing monthly environmental reports and forwarding them to the Site Manager.
Site Manager	<ul style="list-style-type: none"> • Responsible for management of the construction phase, and ensuring compliance with all relevant legal requirements, commitments and targets. • Ensures that site-specific training needs are identified, and training programmes are effectively undertaken. • Establishes and implements comprehensive environmental inductions, training awareness and education programmes for all level of site staff and operatives.

Role	Key environmental responsibilities
Resident liaison officer	<ul style="list-style-type: none"> • Ensures any enquiries or complaints directed to site staff are submitted to the Network Rail helpline. • Is the first point of contact for the Network Rail Community Relations team for enquiries or complaints that have been submitted to the Network Rail helpline. • Role will link directly with the Network Rail Community Relations team
All site staff	<ul style="list-style-type: none"> • Protect the environment and act sustainably. • Report any environmental concerns to their supervisors. • Comply with specified systems of work. • Promote and communicate newly developed best practice. • Ensure only staff who have the required understanding, qualifications, and where necessary certification, carry out the specialised tasks.

Training awareness and competence

- 4.2.7 All personnel will receive specific and targeted information during site inductions.
- 4.2.8 All personnel, whose work may cause nuisance, will receive environmental training specific to their task. This will be appropriate to their level and role, and will include subcontractors and the wider supply chain, as appropriate.

Site inspections and monitoring

- 4.2.9 The Site Environment Manager will carry out regular site inspections to monitor compliance with dust control procedures in the NMP.
- 4.2.10 Where risk of nuisance is identified, monitoring in the form of audible/visual checks, or using specific apparatus, such as dust/noise monitors will be undertaken. To demonstrate compliance, records of all monitoring carried out on site should be maintained in accordance with site procedure.
- 4.2.11 Results of the inspections and monitoring will be recorded, including nil returns, in a site log book.
- 4.2.12 The Site Environment Manager will ensure that records required are completed and retained. These include:
- Daily site inspection records;
 - Details of all dust emission incidents including date, time, source and remedial action;
 - Details of complaints, investigations and remedial action; and
 - Details of site routine monitoring (e.g. weather) or additional quantitative monitoring introduced if required.
- 4.2.13 Any exceptional incidents causing dust episodes on or off the sites and the action taken to resolve the situation will also be recorded in the site log book.

5. DUST EMISSIONS

5.1 General

- 5.1.1 The management of construction dust is a key aspect of the environmental controls on site.
- 5.1.2 Construction activities associated with the Stage 4 works have the potential to result in dust emissions, particularly the use of construction compounds, vehicle movements and earthworks.
- 5.1.3 This section identifies how dust emissions will be managed and outlines appropriate control techniques. These will be applied during Stage 4 of the Scheme.
- 5.1.4 The measures set out in the following section will be implemented to ensure that visible dust is not generated or can escape the immediate sites to affect nearby sensitive receptors.

5.2 Site operations

- 5.2.1 Design/prefabrication will be used to reduce the need for grinding, sawing and cutting on-site wherever reasonably practicable. Any cutting, grinding or sawing equipment will only be used when fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.
- 5.2.2 Drop heights will be minimised from conveyors, loading shovels, hoppers and other such loading or handling equipment used on-site. Fine water sprays will be used on the equipment, where appropriate.
- 5.2.3 Dust extractors, filters or scrubbers will be fitted to equipment likely to emit excessive dust emissions. All dust control equipment will be maintained in good condition and maintenance activities will be recorded.
- 5.2.4 Screens will be used to reduce dust emission from working areas, or sensitive receptors will be screened. Site fencing, barriers and scaffolding will be kept clean. Any hard surfaces which may give rise to dust will also be regularly swept/cleaned.
- 5.2.5 The amount of excavated material held on-site will be minimised wherever possible. Material storage, stockpile and handling areas with the potential to produce dust will be located away from site boundaries and any sensitive receptors, for example residential areas and watercourses. Double handling of material will be avoided wherever reasonably practicable. Storage areas will be inspected regularly to ensure dust is controlled.
- 5.2.6 Any stockpiles will also be protected from the wind. Heights of stockpiles will be kept to a practical minimum and protected from the wind. Unavoidable stockpiles of excavated material held on-site will be sheeted, sealed or dampened down where required. An adequate water supply will be ensured on-site.
- 5.2.7 Any large quantities of cement, bentonite, grouts and other similar materials will be mixed in designated areas which will be enclosed or shielded.
- 5.2.8 Loaded bins and skips will be sheeted or otherwise enclosed.

5.3 Particulate dust from vehicle emissions

5.3.1 The generation of particulate dust by vehicle and plant emissions is not considered significant for Stage 4 works, as identified in Chapter 7 (Air Quality) in Volume 2 of the ES³. In any event particulate dust will, through good site practice, be minimised so far as reasonably practicable through various methods that are outlined in this section.

5.3.2 Good site practice measures that will be implemented include:

- All vehicles carrying loose or potentially dusty material to or from the sites will be fully sheeted;
- Additive suppressants such as Dustbuster will be used where appropriate;
- Bulk cement and other fine powder materials will be delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery; and
- Site speed will be limited to 10mph while on the haul road with suitable signage referencing the limit.

5.4 Wheel wash measures

5.4.1 The compound sites for Stage 4 works are all laid to hardstanding and therefore there is no requirement for wheel wash facilities.

5.4.2 Good site practice measures will minimise particulate dust from vehicles and plant. However, on occasions where a perceived risk is identified that tracking debris on to public roads will be unavoidable, a mechanical road sweeper combined with water spray for the suppression of dust will be employed where necessary, both on internal access/haul roads and also on to the public highway.

5.4.3 Haul roads and vehicle holding areas will be inspected to ensure they remain free of deposits of dusty materials.

5.4.4 Plant and vehicles will not exit the sites until they have been inspected to ensure the wheels and wheel arches are clean and clear of debris. A jet wash will be employed as necessary. The gateman will be responsible for reporting that the condition of the public highway is not affected by deposits of mud or debris from the sites.

³ [Ch07 Air Quality.pdf \(windows.net\)](#)

6. AIR POLLUTION

6.1.1 Emissions to the atmosphere in terms of gaseous pollutants from vehicles and plant used on the sites are not considered significant for Stage 4 works, as identified in Chapter 7 (Air Quality) in Volume 2 of the ES.

6.1.2 However, in line with best practice, emissions to the atmosphere will be controlled and limited as far as reasonably practicable through the following measures:

- Ensuring that the engines of all vehicles and plant on site are not left running unnecessarily;
- Using low emission vehicles and plant fitted with catalysis, diesel particulate filters or similar devices;
- Requiring that plant will be well maintained, with routine servicing of plant and vehicles to be completed in accordance with the manufacturers' recommendations and records maintained for the work undertaken;
- Requiring that all project vehicle, including off-road vehicles, will hold current MOT certificates, where required due to the age of the vehicle, (or to be tested to an equivalent standard) and that they will comply with exhaust emission regulations for their class;
- Siting plant away from potential sensitive receptors;
- Maximising energy efficiency (this may include maximising vehicle utilisation by ensuring full loading and efficient routing); and
- All commercial road vehicles used in construction must meet the European emission standards pursuant to the EC directive 98/69/EC of Euro 5 and Euro 6 under the regulation (EC) no. 715/2007.

6.1.3 Works associated with Stage 4 are situated within Air Quality Management Area (AQMA) 9: Huddersfield Town Centre. The designated area incorporates roads bordering and within the Huddersfield Ring Road and is shown in Figure 7-3 in Volume 4 of the ES⁴. It is declared an AQMA due to pollutants of Nitrogen dioxide (NO₂).

6.1.4 In line with Part A of the CoCP (section 9.2)⁵ the TRU West Alliance will conduct real-time monitoring for particulate dust at the site boundaries of Huddersfield Station and adjacent to the soil nailing works at earthworks E0. The real time monitoring will be conducted in advance of any construction works to establish the local baseline levels as well as during the construction activities.

6.1.5 The monitoring will involve the installation of sticky pads (steel poles secured into the ground with simple sticky pads on the top) using DS-100⁶ equipment or similar. A suitably qualified technician will visit the sites every two weeks to remove the existing samples, send off for analysis and replace with new samples provided by the analysis company. Reporting will include for any complaints or noting of any significantly dusty activities during the sample period which will be considered against the analysed data from the monitoring equipment. This information will be held by the Site Manager and can be shared with Kirklees Council should any issues arise.

⁴ [Ch07 Air Quality - Fig 7-3 Kirklees AQMAs.pdf \(windows.net\)](#)

⁵ [Ch02 Scheme description - App 2-1 - CoCP Part A.pdf \(windows.net\)](#)

⁶ [DS100 Directional Dust Sampler | DustScan](#)

7. SITE LIGHTING

- 7.1.1 The lighting scheme will be designed to ensure that minimum standards such as the Health Service Executive (HSE) guidance *HSG 38 Lighting at Works* regarding the minimum measured illuminance for getting to and from the worksites are met.
- 7.1.2 The lighting of the site could potentially create visual impacts for external areas. Therefore, on-site lighting will be designed to be orientated into the site to avoid light spillage.
- 7.1.3 Flood lighting will be required during winter months where working hours fall outside daylight hours. Floodlights will be solar powered where practicable.
- 7.1.4 Where lighting is needed to coincide with less active periods for nocturnal species of greater-sensitivity, lighting shall be designed with the following in mind:
- Do not provide excessive lighting. Use only the minimum amount of light needed for safety;
 - Minimise light spill. Eliminate any bare bulbs and any upward pointing light. The spread of light should be kept near to or below the horizontal. Flat cut-off lanterns are best;
 - Where possible use narrow spectrum bulbs to lower the range of species affected by lighting;
 - Where possible use light sources that emit natural minimal ultra-violet light and avoid the white and blue wavelengths of the light spectrum to avoid attracting lots of insects;
 - Reduce the height of lighting columns. Light at a low level reduces impact. However, higher mounting heights allow lower main beam angles, which can assist in reducing glare; and
 - Lighting to be controlled to ensure there is minimal light spill.
- 7.1.5 If appropriate, consideration will be given to fitting passive infra-red motion sensors to lighting within the light sensitive areas to reduce disturbance by light spillage.
- 7.1.6 Lights will also be positioned to avoid light spillage outside the site boundary. Specifically designed lighting equipment that minimises the spread of light, and shields or baffles will be used to reduce spillage.
- 7.1.7 Lighting will only be used for safety or security purposes, where required.
- 7.1.8 Secure hoarding will be erected with a minimum height of 2.4m around compounds and worksites such that the dimensions reduce visual nuisance to the lowest practicable levels.
- 7.1.9 In consideration of the general public and other amenity users affected by the construction of the Scheme, site lighting may be required to illuminate footpaths adjacent to hoardings.

8. PROTECTION OF SENSITIVE RECEPTORS

8.1 Heritage assets

8.1.1 The following heritage assets have been identified as having the potential to experience nuisance impacts as a result of construction activity during the Stage 4 works:

- Huddersfield Station (Grade I Listed, NHLE 1277385)
- Listed buildings in the Former Goods Yard:
 - The Stone Warehouse (Grade II Listed, NHLE 1287149), today known as “Brian Jackson House”, located to the south-west of the island platform.
 - The Large Brick Warehouse (Grade II Listed, NHLE 1228533), located to the west of the island platform
 - The Accumulator Tower (Grade II Listed, NHLE 1289593), located in the north-west corner of the historic goods yard
- The railings to the station yard (Grade II Listed, NHLE 1232086), located to the north-east of the principal station building, between the station building and The George Hotel.
- Listed buildings in the vicinity of Huddersfield Station:
 - The George Hotel (Grade II* Listed, NHLE 1277386)
 - Lion Buildings (Grade II* Listed, NHLE 1134167)
 - Britannia Buildings (Grade II* Listed, NHLE 1232119)
 - 7 St George’s Square (Grade II* Listed, NHLE 1231781)
 - 13-21 Railway Street (Grade II Listed, NHLE 1277428)
 - 1-11 Railway Street (Grade II Listed, NHLE 1231474)
 - 8 and 10 Railway Street (Grade II* Listed, NHLE 1231473)
 - 12-20 St George’s Square (Grade II* Listed, NHLE 1232139)
 - 1 and 3 St George’s Street (Grade II Listed, NHLE 1231782).
- Huddersfield Viaduct (MVL3/92) John William Street (Span 1), Fitzwilliam Street (Span 4) and Northgate / Bradford Road (Span 29).
- Designated heritage assets along Fitzwilliam Street:
 - 72-78 Fitzwilliam Street (Grade II Listed, NHLE 1134224)
 - Freemasons Hall (Grade II Listed, NHLE 1134225)
 - 82 Fitzwilliam Street (Grade II Listed, NHLE 1134226)
 - 84 Fitzwilliam Street (Grade II Listed, NHLE 1134227)
- Empire Cinema (Grade II listed, NHLE 1288963)
- The Sportsman and Marhaba takeaway (Grade II Listed Building, NHLE 1464388)
- Huddersfield Town Centre Conservation Area

8.1.2 Temporary nuisance impacts on Huddersfield Station will occur as a result of construction activity infiltrating on the setting of the building. Construction compounds in the vicinity of the station have the potential to cause infiltration from noise, dust and vibration.

8.1.3 The listed buildings located in the Former Goods Yard, will experience nuisance impacts from construction activity associated with Huddersfield Station. Where nuisance relates to activities in construction compounds, this is covered in the Stage 2 submission documents.

- 8.1.4 Construction activity at Huddersfield Station and on Huddersfield Viaduct will infiltrate on the setting of the listed buildings situated along Fitzwilliam Street, as these buildings face out towards the Former Goods Yard at the rear of Huddersfield Station.
- 8.1.5 The Scheme will require physical alterations to Huddersfield Viaduct (MVL3/92) including John William Street (Span 1), Fitzwilliam Street (Span 4) and Northgate / Bradford Road (Span 29). The unaltered elements of these listed structures will require protection from nuisance.
- 8.1.6 Nuisance impacts associated with construction works at Huddersfield Viaduct will infiltrate on the setting of two non-designated heritage assets: the Empire Cinema and The Sportsman and Marhaba takeaway.
- 8.1.7 Construction works and activity at and around Huddersfield Station and Huddersfield Viaduct will result in temporary impact on The Huddersfield Town Conservation Area.
- 8.1.8 The nuisance management measures outlined in sections 4 to 7 will ensure that all heritage assets are protected during construction works and nuisance reduced where possible.
- 8.1.9 Toolbox talks to disseminate best practice for reducing impacts will be undertaken particularly for construction activity at Huddersfield Station and around Huddersfield Viaduct (MVL3/92).
- 8.1.10 Details of measures to protect the Huddersfield Conservation Area were submitted against Condition 5b(viii) (Stage 2). This document has been reviewed and the measures outlined within the report are sufficient to ensure protection during the Stage 4 works. For completeness, the document is reproduced in Appendix D.
- 8.1.11 There is also a requirement to satisfy the conditions attached to Listed Building Consents No. 1 and No. 2 (Huddersfield Station and Huddersfield Viaduct respectively) prior to the works.
- 8.2 Biodiversity**
- 8.2.1 The Landscape and Ecological Management Plan (LEMP) submitted against Condition 4 (Stage 1) sets out details of mitigation measures for protected species found within the Scheme area. These mitigation measures may be refined, if necessary, in line with any feedback received from Natural England during the licence process.
- 8.2.2 Vegetation removal will be in line with the agreed LEMP (submitted under Stage 1).
- 8.2.3 All construction works will be undertaken in accordance with “best practice” and appropriate guidelines, with due regard given to current wildlife legislation.
- 8.2.4 Works will avoid/minimise generation of excessive litter, dust, noise, pollution, and vibration.
- 8.2.5 The nuisance management measures outlined in sections 4 to 7 will ensure that biodiversity is protected during construction works.
- 8.3 Users of recreational routes**
- 8.3.1 There are a series of Public Rights of Way (PRoW) within the vicinity of the Stage 4 works and therefore there is potential to cause nuisance due to construction activities to recreational users using these routes.
- 8.3.2 During Stage 4, there will be a requirement to temporarily stop up footpath HUD/338/10

during construction works at Huddersfield Viaduct (MVL3/92). Separate details will be supplied to Kirklees through the established Highways Network Management Group.

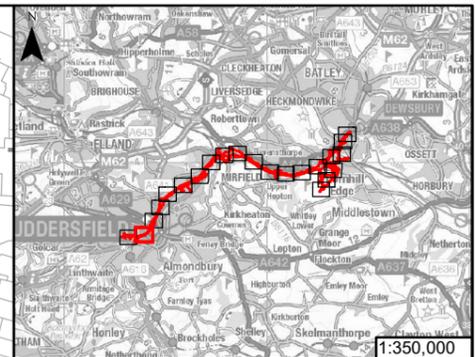
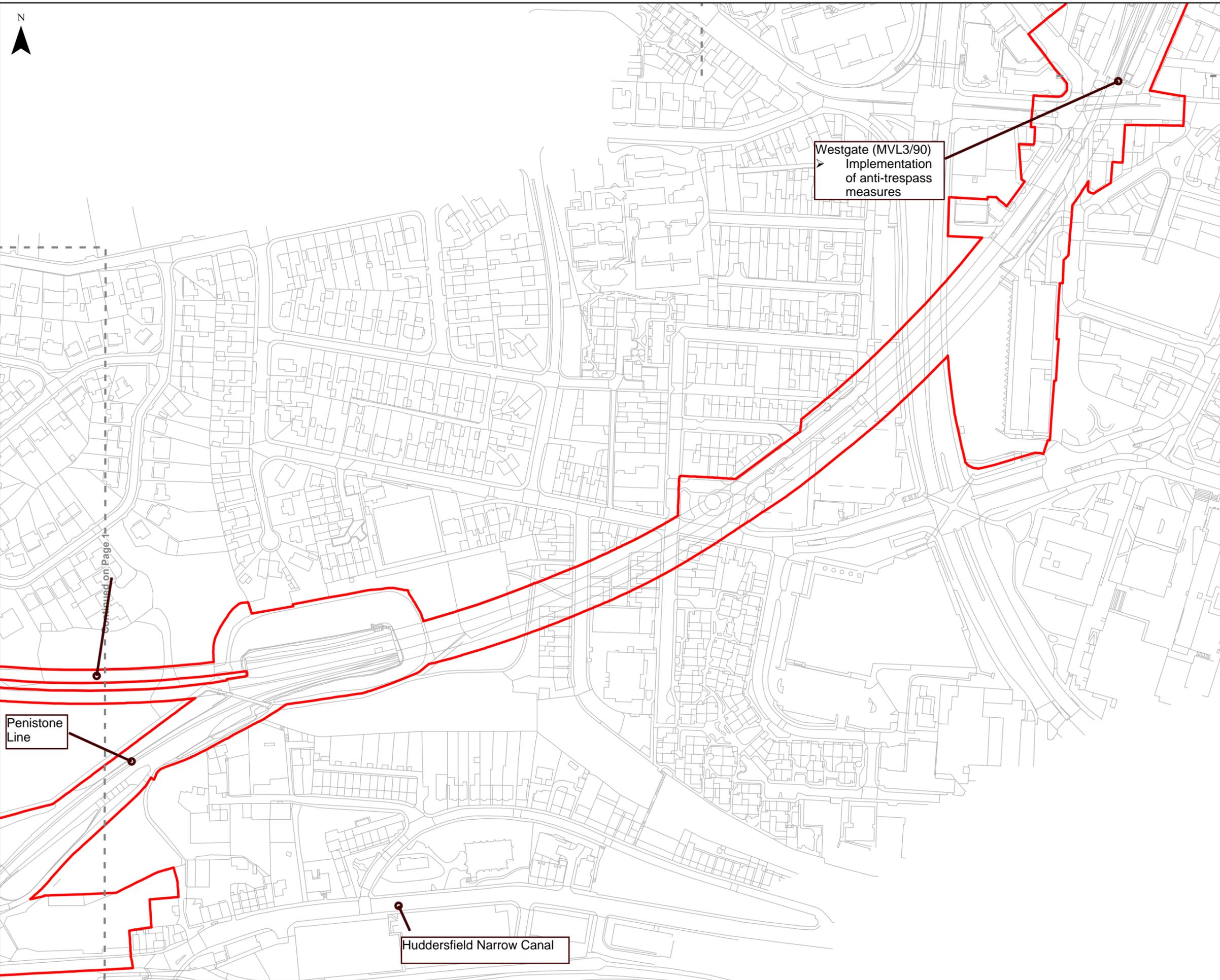
- 8.3.3 Best practice environmental management measures outlined in sections 4 and 5 will be implemented to reduce dust and other nuisance during Stage 4 works.

8.4 Site neighbours

- 8.4.1 Site neighbours will be kept informed of operations, in particular any activity that could cause nuisance, through appropriate modes of communication.
- 8.4.2 Checks will be undertaken near the boundary of the site during different operating conditions and at different times of the day to establish whether there is potential to cause nuisance to neighbours.
- 8.4.3 Further details are available in the External Communications Programme (document ref: 151667-TSA-00-TRU-CNT-W-LP-000552) submitted in relation to Condition 5b(i) of the Deemed Planning Permission (Stage 0).

Appendices

APPENDIX A – STAGE 4 WORKS LOCATION PLAN



Scheme Boundary
 Adjacent Map Sheet



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

Figure 1

Stage 4 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	2 of 22
Drawing Number	151667-TSA-00-TRU-REP-W-EN-001370	Revision	P01.1

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2021. All rights reserved. Ordnance Survey Licence number 100040692. Contains OS data © Crown copyright and database right 2021.



Railway works include

- 4 tracking
- Horizontal track realignment
- Relaying of ballast and tracks

Continued on Page 4

Halfords - access to business to be maintained

Huddersfield Viaduct (MVL3/92) Bradford Road

- Existing bridge deck to be removed and replaced
- Additional masonry pilasters/butresses will be formed at the corners of the new abutments into which the concrete parapet will join.
- New concrete abutments to be built with stone facing in front of existing sandstone at both ends and, on both elevations.

Huddersfield Viaduct – Span 4 – Fitzwilliam Street Underbridge

- Substructure repairs including removal and reinstatement of the pier to the south-western corner of the structure
- Strengthening to cross girders
- Removal of parapet and replacement with replica in cast iron

Huddersfield Viaduct - general strengthening works along the length of viaduct together with localised repairs to arches where necessary. These works include pinning and grouting, shear anchors and spandrel strengthening with tie bar and pattress plates.

DNO - Fitzwilliam Street

Huddersfield Viaduct Span 1 (MVL3/929 (1)) - John William Street

- existing bridge deck will be removed and replaced with a new single span bridge deck

Fitzwilliam Street Construction Compound

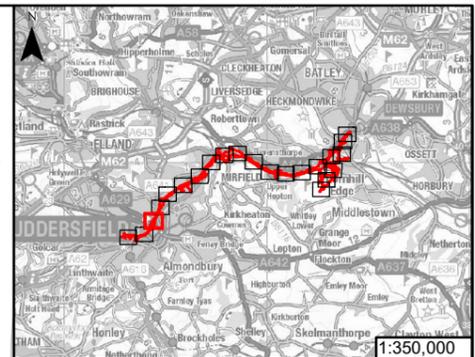
Huddersfield Station - construction compound

Brian Jackson House

Huddersfield Station

- main train shed - structural works, two bays at Manchester end of canopy to be demolished, two new bays at Leeds end of platform 1; reinstatement of main train shed lantern;
- smaller train shed (canopies B&C) to be demolished, new roof to be constructed;
- free standing canopies over island platforms
- extension to canopy to service Penistone line;
- tea rooms to be deconstructed and relocated;
- a covered footbridge (with lift and stairs) to be constructed (step free access)
- concrete infill of existing parcel subway
- extension to existing passenger subway to service new island platform to north of station
- Grit blasting of main train shed
- Works to railway lines including provision of new platforms and removal of existing railway sidings
- Demolition of existing relay room

Continued on Page 2



Scheme Boundary
 Adjacent Map Sheet



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



Project
TRANSPENNINE ROUTE UPGRADE

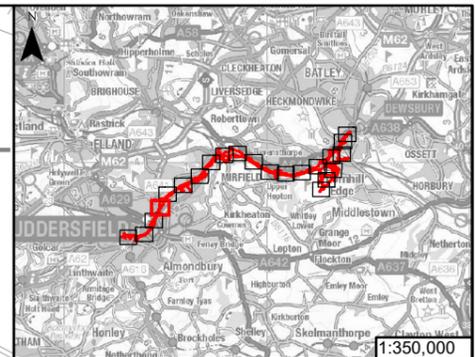
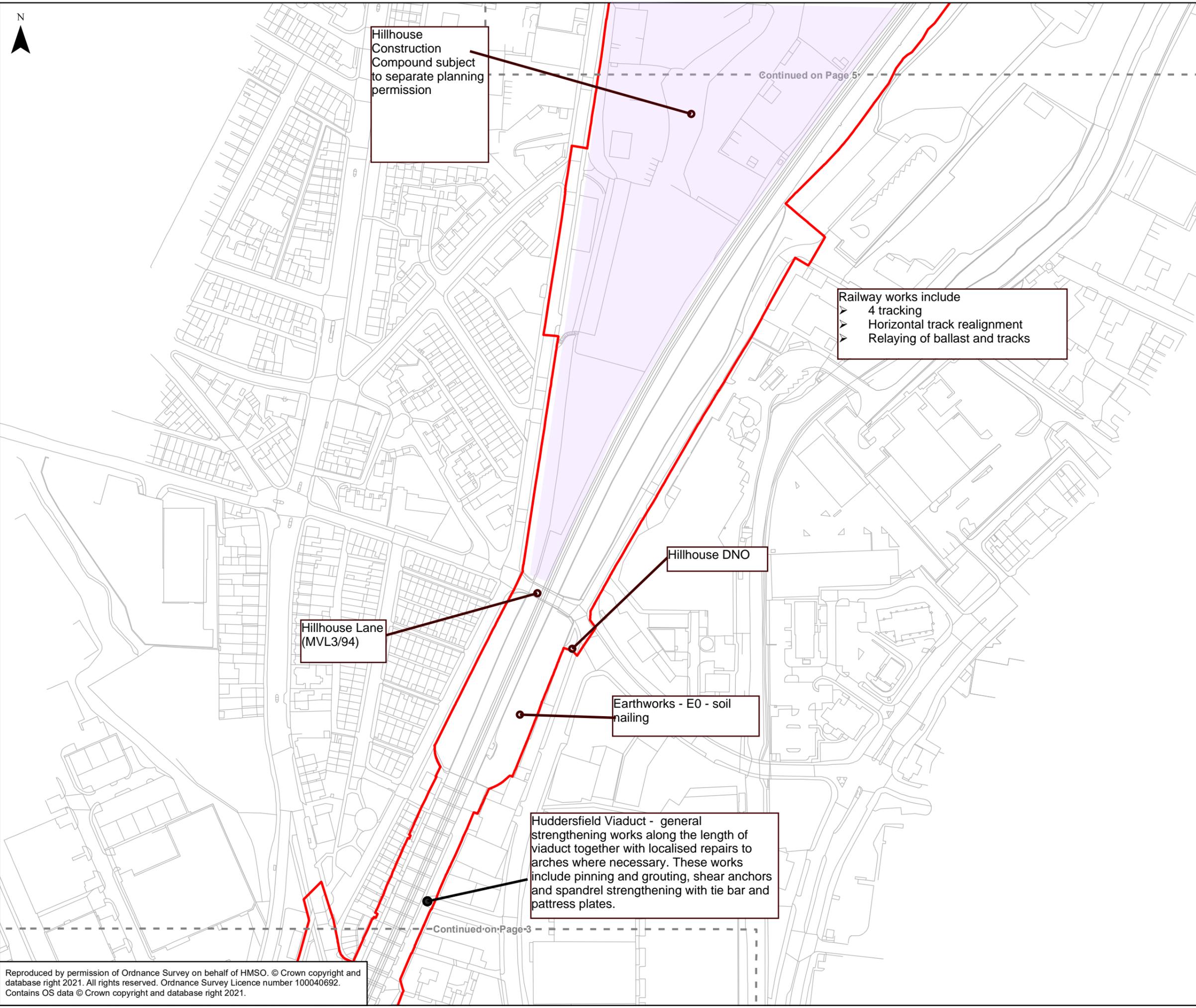
Contract No.
151667

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

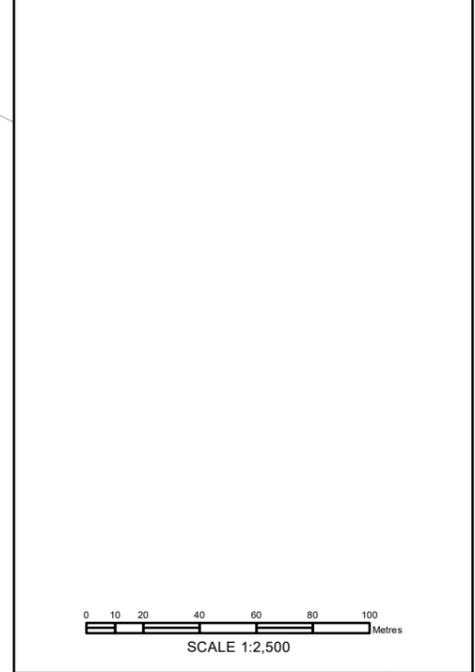
Drawing Title
**Figure 1
Stage 4 works**

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	3 of 22
Drawing Number	151667-TSA-00-REP-W-EN-001370	Revision	P01.1



- Scheme Boundary
- Adjacent Map Sheet



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

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

Drawing Title
**Figure 1
Stage 4 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
4 of 22

Drawing Number
151667-TSA-00-TRU-REP-W-EN-001370

Revision
P01.1

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2021. All rights reserved. Ordnance Survey Licence number 100040692. Contains OS data © Crown copyright and database right 2021.

APPENDIX B – CONTRACTOR’S ENVIRONMENTAL PROCEDURE NP27.4: CONTROL OF SITE NUISANCE

BAM Nuttall management system

Procedure NP27.4: Control of site nuisance

1.0 Scope of procedure

This procedure is a sub-procedure of NP27: *Environmental management* and describes the BAM Nuttall arrangements for control of site nuisance. It deals with the identification of risks and opportunities from BAM Nuttall activities and the control measures to be implemented by managers at all BAM Nuttall sites, area offices and depots. This procedure is also applicable to work carried out by BAM Nuttall subcontractors.

This procedure only defines arrangements for environmental nuisance (including noise nuisance). For occupational noise, refer to safety procedure NP1.5 *Control of occupational noise*.

2.0 Purpose of procedure

Compliance with this procedure ensures:

- compliance with relevant UK legislation and industry best practice (see EG05: *Managing site nuisance* and EG23: *Mobile crushing and screening activities*).
- construction activity is controlled to enhance environmental performance, where possible

3.0 Definitions

Within this procedure the term agent is used to denote the manager with overall responsibility for a project site, office, department, or depot.

Nuisance is defined as something that is likely to cause interference with people's quality of life, their use of enjoyment of land, or cause injury to health.

4.0 Responsibility

The agent as defined above is responsible for ensuring compliance with the requirements of this procedure within the area of his/her operational responsibility.

All BAM Nuttall personnel are responsible for complying with the overall requirements of this procedure, with specific responsibilities for individuals defined within the process section of this procedure.

5.0 Process

5.1 Identification of risk and opportunities

Design: During design delivery environmental considerations are taken into account as required by NP7: *BAM Nuttall Design Services* & NP20: *Design Management for design services* considering a life cycle perspective and opportunities for beneficial environmental impacts.

Site activities: When preparing the project or depot execution plan (PEP / DEP) the agent identifies activities likely to cause nuisance and considers appropriate control measures to control them to an acceptable level. These are set out in the plan.

In identifying activities with the potential to cause nuisance, and the likely extent of this nuisance, the agent takes into account the proximity of an activity to local residents and businesses, facilities such as hospitals and schools and areas for recreation and considers the impact that activity may have on the local community.

5.2 Interested parties (inc. Local authority consultation)

Following identification of potential nuisance and prior to works commencing, the agent contacts the relevant regulatory body (normally the local authority environmental health officer) to notify them of the project works and discuss and agree the selected control measures.

The agent ensures that any arrangements agreed with regulatory bodies are confirmed in writing at the earliest opportunity and retained as site records. All contact with regulators is recorded in accordance with NP1.16: *Contact with regulatory authorities* using form SF505 or alternatively a copy of relevant correspondence (including email) is forwarded to the environment department.

Communication with regulatory bodies is maintained throughout the duration of activity and local procedures are established to ensure this happens.

Contact is required with more than one environmental health department if the site straddles several local authority boundaries.

5.3 Consultation with other interested parties

Subject to any contract restrictions, the agent gives consideration to consultations with other interested parties within the local community, including:

- residents and resident associations
- businesses
- schools
- sports clubs
- other local organisations

Generally, the level of nuisance experienced is reduced when those affected expect it, know of its likely duration, and appreciate that all practicable measures are being adopted to reduce it.

The agent selects an appropriate method of consultation taking into consideration the extent of likely nuisance and the number of people or organisations affected.

In order to portray the correct company image, newsletters and posters are produced following consultation with the BAM Nuttall public relations manager, who also provides assistance and guidance concerning public meetings.

5.4 Compliance obligations

The agent ensures:

- compliance obligations e.g. legal, contractual, voluntary commitments is documented within the system documentation.
- the need for any permits, licenses or consents are identified in consultation with regulatory bodies and the BAM Nuttall environment department.
- identifies the party responsible for obtaining permits, licenses or consents (BAM Nuttall, client or designer) and ensures that they are obtained and referenced within PEP / DEP.

Any conditions imposed by a permit, licence, consent must be communicated to relevant members of the site team.

Copies of permits, licenses or consents (including those obtained by third parties) are retained on site, available for inspection in accordance with section 6.0 of this procedure.

Environment guidance EG07: *Section 61 consents* provides information on the process for obtaining a Section 61 noise and vibration consent. Whilst Environmental guidance EG23: *Mobile crushing and screening activities provides guidance on permits* and exemptions required to undertake crushing and screening activities.

5.5 Operational planning and control

Control measures are summarised in the aspects and impacts register and environmental constraints map within the PEP / DEP and selected to be suitable, proportional, effective, and practicable.

Guidance on avoiding and controlling site nuisance is provided in Environmental guidance EG05: *Managing site nuisance*.

Where dust generation resulting specifically from mobile crushing and screening activities is identified as a key nuisance, refer to environmental guidance EG23: *Mobile crushing and screening activities*.

Where control measures cannot be fully identified within the PEP / DEP, reference is made to future consultation or the production of a detailed activity plan at an appropriate time.

5.6 Arrangements for complaints & incidents

The agent makes suitable arrangements to enable members of the community to contact a nominated person on the site in the event of a query or complaint. This is particularly important during weekend or night work when the site office may be unmanned but when nuisance is more likely to be caused. Complaints are logged and dealt with in accordance with procedure MG15: *Complaints procedure*.

In accordance with procedure NP27.7 *Reporting environmental incidents*, justifiable complaints from the public constitute environmental incidents and these are reported accordingly.

5.7 Communication

Site wide compliance obligations and control measures as defined within the PEP / DEP are communicated to the entire workforce as part of site induction.

The agent ensures that particular attention is given to communicating requirements for compliance obligations and control measures to subcontractors and relevant suppliers (particularly delivery frequency and times) during pre-start meetings.

Activity plans are prepared to incorporate all identified controls. The agent ensures that controls identified within activity plans are understood and fully implemented (in accordance with procedure NP24: *Activity plans*).

5.8 Monitoring

The agent ensures that suitable arrangements are made for the regular monitoring of environmental performance, including checks as part of the agent's weekly safety and environment tour and the site environment engineers' regular inspections.

The agent establishes a regime for the monitoring of potential nuisance in consultation with the client, regulator and BAM Nuttall environment department.

Where required, monitoring is undertaken:

- prior to works commencing – to confirm background nuisance levels
- regularly during the works – to confirm compliance with BAM Nuttall compliance obligations

This regime is recorded in the PEP / DEP, and the arrangements and responsibilities for onsite monitoring are described in project specific procedures and activity plans. The agent ensures site personnel are suitably trained and competent.

Environment guidance EG05: *Managing site nuisance* and EG06: *Environmental noise monitoring* provide information on environmental noise, vibration and dust monitoring.

Results from nuisance monitoring may be required for legal purposes and are retained as part of the site records in accordance with section 6.0 of this procedure.

5.9 Surrender of permits, licenses, and consents

On completion of the project works, the agent notifies the regulator in writing that the works are complete and surrenders any consents or permits or transfers them in accordance with contract requirements.

6.0 Records

The following records are maintained in accordance with the site document control procedures:

- permits, licenses or consents
- minutes of meetings with the regulator
- contact with regulators and third parties (SF505 or other)
- nuisance monitoring records
- noise monitoring records sheet (EF02 or other)
- inspection and maintenance records (EC01 or other)
- complaints registers

Records are readily available for inspection by the regulator at all times.

7.0 Training

Training on the implementation of this procedure is provided:

- as part of the BAM Nuttall environment training programme
- by agents during the instruction and coaching of personnel who are nominated to operate it
- by supervisors during briefings and toolbox talks to the workforce
- by environmental advisors during site and office inspections

8.0 References

BAM Nuttall procedure NP27.7: *Reporting environmental incidents*
BAM Nuttall procedure NP1.16: *Contact with regulatory authorities*
BAM Nuttall procedure NP1.5: *Control of occupational noise*
BAM Nuttall procedure NP24: *Activity plans*
BAM Nuttall procedure MG15: *Complaints procedure*
Environment guidance EG05: *Managing site nuisance*
Environment guidance EG06: *Environmental noise monitoring*
Environment guidance EG07: *Section 61 consents*
Environmental guidance EG23: *Mobile crushing and screening activities*

APPENDIX C – CONTRACTOR’S ENVIRONMENT GUIDANCE EG05: MANAGING SITE NUISANCE

BAM Nuttall management system

Environment guidance EG05: Managing site nuisance

1.0 Scope

This guidance note describes the current industry best practice methods for controlling site nuisance and is intended for use by managers at all BAM Nuttall site, offices and depots in working to environmental procedure NP27.4: *Control of site nuisance*.

2.0 Definitions

Nuisance	Something that is likely to cause interference with people's quality of life, their use of enjoyment of land, or cause injury to health.
Common law nuisance	In the UK, nuisances are dealt with through both common law and statute law. Common law consists of the laws and customs of the realm which have been declared to be the law by judges in cases brought before them. Nuisance can be defined in two ways through common law: <ul style="list-style-type: none"> • Public nuisance: An act or activity which affects the comfort and quality of life of the public in general or of the wider community • Private nuisance: An act or activity which affects the quality of life of individual or a small number of people (generally less than three)
Statute law nuisance	Written and passed by parliament. Specific nuisances in common law have been included in statutes to create statutory nuisances. There is no legal definition of a statutory nuisance. For action to be taken, the nuisance must, or be likely to, be prejudicial to people's health or interfere with a person's legitimate use and enjoyment of land. This particularly applies to nuisance to neighbours in their homes and gardens.
Environmental Health Officer (EHO)	Deal with statutory nuisances and complaints. Under the Environmental Protection Act 1990, local authorities are required to investigate all complaints relating to nuisance and, in doing so, have the power to serve abatement notices under Section 60 of the Control of Pollution Act 1974.
Abatement notice	Served by the local authority upon a person, persons or premises who are creating a nuisance to such an extent that it leads to numerous complaints arising. Local authorities have powers to gain entry to premises to enable them to abate a noise nuisance. This may result in the work that is causing the nuisance to be stopped altogether or limited to certain times of the day.
Section 60	An abatement notice that is served by the local authority on the person responsible for the noise or vibration and requires specific controls to be put into place to minimize noise and vibration, eg maximum noise levels, defined hours of work, type of plant and equipment to be used.
Section 61	A formal agreement between the contractor and the local authority. This agreement has to be applied for before work commences and allows the contractor and local authority to agree controls that protect the contractor from local authority action under Section 60

3.0 Legal status

The **Environmental Protection Act 1990 [part III]** draws together most of the statutory nuisances with respect to the construction industry (ie noise, dust, vibration, smoke and odour).

The **Noise and Statutory Nuisances Act 1993** extend the powers of entry for local authority officers and amends the Environmental Protection Act 1990 to include noise from vehicles, machinery and equipment which may be relevant in the context of construction site noise.

The **Control of Pollution Act 1974** is replaced for the most part by the more recent legislation above but sections 60 and 61 (relating to noise and vibration from construction sites) are still in force. The basis of the Control of Pollution Act legislation is that 'best practical means' (BPM) should be used to control nuisances on a site.

Nuisance is regulated by the local authority environmental health department. If as a result of BAM Nuttall activities on site, levels of noise, dust, vibration, light, smoke or odour are created that cause (or have the potential to cause) damage to property, or disturbance to the surrounding community, the environmental health department can:

- Use powers of entry with intentions to abate nuisance
- Impose restrictions on site operations
- Stop site operations; and/or
- Require BAM Nuttall to take steps to abate the nuisance

Section 60 abatement notices are served by the local authority upon a person, persons or premises that are creating a nuisance to such an extent that it leads to numerous complaints arising. Local authorities have powers to gain entry to premises to enable them to abate a noise nuisance. This may result in the work that is causing the nuisance to be stopped altogether or limited to certain times of the day. A person or site to which an abatement notice has been served has a right of appeal within 21 days of it being served.

If a person or site to which an abatement notice has been served fails, without reasonable cause, to comply, he will have committed an offence. For offences relating to industrial, trade or business premises, the maximum fine is £20,000.

Construction projects can use a formal Section 61 agreement between contractor and local authority to agree acceptable works and limits. This allows the contractor and local authority to agree controls that protect the contractor from local authority action under Section 60.

For more information and guidance on Section 60 and 61, refer to EG07: *Section 61 consents*.

4.0 Planning and mitigation

Some construction activities result in disturbance that cannot be avoided. However, with thorough planning and the application of mitigation measures, the effects of nuisance can be minimised. Mitigation should be considered as early as possible in a projects conception:

- Wherever possible, consider the potential nuisance impacts of site activities at design stage. For example the use of bespoke conveyor belt systems with integrally designed noise absorption to reduce plant movements around sensitive sites.
- Many potential sources of nuisance can be mitigated at the project planning stage. One common example is the usage of site cabins and hoarding to surround continuous noise sources like generators. The location of haul routes and site compounds can be a common cause of nuisance, due to the fact that they are relatively permanent features throughout the duration of a project. Consider their location and the effects they might have on neighbours
- Consult with the Local Authority Environmental Health Officer proactively about project activities and mitigation measures. Establish a good relationship, irrespective of whether a Section 61 licence is required or not. Provide the EHO with a list of key activities to be carried out and forewarn them of works outside of normal hours.

- Consult with site neighbours at project planning stages. Sensitive and pragmatic consultation can reduce nuisance with minimal impact on the project programme. Previous examples include restrictions on concrete breakout and the use of hand tools between 1230 – 1330hrs twice a week to accommodate religious services. At the very least establish good relationships with neighbours and inform them if a particular activity could cause an adverse effect or nuisance. If neighbours are kept informed of operations through appropriate modes of communication, they will be less inclined to complain.
- Identify if there are neighbouring construction projects operating in the area and use this information to assess whether a Section 61 may be required. Where possible, develop a relationship with these sites in the event that complaints occur.
- Consider reduced noise options when procuring plant and equipment. Super silenced plant is often in high demand and it is advisable to place orders with good notice.
- Ensure a good level of 'housekeeping' on site and ensure employees are aware of the importance of minimising nuisance on site. Brief site staff on the importance of public courtesy, appropriate volumes and types of communication. Regularly check the site for any waste accumulations, evidence of vermin, noise or smells. Nuisance is highly visual, and evidence has shown that visual impact greatly affects a person's perception of noise (if you can see noise source, it is perceived to be 3dB louder).

Establish whether you might cause a nuisance to neighbours by checking noise, odours and other emissions near the boundary of the site during different operating conditions and at different times of the day. Take all reasonable steps to prevent or minimise a nuisance or a potential nuisance:

4.1 Noise

Noise is often defined as being sound that is unwanted by the listener. Noise causes more complaints than any other form of nuisance and can rapidly result in problems with the local community.

The following measures can be adopted to control noise:

- Where practicable, avoid operations that are likely to create noise (eg select methods to avoid cutting back concrete or scabbling, use shop made steel components to avoid the need to burn and grind on site)
- Consider alternative methods of work (eg silent piling techniques, hydraulic bursting or chemical methods to avoid breaking down piles to cut-off level)
- Select plant appropriate to the operation and, where practicable, use silenced plant
- Consider haulage routes for site deliveries and if possible divert traffic away from residential areas. Pay particular attention to reversing sirens, deliveries and radios
- Where possible, plan noisy works for less sensitive times (eg during 'normal' working hours)
- When works must be carried out during nights or weekends, ensure the local authority and local community are made aware
- Select the location of noisy plant and activities to reduce the impact upon site neighbours (eg locate batching plant away from residential areas, schools, etc) and orientate plant so that directional noise is away from sensitive areas
- Maintain plant and equipment with adequate lubrication to reduce squeaks and tightening of nuts and bolts to prevent rattling
- Ensure compressor, generator and engine compartment doors are kept closed and plant turned off when not in use
- Screen equipment and operations with acoustic barriers or acoustic blankets. Make use of existing buildings, stockpiles or topography as noise barriers
- Communicate to the workforce the need to keep noise to a minimum at all times
- Ask a third party (eg Environment advisor) to monitor activities and identify potential sources of nuisance during site operations. Examples include the installation of foam baffles on scaffold gates to reduce banging on work zone entrance / exit.



4.2 Vibration

Operations that create vibration (including movement of heavy plant and traffic, blasting, pile driving and breaking) can often give rise to complaint. For those affected vibration can feel worse than it actually is, leading to anxiety and stress. There is however, the potential risk of structural damage to properties and it is important therefore to avoid being falsely accused of damage.

The following measures can be adopted to minimise vibration complaints:

- Assess whether sensitive infrastructure exists in the vicinity of the project and identify the potential vibration impacts from site activities. Where significant risk exists, review methodologies and consider developing a monitoring and management plan.
- Keep neighbours informed and give advance warning about works.
- Where possible locate the source of vibration away from properties
- Select appropriate plant and equipment for the job (ie keep the type and size of plant proportionate to the operation)
- Substitute for non or low vibratory techniques where practicable
- Keep operational time of equipment to a practicable minimum
- It may be necessary to establish baseline conditions surveys of structures, and resurvey conditions after works are completed

4.3 Dust

Dust can be a major problem on site not only for the workforce but also for local residents and the general public.

The following measures can be adopted to control dust:

General site operations

- Carry out cutting and grinding operations with equipment and techniques to suppress and reduce dust emissions such as water feed and vacuum systems (irresponsible use of cut-off / Stihlsaws are generally the worst offenders)
- Fit dust extractors, filters or scrubbers to equipment likely to emit excessive dust emissions
- Use screens to reduce dust emission from working areas, or screen sensitive receptors
- Cover all dust generating materials transported to and away from site

- | | |
|--|--|
| Demolition works | <ul style="list-style-type: none"> • Damp down buildings prior to and during demolition • Screen buildings and structures to contain dust • Avoid storing demolition debris on site long term • Sheet vehicles carrying demolition material before leaving site • Control crushing and screening works in accordance with environment guidance EG23: <i>Mobile crushing and screening activities</i>. |
| Bulk material storage, stockpiling and handling areas | <ul style="list-style-type: none"> • Inspect storage areas regularly to ensure dust is controlled • Locate material storage, stockpile and handling areas away from site boundaries and any sensitive receptors [eg residential areas, watercourses • Protect stockpiles from wind • Keep stockpile heights to a practicable minimum • On dry days damp down stockpiles |
| Haul roads and vehicle movements | <ul style="list-style-type: none"> • Inspect haul roads and vehicle holding areas to ensure they remain free of deposits of dusty materials • Where practicable locate haul roads away from sensitive receptors • Provide damping down equipment during periods of dry weather • Use additive suppressants such as Dustbuster to reduce dust from activities • Set site speed limits to reduce the amount of airborne dust • Regularly sweep roads and hard surfaces that may give rise to dust • Pave or cover with a geotextile in heavily used areas • Provide a stretch of hard surfaced road before the exit from site to enable site vehicles and plant to clean off prior to joining the public highway |

4.4 Odour

Care must be taken to ensure that sites are not generating odours that may give rise to complaint. Although such complaints are not as common as those concerning other types of nuisance, sites that use large amounts of chemicals or store waste incorrectly may receive complaints from the public. The nuisance experienced by a site neighbour can arise from odours generated or the attraction of vermin/ insects.

The following measures can be adopted to control odour:

- Use covered skips/bins to prevent odours from escaping
- Regularly empty waste receptacles to reduce the potential for decomposing waste to give off odours
- Provide suitable storage for all chemicals, including empty containers
- Be aware that disturbance of contaminated ground can result in odours being generated; consider use of masking agents
- Ensure all plant is properly serviced and maintained to reduce polluting emissions
- Position site toilets away from public areas and ensure they are kept clean and hygienic
- Do not burn waste on site

4.5 Light

The spilling of light beyond the site boundary has the potential to cause nuisance. It is however relatively easy to control.

The following measures can be adopted to control light:

- Plan the site layout including the location of lights
- Switch off lights when not required for safety or security reasons
- Direct light downward to illuminate the required area only
- Position lights to avoid light spillage outside the site boundary
- Use shields or baffles to reduce light spillage
- Use specifically designed lighting equipment that minimises the spread of light

5.0 Monitoring

Sufficient arrangements must be made for the monitoring of nuisance. The requirement for monitoring may be stated in the contract documents, or be the result of discussion with the local authority. Monitoring should be appropriate to the assessed risk and can be undertaken using specific apparatus, such as dust/noise monitors, or be in the form of a visual/audible check.

The Agent, following consultation with the regulatory body, determines the method of monitoring appropriate to the perceived nuisance and the frequency at which monitoring should take place. Sites located away from local communities will require less stringent monitoring techniques than those in close proximity.

To demonstrate compliance, records of all monitoring carried out on site should be maintained in accordance with consent conditions or site filing procedures.

5.1 Noise monitoring

For further information on noise monitoring, refer to BAM Nuttall guidance EG06: *Environmental noise monitoring*.

5.2 Vibration monitoring

There are various methods of vibration monitoring that vary in effectiveness and cost. The cost should be proportionate to the potential impact.

For purposes of measuring most site generated vibration, a vibration meter with either a hand-held probe or with fixed vibration sensors can be used. These are compact, portable, battery powered devices and operation is relatively simple.

5.3 Dust monitoring

There are several different methods that vary in cost.

- Directional dust flux (qualitative assessment) – an inexpensive method using adhesive strips on a vertical cylinder on a stand. The amount of deposit on the strips is assessed manually
- Soiling of glossy surfaces (glass slide gauge) – inexpensive method whereby deposits are collected on a glass slide
- Frisbee gauge – a relatively inexpensive method. The deposited material covers the frisbee plate and an assessment is carried out based on the quantity of dust that has settled over a set period of time
- Directional dust flux (quantitative assessment) – A relatively expensive method using filter tubes that require laboratory analysis

Dust monitoring can be expensive and the results may not be immediate. Monitoring equipment should be located as near to sensitive receptors as practicable. Simple visual assessments of dust on site with a record of site conditions and activities as well as methods of dust suppression employed can be a good method of dust monitoring.

6.0 References

BAM Nuttall procedure NP27.04: *Control of site nuisance*
BAM Nuttall guidance EG06: *Environmental noise monitoring*
BAM Nuttall guidance EG07: *Section 61 consents*
BAM Nuttall guidance EG23: *Mobile crushing and screening activities*
BS5228: Part 1: 2009: Noise and vibration control on construction and open sites. Code of practice for basic information and procedures for noise and vibration control
BS5228: Part 2: 2009: Noise and vibration control on construction and open sites. Guide to noise and vibration control legislation for construction and demolition including road construction and maintenance
Greater London Authority [best practice guidance](#): The control of dust and emissions from construction and demolition sites

APPENDIX D – DETAILS OF MEASURES TO PROTECT THE HUDDERSFIELD CONSERVATION AREA

(SUBMITTED UNDER STAGE 2 AND REPRODUCED HERE FOR REFERENCE)

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

Condition 5b (viii): Measures to Mitigate Construction Impacts on Huddersfield Town Centre Conservation Area – Stage 2

Document reference: 151667-TSA-00-TRU-REP-W-EN-001222

Network Rail

December 2022



Contents

1. INTRODUCTION	3
1.1 Background.....	3
2. STAGED APPROACH TO DISCHARGE.....	4
3. INFORMATION INCLUDED IN THIS SUBMISSION	5
3.1 Purpose of the Document.....	5
4. CODE OF CONSTRUCTION PRACTICE	5
4.2 Other supporting information.....	5
5. HUDDERSFIELD TOWN CENTRE CONSERVATION AREA AND ITS SIGNIFICANCE .	7
5.1 Significance of Huddersfield Town Centre Conservation Area.....	7
5.2 Areas of Impact and Key Views	7
6. PROPOSED MITIGATION	11
6.1 Compound Locations	11
6.2 Construction Equipment.....	13
6.3 Construction Site management.....	13
6.4 Nuisance Management Plan	14
6.5 Noise and Vibration Management Plan.....	14
6.6 Traffic Movement	14
6.7 Protection of Designated Heritage Assets.....	15
6.8 Heritage Interpretation.....	15
7. IMPLEMENTATION AND REVIEW	16
APPENDIX A – PLAN OF HUDDERSFIELD TOWN CENTRE CONSERVATION AREA	18
APPENDIX B – KEY VIEWS.....	19
APPENDIX C – COMPOUND LOCATIONS	21

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 The aim of TRU is to:
- build a more reliable railway which passengers can trust;
 - provide more seats and more frequent trains;
 - improve journey times between York, Leeds and Manchester; and
 - support growth in the economy of the North of England.
- 1.1.3 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.
- 1.1.4 This document sets out details in relation to Condition 5b(viii) 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 (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 Stage 2 of the works for the Huddersfield to Westtown (Dewsbury) Scheme.
- 2.1.3 Stage 2 comprises of compound set up and use of compounds to facilitate the construction of the Scheme.
- 2.1.4 The following sets out the general works that will be required to set up the compound sites:
- Marking out of the site plus installation of temporary fencing (close boarded or heras);
 - Install fencing;
 - Vegetation clearance;
 - Topsoil stripping (if necessary);
 - Install compound surface;
 - Erect welfare facilities/office blocks etc.;
 - Establish car parking;
 - Establish plant, materials and fuel storage etc.; and
 - Tower lights will be employed as necessary to provide safe working areas particularly during winter months and also when night-time working is necessary.
- 2.1.5 This document is in specific reference to the works commencing in Stage 2 and continuing to Stage 4 located within and in relation to the setting of the Huddersfield Town Centre Conservation Area.

3. INFORMATION INCLUDED IN THIS SUBMISSION

3.1 Purpose of the Document

3.1.1 The wording of Condition 5 section (viii) is reproduced below:

4. CODE OF CONSTRUCTION PRACTICE

a) *No stage of the development (including preliminary works) is to commence until a Code of Construction Practice (CoCP) Part B for that stage, including the relevant plans and programmes referred to in (b) below (which incorporates the means to mitigate the construction impacts identified by the Environmental Statement), has been submitted to and approved in writing by the local planning authority. For the avoidance of doubt this does not include approval for Part A of the CoCP (a general overview and framework of environmental principles and management practice to be applied to the scheme along with all construction-led mitigation identified in the Environmental Statement) which has been submitted as part of the Order.*

b) *Part B of the CoCP (as defined in the Environmental Statement: Volume 3, Appendix 2-1 Code of Construction Practice (Part A), Section 1.2.5) must include the following plans and programmes, for each stage as defined in condition 3:-*

viii) Details of the measures to be put in place to mitigate the impacts on the Huddersfield Town Centre Conservation Area during the construction phase at Huddersfield Station and Huddersfield Viaduct;

The development must be implemented in accordance with the approved CoCP and the relevant plans or programmes unless otherwise agreed in writing with the local planning authority shall be implemented in full throughout the period of the works.

Reason: *To mitigate expected construction impacts arising from the development and to protect local and residential amenity and to ensure the development is carried out in accordance with Kirklees Local Plan policies LP51 and 52.*

4.1.1 Huddersfield Town Centre has been designated as a conservation area, meaning it is an area of special architectural or historic interest (a plan of the conservation area is provided in Appendix A). Local and national planning policy requires the preservation or enhancement of the elements which contribute to the significance of a conservation area. The Planning Inspector's report produced following the Public Inquiry found that the construction compounds and works to the station and viaduct would result in a 'temporary adverse effect on the significance of the conservation area'¹, in line with the assessment of impact in the Environmental Statement (ES) for the Scheme². It was agreed that measures to mitigate this temporary harm would be outlined in the Code of Construction Practice (CoCP), secured via Condition 5 b) viii) of the Deemed Planning Permission.

4.2 Other supporting information

4.2.1 Further information on the impact of the Scheme on the Huddersfield Town Centre

¹ Paragraph 8.176 of the Inspector's Report

² Network Rail, 2020. *Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order application Environmental Statement, Volume 2ii: Huddersfield, Chapter 6 – Historic Environment.*

Conservation Area is contained within the ES³ for the Scheme, with the specific impacts from the works in relation to Huddersfield Station and Huddersfield Viaduct identified within the Heritage Assessments submitted as part of the granted Listed Building Consent applications for each of these elements (refs 2021/91328 and 2021/ 91329).

- 4.2.2 The conditions attached to the granted Listed Building Consent applications for Huddersfield Station (reference: 2021/91328) and Huddersfield Viaduct (reference: 2021/ 91329) include the requirement for the production of Conservation Implementation Management Plans (CIMPs). The CIMPs for the Station and Viaduct will further detail the methodologies for undertaking the construction of the Scheme in relation to these Listed Buildings located either wholly (in the case of Huddersfield Station) or partly (in the case of Huddersfield Viaduct) within the Huddersfield Town Centre Conservation Area.
- 4.2.3 It should be noted that there is currently no conservation area Appraisal outlining the special interest and historic character of the Huddersfield Town Centre Conservation Area.
- 4.2.4 The CoCP sets out the standards and procedures that will be adhered to during the construction phase of a project in order to manage any environmental impacts arising from the works. This report forms part of the wider CoCP for the works approved under the Order, and there will be overlap with other sections of the CoCP. However, this report will relate specifically to the conservation area and how Network Rail plan to mitigate the temporary harm to significance during the construction phase, as identified through the application process.
- 4.2.5 Other documents within the CoCP which should be read alongside this document comprise:
- Nuisance Management Plan (for Stage 2; and
 - Noise and Vibration Management Plan (for Stage 2)
- 4.2.6 Additionally, this document should also be read alongside the Construction Traffic Management and Travel Plan (CTMP) produced for Stage 2 as required by Condition 6 of the Deemed Planning Permission.

³ Network Rail, 2020. *Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order application Environmental Statement, Volume 2ii: Huddersfield, Chapter 6 – Historic Environment.*

5. HUDDERSFIELD TOWN CENTRE CONSERVATION AREA AND ITS SIGNIFICANCE

5.1 Significance of Huddersfield Town Centre Conservation Area

- 5.1.1 The Huddersfield Town Centre Conservation Area (Appendix A) comprises the majority of Huddersfield's historic core including Huddersfield Station, the buildings around it and St George's Square, as well as the western end of Huddersfield Viaduct. The conservation area is bordered by the Ring Road in its northern half and extends down New Street and Queen Street to the south. The conservation area contains a large number of Listed Buildings, largely of commercial character and dating to the late 18th and 19th centuries, very much defining the townscape of the centre of Huddersfield. The survival of such buildings and integrity of historic townscape character within the conservation area evidences the expansion of the town during the late Georgian and Victorian period, contributing to its significance.
- 5.1.2 Huddersfield Station and the associated historic railway infrastructure contributes to the significance of the conservation area through defining the localised townscape and architectural character of the northern part of the conservation area. The Station was an important catalyst for the wider historic development of Huddersfield town centre during the mid-19th century. The development of St George's Square and the surrounding streets followed that of the Station in the 1850s and was an exercise in architectural patronage largely by the Ramsden family, with tall streets constructed in a Classical style, responding to the Station's own architecture. As well as evidencing this period of the town's expansion, individual buildings around the Square also have additional historical associations, such as the George Hotel's significance as the location of the founding of the Northern Rugby Football Union (Rugby League) in 1895. A large number of the buildings within the area continue to be used, though modern shop fronts and alterations have degraded their appearance in some areas, while the edges of the conservation area are defined partly by later development, particularly to the south, such as the Ring Road, Huddersfield Bus Station and the Kirklees Council offices. Though the Ring Road has severed the centre of the town from those other areas of historic expansion to the west, nevertheless there are still visual and non-visual connections which still evidence the town's development and form part of the conservation area's setting.
- 5.1.3 Huddersfield Town Centre Conservation Area is currently the subject of a High Street Heritage Action Zone (HAZ), part funded by Historic England. The HAZ project aims to bring vacant and underused buildings in the St George's Square area back into viable use. A decline in footfall within the town and an increase in the number of vacant shops have contributed to the conservation area's place on the national Heritage at Risk register. The Transpennine Route Upgrade will contribute towards the aims of the HAZ, the approved works to Huddersfield Station and Viaduct will improve Huddersfield's connectivity with other key towns in the north of England, supporting the economic growth of the town and by extension enhance the vitality of the conservation area.

5.2 Areas of Impact and Key Views

St George's Square

- 5.2.1 As noted in paragraph 4.1.1, the railway shaped the development of St George's Square, an area which contributes considerably to the special historic and architectural character of the conservation area. The Grade I listed station building bounds the square to the west, to the north lies the Grade II* George Hotel (NHLE 1277386), to the east the Grade II* Lion Buildings (NHLE 1134167) and Grade II 1/3 Northumberland Street (NHLE 1279067), and to the south the Grade II* Britannia Building (NHLE 1232119) and Grade II* 7 St George

Square (NHLE 1231781). This concentration of high-quality architecture and the shared history of the buildings demonstrates the exceptional significance of the square and the key role it holds within the townscape of Huddersfield.

- 5.2.2 There are several key views across St George's Square which contribute greatly to the historical and architectural character of the conservation area. These views also form an integral part of the setting of the listed buildings which form the square. These views are shown on the plan included in Appendix B.
- 5.2.3 View A along Northumberland Street and View B along Market Street and Railway Street both terminate on the station's portico at an oblique angle. These designed views are integral elements of setting of the Grade I listed station. The prominence of the portico in Views A and B, contributes to the appreciation of the classically detailed buildings which define the townscape character of the area around the square.
- 5.2.4 In contrast to the two views outlined in paragraph 4.2.2, when approaching from streets set along an alignment which differs to that of the square, a dramatic vista is revealed on arrival into St George's Square. View C from John William Street is the best example of this sudden reveal. Entering the square from either the north or south along John William Street emphasises the monumentality and regularity of the square and helps to underline its unique sense of place within the conservation area.
- 5.2.5 The principal passenger route out of station, through the portico remains unchanged since the 19th century development of the station. Passengers arriving from Manchester would have first experienced sweeping views of the station platforms and roof when emerging from Huddersfield tunnel. They would then have travelled from platform 1 into the combined ticket hall and out through the grand portico. View D from the entrance of Huddersfield Station across St George's Square forms a striking first view of the town for passengers and contributes to the significance of the conservation area. Works to the public realm in recent years have enhanced the character of the square, and the sense of arrival when exiting the station building.
- 5.2.6 St George's Square is of unique significance as a constituent part of the conservation area, with the above defined key views forming an integral element of the special historical and architectural character of the area. The character of the square will be temporarily impacted by the construction phase of works to the station and viaduct. Section 5 of this report pays particular regard to how mitigation will be implemented to minimise the temporary impact of these construction works, and will reference what the impact of the works on the identified key views will be.

Huddersfield Viaduct

- 5.2.7 The southern end of Huddersfield Viaduct (MVL3/92) is located within the Huddersfield Town Centre Conservation Area. The viaduct makes a contribution to the significance of the conservation area, albeit as part of the historic railway infrastructure that defines the historic townscape at the northern end of the conservation area. The structure forms a prominent element of the historic streetscape on entering the conservation area from the north, as well as being a notable feature of views into and out of the Area particularly in views in both directions along Fitzwilliam Street Views G and St John's Road/John William Street Views H and J. The viewpoint on Viaduct Street (View I) provides an oblique view along the structure allowing its impressive scale to be appreciated, an aspect which is not readily apparent in other parts of the conservation area.
- 5.2.8 For those traveling along the viaduct by train, the raised position provides notable views

across towards the historic core of the town. The viaduct is integral to the first and final experiences of the town for those using Huddersfield Station, and the experience of the town from those passing through while traveling along the line between Huddersfield and Leeds. Though Huddersfield has undergone considerable urban change since the mid-19th century, nevertheless these views have some historic integrity, and the overall experience of an elevated vista across the town would be experienced in largely similar fashion today as by those using the railways in the years after its construction. Similarly, the visual presence of the viaduct in the townscape of Huddersfield also contributes to its significance. It is a significant part of the townscape north of the town centre, characterised by views of the arches and along its length (with the addition of the frequent movement of trains atop it), as well as the permeability of the structure in terms of those using roads passing beneath it. The structure thus derives significance from this element of its setting, as an element of the townscape experienced on a daily basis by the people of Huddersfield; this is enhanced further with a number of arches utilised by businesses, for example along Viaduct Street.

Fitzwilliam Street

- 5.2.9 The historic streetscape of Fitzwilliam Street located in the northwest of the conservation area fronts the former goods yard at Huddersfield Station which will house the main construction compound for the works in the town centre. There are five grade II listed buildings along Fitzwilliam Street which will be indirectly and temporarily impacted by construction activity. These are:
- 72 and 78 Fitzwilliam Street (Grade II Listed Building, NHLE 1134224);
 - Freemasons Hall (Grade II Listed Building, NHLE 1134225);
 - 82 Fitzwilliam Street (Grade II Listed Building, NHLE 1134226);
 - 84 Fitzwilliam Street (Grade II Listed Building, NHLE 1134227); and
 - The Sportsman (Grade II Listed Building, NHLE 1464388).
- 5.2.10 Construction activity at Huddersfield Station and on Huddersfield Viaduct will infiltrate on their setting. View E from Fitzwilliam Street faces out from the designated heritage assets towards the former goods yard at Huddersfield Station, and the construction works including compounds will be present within views from the buildings. Similarly, these buildings derive some significance from their presence on the historic streetscape of Fitzwilliam Street; views along the street including these buildings which evidence this will feature construction compounds and activity associated with Huddersfield Viaduct at the east end of the street. The presence of the works for the Scheme will consequently constitute a small-scale alteration of the assets' setting.

Westgate

- 5.2.11 The station is prominent in views from Westgate. In contrast with the views across St George's Square, view F was not a designed viewpoint intended to contribute to the character of the area. Instead, this viewpoint from the south over the station's platforms and roofs is incidental and is a consequence of local geography where Westgate crosses the railway line. While the view does not contribute to the appreciation of the main station building's classical architectural detailing, it does allow a glimpse into the working heart of the station where views are offered along the length of the station, providing opportunity to appreciate the scale and engineering design of the station roof. This view strengthens the presence of the station in this western portion of the conservation area.
- 5.2.12 Construction activity will be plainly visible from view F, however, the area around Westgate is already characterised by busy road junctions, and therefore the impact of this change on

the character of this portion of the conservation area will be limited. The harm will be temporary in nature, with the views across the station platforms and roofs remaining following completion of the proposed development.

6. PROPOSED MITIGATION

6.1 Compound Locations

- 6.1.1 The location and boundaries of the construction compounds within the Conservation area are shown on plan included in Appendix C. The location of the construction compounds is largely dictated by the requirement to allow safe and efficient working practices as well as selecting sites free of obstructions and compatible with compound requirements. The public benefits of proposed development are considered to clearly and convincingly outweigh the temporary impact of the construction compound locations on the significance of the conservation area.

Former Goods Yard - Compound 4.1, 4.2 and 5

- 6.1.2 The former goods yard to the rear of the station will accommodate a varying configuration of compounds during the construction phase.

Compounds 4.1 and 5

- 6.1.3 It is envisaged that the compounds 4.1 and 5 will be in operation simultaneously for the initial phase of construction, with 4.1 providing welfare, offices, and parking, while 005 will be set up for storage and materials handling and will house small scale welfare for site operatives.

- 6.1.4 The temporary siting of a small-scale welfare and office unit in compound 4.1 alongside the stone retaining wall on the western boundary of the site will not detract from the appearance and character of the conservation area. It would not appear prominent in any key views and would be similar in character to the existing cabins located by the goods yard entrance. These existing four cabins and three containers will be removed to enable the formation of a working area alongside the track in this corner of the yard. Compound 5 will be hoarded which will provide both site security and will reduce visual clutter when the yard is viewed from Fitzwilliam Street. The formation of these two compounds will not impact on the significance of the conservation area and the character of the area will not change substantially when compared with the existing use as car park and secure compound.

Compound 4.2

- 6.1.5 Following the removal of compounds 4.1 and 5, compound 4.2 will be established encompassing the extent of the former railway goods yard. This will be the largest compound relating to the Order works located within Huddersfield Town Centre Conservation Area. This compound will accommodate parking and the primary welfare facilities, as well as an area for storing, plant, equipment, and materials. The offices and welfare facilities are planned to be two storey temporary buildings, located against the stone retaining wall at the west of the yard. By siting the buildings against this boundary, the visual impact of the structures would be minimised. The slip road to the A62 beyond the retaining wall lies outside the conservation area, and the neighbouring grade II listed brick warehouse (NHLE 1228533) will remain the dominant feature.
- 6.1.6 The arrangement of the temporary buildings along the western boundary will obscure them from view F. The wider construction site will be partially visible from Westgate, however, views will be restricted between the warehouse and the station platform roofs. The contribution made to the character of the conservation area by view F will be diminished throughout the construction phase, however the harm will be temporary in nature.

- 6.1.7 The existing character of the former goods yard is dictated by its current use for car parking and as a secure compound, this existing use does not contribute to the appearance or character of the area. The proposed use of the yard will represent an intensification of activities within the former railway goods yard, however the temporary nature of the construction phase, the public benefits realised through the implementation of the proposed development and the mitigating measures summarised in this document are considered to provide ample justification for the works.

Station Car Park - Compound 6

- 6.1.8 Compound 6 will be sited in front of Huddersfield Station on the area used as the formal station car park, to the north-east of the station building. The current use of the land as a car park makes minimal contribution to the character of the conservation area. The land falls within the setting of the station and its separately listed railings, as well as the listed buildings on St George's Square and there is some visibility towards its western boundary, through the railings onto John William Street.
- 6.1.9 It is anticipated that the compound will be established in summer 2023 to include a welfare unit, provide parking for a small number of vehicles, and a material storage area. In order to prevent unauthorised access and the resultant safety risks, the compound will be surrounded by 2.4m anti-climb fencing for the temporary period of the works.
- 6.1.10 The compound will be visible from key viewpoints B and D, however due to its location to the extreme north of St George's Square, it will not be prominent in these views. In the case of view B, the dominant feature will remain the station's portico with the compound distantly visible beyond. Hoarding will be erected on southern boundary of compound 6 which will include temporary interpretation panels. The hoarding will screen the material storage, parking and welfare facilities from view removing the visual clutter that would result if the compound boundary treatment was slatted or open. In addition, the solid site hoarding allows the placement of temporary interpretation which will communicate the important part in Huddersfield's history played by the railway, outline the aims and activities of the TRU project, and will mitigate the temporary harm resulting from the siting of construction compound 6.
- 6.1.11 View D encompasses the Lion Buildings, Britannia Buildings and George Hotel, the compound would only have a peripheral impact and only when looking north from the station rather than eastwards across St George's Square. It is not considered that the placement of compound 6 will reduce the contribution made to the conservation area's significance by View D.
- 6.1.12 It is considered that the impact of compound 6 on the significance conservation area, will be mitigated by the positioning of the compound away from the heart of St George's Square, preserving significant views as far as reasonably practicable. Hoarding around the compound will reduce visual clutter and further reduce the prominence of the site.

Castlegate – 7

- 6.1.13 Compound 7 will be positioned north of the junction between Fitzwilliam Street and St John's Road, on the west side of the viaduct.. The site is currently in use as a car park, servicing the nearby commercial buildings, and makes limited contribution to the appearance and character of the conservation area. The compound would not appear prominent in significant views. As a temporary feature within the conservation area, situated outside of key views or vistas, it is considered the location of compound 7 would result in minimal impact to the conservation area for a temporary period while facilitating works to the listed structure.

6.2 Construction Equipment

Siting of cranes

- 6.2.1 The approved works to Huddersfield Station and Huddersfield Viaduct include the removal of the station trainshed roofs B & C and sections of roof A, the construction of new canopies, the erection of a pedestrian footbridge, works to fully replace span 1 (John William Street bridge) and partially replace span 29 (Northgate / Bradford Road) of the viaduct, installation of Overhead Line Electrification (OLE) and works to strengthen the structure's spandrel walls. To undertake these works it will be necessary for cranes to be used during various phases of construction programme.
- 6.2.2 It is acknowledged that by virtue of their scale and appearance, the cranes will appear conspicuous features within the conservation area and may temporarily detract from the character and appearance of the area and affect the setting of nearby listed buildings.
- 6.2.3 In order to limit the impact that the cranes will have on the conservation area, they will remain in place for as limited a period as possible. The number and position of cranes is largely dictated by the unavoidable nature of the works, however, they have been limited in number and size and positioned as sensitively as is reasonably practicable.

6.3 Construction Site management

- 6.3.1 Standard working hours are defined as 08:00 to 18:00 Monday to Friday; 08:00 to 13:00 on Saturdays with 30 minutes either side for setting up and organising/cleaning the site. Environmental impacts (other than visual impact) on the conservation area resulting from the construction works will therefore generally be confined to these allotted time periods.
- 6.3.2 There may be instances where compounds need to operate for 24 hour working where they are needed to facilitate works during possessions of the railway. The aim of a possession is to provide a safe traffic-free worksite for construction works to be undertaken, while minimising disruption to railway users. The timing of a possession is therefore constrained by multiple factors, with the public benefit of a safe working environment allowing works to be undertaken efficiently with minimal disruption to passengers considered to outweigh the temporary harm caused to the conservation area due to the extension of working hours.
- 6.3.3 Condition 5 vii) of approved listed building consent 2021/91328 for works to Huddersfield Station and condition 4 vii) of approved listed building consent 2021/ 91329 for works to Huddersfield Viaduct require the dissemination of toolbox talks to personnel involved in demolition and construction works. These toolbox talks will outline the sensitivities of the site, as well as the measures to be taken on the respective construction sites to preserve the significance of the heritage assets, and the contribution they make to the character of the wider conservation area, throughout the construction phase.
- 6.3.4 The proposed content of the toolbox talks will be submitted to Kirklees Council as part of the relevant CIMP, to discharge the listed building consent condition, in advance of the relevant construction works commencing. The designated status of the conservation area will be highlighted to personnel working on the construction sites, along with the mitigating measures outlined in other elements of the Code of Construction Practice Part B (such as the Noise and Vibration Management Plan and Nuisance Management Plan). These measures are intended to minimise as far as reasonably practicable the impact the construction phase will have on the local area.

6.4 Nuisance Management Plan

- 6.4.1 Some construction activities result in disturbance that cannot be avoided. However, with thorough planning and the application of mitigation measures, the effects of nuisance can be minimised.
- 6.4.2 The submitted Nuisance Management Plan produced to cover Stage 2 of the works (Document Reference: 151667-TSA-00-TRU-REP-W-EN-001209) includes amongst other things details of dust management, wheel wash measures, air pollution control, extent and type of site lighting, and will identify where construction site nuisance may infringe on the setting of nearby heritage assets.
- 6.4.3 Many of the measures outlined in the plan are intended to minimise the impact of the construction phase on residents living, working and spending recreational time in proximity to the construction sites. It is, however, believed that the mitigating measures proposed in this plan will also limit the temporary harm caused to the setting of nearby heritage assets, reducing the effects of noise, light and air pollution. The plan will also outline the environmental guidance and procedures for managing nuisance emanating from the construction works, demonstrating that nuisance from the works will be limited as far as reasonably practicable.
- 6.4.4 The Nuisance Management Plan to be produced for Stage 4 will cover the construction works in Huddersfield Town Centre and will be submitted to the Council for approval in due course. This will cover the Temporary nuisance that may arise during the construction phase of the project which may temporarily result in an adverse effect on the Huddersfield Town Centre Conservation Area.

6.5 Noise and Vibration Management Plan

- 6.5.1 As a large market town with a history of manufacturing and engineering, Huddersfield Town Centre Conservation area is not characterised by peace and tranquillity. The vibrancy and urban bustle of the town centre are considered to contribute to the significance of the conservation area, with temporary noise from construction works not representing an alien feature in this location. It is, however, recognised that the implementation of the Order Scheme may result in a degree of construction noise and vibration which may be considered a nuisance, leading to an impact on the way in which the conservation area is experienced.
- 6.5.2 The Submitted Noise and Vibration Management Plan produced to cover Stage 2 (Document Reference: 151667-TSA-00-TRU-REP-W-EN-001212) outlines the noise and vibration controls to be observed during the setup of the compounds within the Huddersfield Town Centre Conservation Area. The general mitigating measures identified would also be subject to review during any Section 61 application as required.
- 6.5.3 It is considered that impact of noise and vibration during the construction phase of the project which may temporarily result in an adverse effect on the Huddersfield Town Centre Conservation Area will be managed via the Noise and Vibration Management Plan produced for Stage 4 of the works, as well via the Section 61 application mechanism which will be undertaken for relevant construction activities.

6.6 Traffic Movement

- 6.6.1 The Construction Traffic Management and Travel Plan (CTMP) produced for Stage 2 is intended to reduce the impact of construction traffic on the local communities and businesses. The proposed routing for construction vehicles into the conservation area, which

is detailed in the submission, is dictated by the location of station and viaduct, the location of the site compounds and the suitability of the highways to accommodate the size and type of vehicle required to service the works.

6.7 Protection of Designated Heritage Assets

- 6.7.1 The grade II brick warehouse (NHLE 1228533) will not be directly impacted during the construction phase. Protection measures e.g. warning signage and/or stand-off areas located alongside the warehouse to minimise the risk of impacts during operations of compound 4.2 in the vicinity of the warehouse, will be considered and implemented as necessary.
- 6.7.2 The grade II listed tower outbuilding in the northwest corner of the railway yard (NHLE 1289593) will not be directly impacted during the construction phase. To provide safe pedestrian access through the site, a protected pedestrian walkway will run the length of the listed building. This walkway will also ensure a stand-off area between vehicular routes through the construction site and the listed building.
- 6.7.3 The grade II listed cast iron railings (NHLE 1232086) running between the north terminal pavilion of the station, the George Hotel and John William Street fall outside the boundary of compound 6. The space between the railings and the proposed hoarding will accommodate pedestrian access maintained as a fire escape route, ensuring a stand-off area between construction activity and the listed railings is maintained. Great care will be taken when manoeuvring vehicles between the listed stone piers into the compound from St George's Square with appropriate protection measures implemented where required.

6.8 Heritage Interpretation

- 6.8.1 The conditions attached to the granted Listed Building Consent applications for the scheme in relation to Huddersfield Station and Huddersfield Viaduct require the inclusion of details of heritage interpretation boards during construction works within the Conservation Implementation Management Plans (CIMPs) for each Listed Building (in accordance with Section (viii) of Condition 5 attached to the Listed Building Consent for Huddersfield Station and section (vi) of Condition 4 attached to the Listed Building Consent for Huddersfield Viaduct).
- 6.8.2 The heritage interpretation boards will be provided as part of the hoardings around construction areas at both Huddersfield Station and Huddersfield Viaduct include information aimed at enhancing understanding and appreciation of the significance of both Listed Buildings. This interpretation material will also include reference to the contribution of this historic railway infrastructure to the character and special interest of the Huddersfield Town Centre Conservation Area.
- 6.8.3 Full details of the heritage interpretation will be provided within each CIMP, which will be submitted to Kirklees Council to discharge Condition 5 attached to the Listed Building Consent for Huddersfield Station and Condition 4 attached to the Listed Building Consent for Huddersfield Viaduct.

7. IMPLEMENTATION AND REVIEW

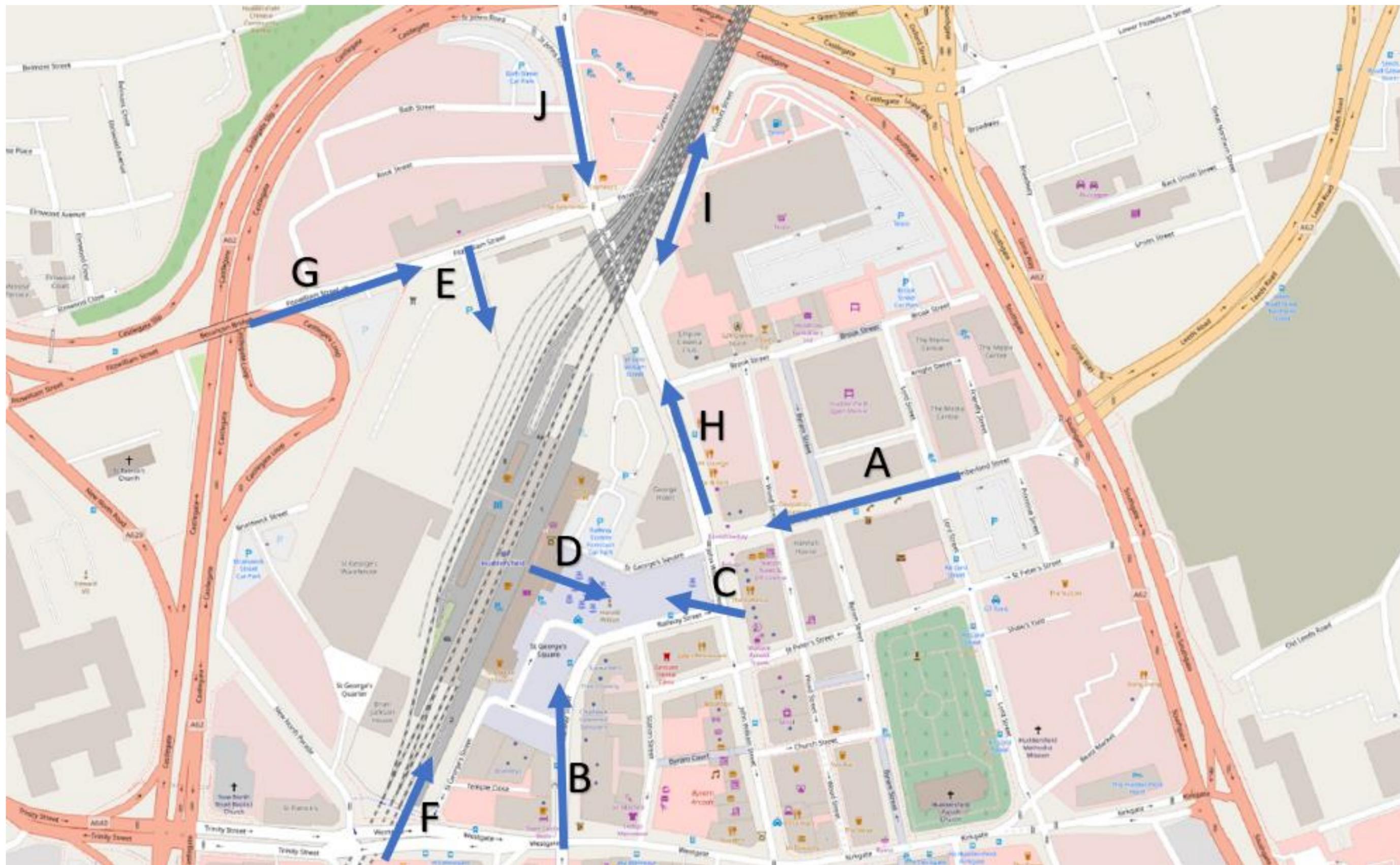
- 7.1.1 The measures to mitigate the impact of construction works on the conservation area will be implemented in accordance with this document and measures set out elsewhere in the CoCP Part B documentation.
- 7.1.2 Network Rail implement a system of reporting Close Calls to manage risks to personal and environmental safety. This close calling system operates nationally and facilitates the removal of immediate risks and enables a strategic overview of the areas of high-risk allowing steps to be taken which prevent more serious incidents from taking place. This close calling system includes the reporting of risks to locally and nationally designated heritage assets and areas of archaeological relevance. This process encourages the maintenance of environmental protections and drives the continuing improvement and evaluation of the measures put in place to safeguard the environment by positively encouraging all personnel to speak out and report any behaviours or activities that might impact on the environment. These behaviours instil personal ownership to the professional delivery of work on site.
- 7.1.3 The Toolbox Talks detailed within the CIMPs and secured via the relevant listed building consent conditions will be delivered to site operatives and a record will be made to ensure all required personnel have been received the site-specific information.
- 7.1.4 Network Rail will continue to engage with Kirklees Council and Historic England regarding works to grade I listed station and grade II listed viaduct, and the remaining conditions attached to Order and listed building consents, where appropriate.

APPENDICES

APPENDIX A – PLAN OF HUDDERSFIELD TOWN CENTRE CONSERVATION AREA



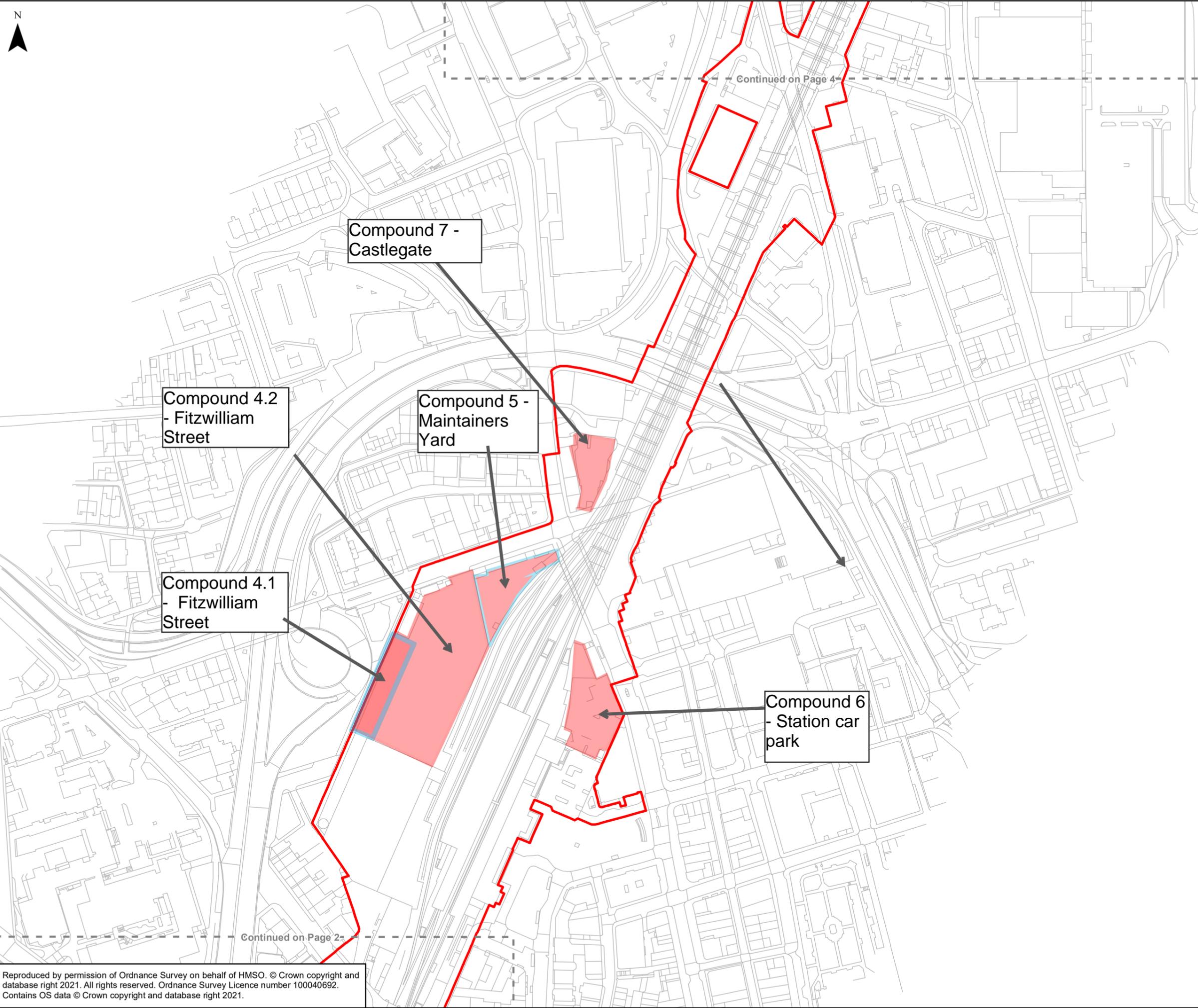
APPENDIX B – KEY VIEWS



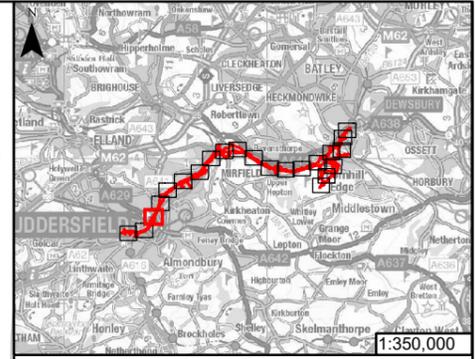
APPENDIX C – COMPOUND LOCATIONS



Continued on Page 4



Continued on Page 2



1:350,000

- Scheme Boundary
- Adjacent Map Sheet



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

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

Drawing Title

Compounds located within Conservation Area

Designed	R.Bowes	Signed Electronically	Date	12/02/2021
Drawn	P. Butler	Signed Electronically	Date	05/12/22
Checked	P.Butler	Signed Electronically	Date	06/12/22
Approved	P.Butler	Signed Electronically	Date	06/12/22

Scale(s)
1:2,500

ELR & Project Chainage

Alternative Reference

Sheet
1

Drawing Number
Appendix C

Revision
P01

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2021. All rights reserved. Ordnance Survey Licence number 100040692. Contains OS data © Crown copyright and database right 2021.



Network Rail
Waterloo General Office
London
SE1 8SW

www.networkrail.co.uk