

Transpennine Route Upgrade Bradley Junction Compound Planning, Design and Access Statement

Document Ref: 151667-TSA-00-TRU-REP-W-EN-001652

Network Rail

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1. Introduction

- 1.1. This Planning, Design & Access Statement supports the submission of an application for planning permission for a temporary compound ('the proposed Development'), to facilitate the construction works for the section of the Trans-Pennine Route Upgrade (TRU) between Huddersfield and Westtown (Dewsbury) ('the Scheme')
- 1.2. The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order (a Transport and Works Act Order (TWAO)), referred to subsequently in this planning statement as "the TWAO") was made by the Secretary of State in October 2022 and came into force on 3rd November 2022.
- 1.3. The TWAO provides for a number of improvements to the railway between Huddersfield and Westtown (Dewsbury) including doubling the number of tracks from two to four along the majority of the railway, increase the line speed, upgrading stations at Huddersfield, Deighton, Mirfield and providing a relocated station at Ravensthorpe, separating sections of the track from each other with a bridge (fly-over) at Ravensthorpe and electrification of the railway from Huddersfield to Ravensthorpe and through to Leeds.
- 1.4. The development of the former nurseries site at Bradley Junction into a construction compound for the TRU was not included within the Order application. However, in order to support its construction, Network Rail (NR) is submitting a standalone planning application under the Town and Country Planning Act 1990 to facilitate the use of the Bradley Nurseries Compound site.
- 1.5. The following plans and documents are submitted in support of this application:

Table 1 - Supporting Information

Title	Reference
Site Location Plan	151667-TSA-00-TRU-REP-W-EN-001635 P01
General Arrangement	151667-TSA-W3-MVL3-DRG-C-CV-000431 P02
Levels and Drainage	151667-TSA-W3-MVL3-DRG-C-CV-000458 P02
Surface Finishes	151667-TSA-W3-MVL3-DRG-C-CV-000432 P02
Proposed Cross Sections	151667-TSA-W3-MVL3-DRG-C-CV-000459 P02
Welfare Cabin – elevation	TRU-NUR-EL1-01-01_P1
Welfare Cabin – floor plan	TRU-NUR-PL1-01-01_P2
Air Quality Assessment	151667-TSA-00-TRU-REP-W-EN-001659
Noise Impact Assessment	151667-TSA-00-TRU-REP-W-EN-001651
Phase 1 Land Contamination Desk Study	151667-TSA-00-TRU-REP-W-EN-001650
Phase 1 Land Contamination Desk Study – appendix C – Groundsure Report and Historical Maps	151667-TSA-00-TRU-REP-W-EN-001655
Phase 1 Land Contamination Desk Study – Appendix E – JNP Group phase ii geo-environmental report	151667-TSA-00-TRU-REP-W-EN-001656
Transport Statement	151667-TSA-00-TRU-REP-W-EN-001643
Travel Plan	151667-TSA-00-TRU-REP-W-EN-001644
Historic Environment Baseline Report	151667-TSA-00-TRU-REP-W-EN-001642

Ecological Impact Assessment (EclA)	151667-TSA-00-TRU-REP-W-EN-001623
Ecological Impact Assessment (EclA) Appendix B – PMWMS	151667-TSA-00-TRU-REP-W-EN-001645
Ecological Impact Assessment (EclA) Appendix D - IHP	151667-TSA-00-TRU-REP-W-EN-001622
Ecological Impact Assessment (EclA) – Appendix E – EcOW Report - CONFIDENTIAL	151667-TSA-00-TRU-REP-W-EN-001646
Ecological Impact Assessment (EclA) – Supporting Report CONFIDENTIAL	151667-TSA-00-TRU-REP-W-EN-001653
Biodiversity Net Gain Baseline Report and Strategy	151667-TSA-00-TRU-REP-W-EN-001649
BNG Metric Calculation Sheet	151667-TSA-00-TRU-REP-W-EN-001654
Flood Risk Assessment	151667-TSA-00-TRU-REP-W-EN-001657
Climate Change Statement	151667-TSA-00-TRU-REP-W-EN-001658

2. Background

- 2.1. The Trans-Pennine Route Upgrade (TRU) programme is a rail enhancement programme established to increase capacity and improve reliability/journey times between Manchester Victoria and York, via Huddersfield and Leeds. Enhancements between Manchester and Leeds will be delivered by the TRU West of Leeds Alliance ('TRU West').
- 2.2. The West of Leeds element of the TRU programme is split into various geographical zones with Project W3 (of which the application will be part) running from Huddersfield to Westtown (Dewsbury), as shown in Figure 1 below:

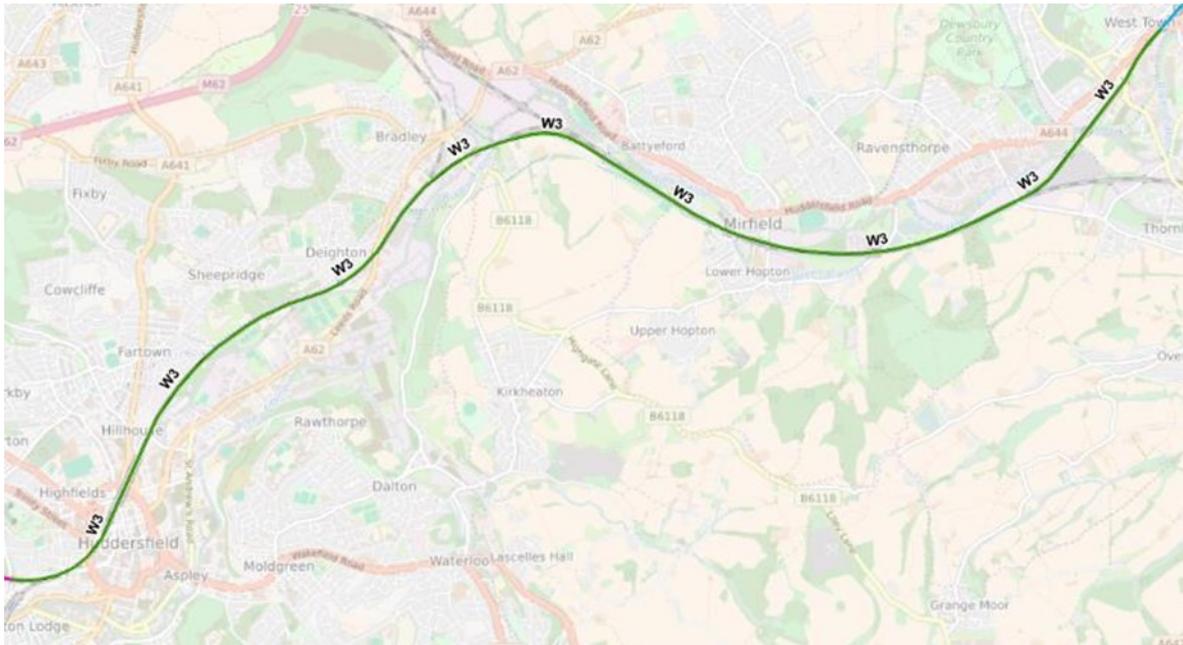


Figure 1: Trans-Pennine Route Upgrade Route W3 Overview (Source: ProjectMapper, 16 September 2021)

- 2.3. The TRU consists of a large number of individual projects, from asset replacement through to construction of new sections of track and other infrastructure. All projects combine to deliver a transformational project for the north delivering increased capacity, improved reliability, and decreased journey times for passengers travelling on the Trans-Pennine route. In order to deliver these benefits, programme and the successful delivery of the projects to the Department for Transport's (DfT) timetable of commissioning by 2027, and removing as much risk from the programme as possible, it is necessary to advance a number of projects ahead of others so that all projects can progress and be successful.
- 2.4. This application is required in order to assist in the delivery of the wider TRU programme and assist with other projects across the route in an efficient and coordinated manner. In addition, the Bradley Junction compound is crucial to the timely delivery of all of the Transport and Works Act (TWA) Scheme acting as a key construction compound.

3. The Site and Surrounding Area

- 3.1. The Site is located to the southwest of Bradley northeast of the existing Bradley Junction Industrial Estate, as shown on the 'Site Location Plan' (drawing reference 151667-TSA-00-TRU-REP-W-EN-001635 P01). Located approximately 4.2km northeast of Huddersfield town centre. The Site is located whole within the administrative authority of Kirklees Borough Council.
- 3.2. The Site is approximately 1.2 hectares in area. The area of the site is a former commercial nursery site including growing land, glasshouses and polytunnels.
- 3.3. The Site is bounded to the northwest by the A62 and the northeast and south by Station Road which links directly into the A62 Leeds Road and additional key distributor roads including A6107 Bradley Road and A644 Wakefield Road. The A62 provides access to Huddersfield to the south and Leeds to the North, as well as connections into the M62 motorway via the A644. To the southwest of the site is the Bradley Junction Industrial Estate made up of a mixture of commercial and employment sites. The railway network lays south beyond the Site.
- 3.4. The Site falls within an allocated Priority Employment Area spanning 10.7 hectares. The Site also lies within a Mineral Safeguarding area for 'SCR with Sandstone and/or Clay and Shale'.
- 3.5. The Kirklees Wildlife Habitat Network runs south to north along the western boundary of the Site, with a localised area of the Network to the south of the Site. The Site also lies within the River Colne Corridor and a Biodiversity Opportunity Zone (Built-Up Areas).
- 3.6. Site Planning History
 - 2022/N/90230/W - Prior notification for demolition of buildings. Demolition details approved February 2022
 - 86/62K/02995/B1 - Erection of horticultural nursery. Granted October 1986

4. The Proposal

- 4.1. This Planning Supporting Statement (PSS) has been prepared by AtkinsRéalis on behalf of Network Rail. It is presented in support of the proposed new compound site near Bradley Junction, on a site previously used by Bradley Nurseries (hereafter referred to as 'the proposed Development'). The proposed Development will support the construction works for the section of the TRU between Huddersfield and Westtown (Dewsbury) and provide a temporary bridge deck assembly area.
- 4.2. Although compound sites along the route have been delivered through the Powers under the Transport and Works Act Order, it has become necessary to seek the opening of a new compound site near the Bradley Junction, on a site previously used by Bradley Nurseries. The proposed Development will be accessed from the A62 Leeds Road using the Bradley Junction Industrial Estate junction access and pre-existing nursery access.
- 4.3. The Proposed Development would be in use until December 2027.
- 4.4. The proposed Development comprises of the following:
 - Provision of a temporary compound including five thirty two foot cabins in the lower end of the site, toilet tanks, tanks, generators and solar panels, twenty five parking spaces, two additional accessible parking spaces and storage areas.
 - Associated access, footways, utilities/drainage works
- 4.5. Further detail on the elements outlined above is provided in the following paragraphs and on the 'Proposed Site Compound General Arrangement' (drawing reference: 151667-TSA-W3-MVL3-DRG-C-CV-000431 P02) and 'Levels and Drainage' (drawing reference 151667-TSA-W3-MVL3-DRG-C-CV-000458 P02).

Use as a construction compound

- 4.6. The Site will be used principally as a temporary strategic construction compound to serve the TRU works between Huddersfield and Westtown (Dewsbury), including parking areas, welfare cabins and bridge desk assembly and component lay down areas. The existing access will be formalised, to allow vehicular access for users of the site and temporary staff car park. The asphalt access road will be retained, with a gate house installed within the Site.
- 4.7. Provision of welfare facilities, tanks, generators and solar panels are also included to support the compound use.
- 4.8. The Site will provide sufficient parking for members of staff. It is also assumed that 3 minibuses per hour will transfer staff between the proposed Development and rail construction sites when necessary. Staff and visitors will also be encouraged to travel by active modes of transport (walking and cycling), however due to access restrictions to the Bradley Junction compound, pedestrians and cyclists will be transferred to the site from the nearby A62 compound or dedicated pick up point on the A62.

Utilities/drainage works

- 4.9. Drainage details have been included within 'Levels and Drainage' (drawing reference 151667-TSA-W3-MVL3-DRG-C-CV-000458 P02). Several measures, including the use of permeable pavement and unbound material for several elements, are proposed to avoid the need for additional drainage. A filter drain will be used to collect surface water run off from the bridge deck assembly area, a carrier drain will attenuate surface water runoff from the bridge desk assembly area .

4.10. Waste water from the welfare facilities will be managed through an on-site effluent tank.

5. Planning Policy

Local Planning Policy

- 5.1. The relevant planning policies of the development plan (Kirklees Local Plan Strategy and Policies, adopted 2019, and the Local Plan Allocations and Designations, adopted 2019) by which the application should be judged are set out below, with a commentary as to how the proposal meets the policy.
- 5.2. **Policy LP8 Safeguarding employment land and premises** states that for proposals in Priority Employment Areas (PEAs) will *'be supported where there is no conflict with established employment uses in the area'*. Proposals must also be for employment generating uses, which is defined within the glossary of the Strategy document.

The proposed Development is for a use temporary in nature. Employment uses have been defined as falling within the Class B use class (the Town and Country Planning (Use Classes) Order Guide 1987 (as amended)). The temporary compound use will include areas of storage and assembly for the proposed bridge deck and house site staff involved in the construction of the TRU Programme, it is therefore considered that the proposed Development falls within the LPAs definition of an employment use and employment generating use and is therefore acceptable in this area.

- 5.3. **Policy LP19 Strategic Transport Infrastructure** is the most important policy relevant to the application. It sets out the importance of the ability to move goods and people given the district's strategic position on the national motorway and rail networks, and sets out that the aim is to *'achieve a balanced and integrated transport network which makes the most efficient and effective use of road, rail and public transport'*.

Part 2 of the policy states that: 'Proposals will be encouraged where they assist to bring forward strategic transport infrastructure where possible, particularly where they would directly benefit from these schemes'.

In the reasoned justification specific mention is made of Network Rail's commitment to the electrification of the Trans-Pennine route.

The proposed Development would accord with this because providing the temporary construction compound is crucial to facilitating the timely delivery of all of the TWA scheme. The Trans-Pennine Route Upgrade improvements will enhance rail connectivity between the North West and Yorkshire & the Humber, as well as the North East and beyond to Scotland. The proposed Development is one of a series of planned/proposed supporting schemes within the TRU programme. The Scheme will make an important and necessary contribution to the Government's overall transport strategy, which is to maximise the benefits of a robust and reliable railway network.

- 5.4. **Policy LP21 Highways and Access** requires developments to accommodate sustainable modes of transport and safe and efficient access for all users taking into account the provision of adequate layout and visibility. It sets out how all proposals shall *'ensure the safe and efficient flow of traffic within the development and on the surrounding highway network'* and should be accompanied by a Transport Assessment or Statement.

A proportionate Transport Statement and Travel Plan have been submitted as part of this application submission.

- 5.5. **Policy LP22 Parking** requires that "All proposals shall provide full details of the design and levels

of proposed parking provision. They should demonstrate how the design and amount of parking proposed is the most efficient use of land within the development as part of encouraging sustainable travel”.

Layout details are provided in Drawing 151667-TSA-W3-MVL3-DRG-C-CV-000431 P02. 27No. staff parking spaces have been provided. The Site will provide sufficient parking for members of staff, it is also assumed that 3 minibuses per hour will transfer staff between the proposed Development and rail construction sites when necessary.

- 5.6. **Policy LP24 Design** sets out the importance of good design that is accessible, inclusive and safe. This also includes how proposals must *‘enhance the character of the townscape’, ‘provide a high standard of amenity for future and neighbouring occupiers’ and ‘high levels of sustainability...[including] providing charging points to encourage the use of electric and low emission vehicles’.*

Details of the temporary welfare units is provided in Figures TRU-NUR-EL1-01-01_P1 and TRU-NUR-PL1-01-01_P1. Details of the power generation points including solar panels is provided in drawing 151667-TSA-W3-MVL3-DRG-C-CV-000431 P02.

- 5.7. **Policy LP30 Biodiversity and Geodiversity** sets out that the council will *‘seek to protect and enhance the biodiversity and geodiversity of Kirklees, including...the Kirklees Wildlife Habitat Network’.* Development is also expected to *‘minimise impact on biodiversity and provide net biodiversity gains through good design by incorporating biodiversity enhancements and habitat creation where opportunities exist’.*

The Kirklees Wildlife Habitat Network runs south to north of the western boundary of the Site. A localised area of the network also sits to the south of the Site. The proposed development will not affect the Habitat Network.

An Environmental Impact Assessment, Invertebrate Habitat Assessment Technical Note and a Precautionary Working Method Station (in relation to Reptiles) have also been conducted and submitted as part of this application. This suite of assessments ensures that there is minimal impact on habitats, and also ensures suitable mitigation measures will be in place.

The proposed Development lies within a ‘Biodiversity Opportunity Zone’ for built up areas.

NR is committed to achieving 10% biodiversity net gain to compensate for the proposed Development.

- 5.8. **Policy LP31 Strategic Green Infrastructure Network** sets out that *‘development proposals within the Strategic Green Infrastructure Network should ensure...networks and assets are retained’.*

The proposed Development lies within the River Colne Corridor, however the Development is not considered to impact this allocation.

- 5.9. **Policy LP35 Historic environment** sets out that *‘proposals should retain those elements of the historic environment which contribute to the distinct identity of the Kirklees area and ensure they are appropriately conserved, to the extent warranted by their significance, also having regard to the wider benefits of development’.* Consideration should also be given to ensuring that *‘proposals maintain and reinforce local distinctiveness and conserve the significance of designated and non-designated heritage assets.’*

There are no designated or non-designated heritage assets located within the Site itself, however there are two Grade II Listed Buildings located within 50m of the Site boundary.

There would be minimal harm to the overall significance of the listed buildings given the temporary nature of the installation and the distance from the listed structures themselves. This proposal would result in less than substantial harm on the overall significance of both Listed Buildings.

- 5.10. **Policy LP38 Minerals Safeguarding** sets out that surface development will only be permitted within a Mineral Safeguarded Area where it has been demonstrated that it meets the set criteria. The exception to this, where the policy will not apply, includes ‘temporary uses of sites for periods of less than 5 years.’

The proposed development is a temporary compound which will be in use for a period of circa 3 years.

- 5.11. **Policy LP51 Protection and Improvement of Local Air Quality** sets out that ‘development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air pollution which would have an unacceptable impact on the natural and built environment or to people’. surface development will only be permitted within a Mineral Safeguarded Area where it has been demonstrated that it meets the set criteria. The exception to this, where the policy will not apply, includes ‘temporary uses of sites for periods of less than 5 years.’

The proposed development is a temporary compound which will be in use for a period of circa 3 years.

- 5.12. Policy LP52 Protection and improvement of environmental quality states that proposals which have the potential to increase pollution from noise, vibration, light, dust, odour, shadow flicker, chemicals and other forms of pollution or to increase pollution to soil or where environmentally sensitive development would be subject to significant levels of pollution, must be accompanied by evidence to show that the impacts have been evaluated and measures have been incorporated to prevent or reduce the pollution, so as to ensure it does not reduce the quality of life and well-being of people to an unacceptable level or have unacceptable impacts on the environment.

A noise and vibration assessment has been submitted to support this application which concludes that the development will not result in any significant effects either due to construction plant noise to due to traffic.

National Planning Policy

- 5.13. The National Planning Policy Framework (NPPF) provides the Government’s planning policies for England and sets out how these are expected to be applied in plan making and decision taking. The NPPF is clear that its publication does not change the statutory status of the adopted Development Plan but is however a material consideration which should be taken into account in decision taking.
- 5.14. The relevant policies of the National Planning Policy Framework (NPPF) by which the application should be judged are set out below, with a commentary as to how the proposal meets the policy.
- 5.15. The NPPF was first published by the Department for Communities and Local Government (DCLG) (now the Department for Levelling Up, Housing and Communities, DLUHC) in 2012, and was most recently updated in December 2023.
- 5.16. Paragraph 11 states plans and decisions should have a presumption in favour of sustainable development and that development proposals which accord with an up-to-date development plan should be approved without delay.

Where there are no development plan policies, or relevant policies are out of date, granting permission unless:

- The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

It is considered that the proposed Development accords with both the relevant NPPF policies and the relevant local planning policies (see paragraphs 5.1-5.11).

5.17. Chapter 9 (Promoting sustainable transport) states within paragraph 110 part (e) that 'planning policy should provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy'.

The proposed Development is needed to facilitate the development of railway bridge infrastructure between Manchester and Leeds, upgrading the route using new transport technology to ensure a better service.

5.18. Chapter 11 (Making effective use of land) encourages the use of brownfield land stating that planning decisions should promote their redevelopment in order to meet the need for various uses.

The Site is brownfield land and there is an identified need for it to be used as a construction facility.

6. Design and Access

- 6.1. The Site is a former horticultural nursery, operating from the 1870's until 2016. The redundant buildings were then removed from site in 2024, following the grant of 2022/90230. The immediate surrounding area predominantly has an industrial/commercial character. The use of the Site as a temporary compound will retain the open character and will relate visually to its historic and surrounding context.

Access

- 6.2. Vehicular access to the Site will be from the existing access from the Bradley Junction Industrial Estate access road, to the south western corner of the proposed Development. This industrial estate access road is a cul-de-sac and there are no through links to the highway. There is no public access to the site.
- 6.3. The Bradley Junction Industrial Estate access road connects to the A62, via a steep uphill incline. This area of the A62 is a single carriage way road, providing access to Huddersfield to the south and Leeds to the North. The A62 also connects into the M62 motorway via the A644.

7. Key Planning Considerations

Principle of Development

- 7.1. The proposed Development will create a strategic construction compound to facilitate the construction of the Huddersfield to Westtown (Dewsbury) section of the TRU. It is crucial to enabling the wider Scheme to be implemented, and will involve the reuse of an existing brownfield site within the railway corridor.

Transport

- 7.2. A Transport Statement (TS) and Travel Plan (TP) has been prepared and is submitted in support of this planning application (document reference: 151667-TSA-00-TRU-REP-W-EN-001643 and 151667-TSA-00-TRU-REP-W-EN-001644). The TS identifies potential impacts on the highway network from the use of the Site as a construction compound, along with mitigation measures to address these impacts. The TS states that any construction impact on the road network would be limited due to the temporary nature of the compound. Therefore, a TS is considered to be more proportional to the scale and potential impact than a full Transport Assessment.
- 7.3. The physical scope of the TS was the Site itself and the immediate surrounding roads. The traffic flows to support the development of the TS were taken from two sources. The first source is the traffic model developed to support the Transport and Works Act Order, specifically traffic flows at 2024 referenced for that Order's 'Scenario 4' traffic forecasts, which represent proposed maximum construction activity during September and October 2024, being the closest modelled period to the opening of the proposed Development at Bradley Nurseries. The 'Scenario 4' traffic forms this study's 'without development' otherwise referred to as the Do-Minimum. The second source is the Transport Assessment for a proposed Waste and Recycle development on the same site provided by Kirklees Council. This Transport Statement included traffic flows at the existing A62 Leeds Road/Station Road junction from 2023.
- 7.4. Where temporary traffic management measures are needed these will be agreed with the local highway authority in accordance with their permitting (PAA) procedures.

Ecology

- 7.5. An Ecological Impact Assessment (EclA) has been prepared and is submitted in support of this planning application (document reference 151667-TSA-00-TRU-REP-W-EN-001642). The EclA includes the results of an ecological data search; a field survey of the Site; a Preliminary Bat Roost Assessment (PBRA) and Ground Level Tree Assessment (GLTA) of buildings and trees (ground based/external), a Daytime Bat Walkover (DBW) and Night-time Bat Walkover (NBW) survey, a Bat Static Survey and a survey for invertebrates. It also provides an evaluation of the importance of ecological features present within the Zone of Influence (Zol), which is defined as a two kilometre radius from the Site for Statutory Designated Sites and one kilometre from the Site, and assesses the potential effects that the Proposed Development may have on any such features identified.
- 7.6. The EclA notes that the Site is within the Zol of 4 locally designated sites, none of which have been identified as having habitat connectivity. The Site is located over 600 metres away from an ancient, replanted woodland. No pathways have been identified connecting the Site to the woodland. Desk study data shows the Site to be located immediately adjacent to (but not within) the Kirklees Wildlife Habitat Network. One European Protected Species (EPS) licence has been recorded 0.9 kilometres north-west of the Site for the destruction of a common pipistrelle breeding site (in 2015).
- 7.7. The field survey was undertaken in May 2024 and the Survey Area is shown in Figure 2 of the

EcIA. The following table provides a summary of the potential for the Site to support protected or otherwise notable species and any mitigation measures required:

Species	Summary of Potential	Mitigation
Bats	<p>No roosting habitat within the Site has been noted. Adjacent trees and buildings have been assessed as negligible for roosting bats.</p> <p>Potential exists for temporary disturbance to unknown bat roosts located outside of the Site boundary during construction.</p> <p>Low numbers of common and widespread species of bats may commute and forage within the eastern boundaries. Loss of foraging and commuting habitats expected to be significant on a Site level given the urban context and connectivity to other more optimum habitat.</p> <p>The potential exists for disturbance to foraging and commuting bats associated with the Kirkless Wildlife Habitat Network Corridor to the north-east of the Site through vegetation loss, noise and lighting.</p> <p>On the basis that the woodland to the north of the Site provides screening between the Site and the wildlife corridor, it is expected the temporary impact arising from disturbance would be significant at a Site level.</p>	<p>The hedgerow to the north of the Site is to be retained. The perimeter boundary also be retained and protected throughout works.</p> <p>Night work will be avoided if possible. If night work is undertaken, lighting will be minimal and directional. Light spill will be avoided and lighting will be switched off when not absolutely necessary, in line with standard guidance.</p> <p>This will reduce the risk of temporary disturbance to foraging or commuting bats, and/or unknown bat roosts located outside of the Site boundary.</p>
Birds	<p>Common breeding birds may be present within scrub and hedgerow habitats on site, and in adjacent trees during the core breeding season, which runs from 1st March to 31st August (inclusive) subject to seasonal variations.</p>	<p>Network Rail's guidance on vegetation works and conducting bird nesting checks will be complied with. Vegetation clearance will be undertaken outside the core bird breeding season</p>

	<p>Vegetation clearance could cause damage to nests and eggs and/or killing and injury of young and adult birds, and contravene wildlife legislation.</p>	<p>If this is not possible, a competent person will check for active nests within and around the vegetation to be cleared no more than 24 hour prior to the clearance. This requirement will be undertaken in line with NR requirements.</p> <p>If there is uncertainty about the possible presence of a nest, then an ecologist will be contacted for further advice (good photographs of the area in question are usually helpful).</p> <p>If an active nest were to be found, a no disturbance exclusion zone (area to be determined by an ecologist) would be established around the nest until it was satisfactorily proved that it was no longer in use.</p>
<p>Reptiles</p>	<p>The Site is not considered suitable to support a notable population of reptile. However, the potential for a small number of reptiles to have moved into the Site since it has been left unoccupied, has not been discounted. Whilst it is considered a low risk, vegetation clearance that does not consider the potential reptile presence could inadvertently harm or even result in the mortality of a small number of reptiles.</p>	<p>A Precautionary Working Method Statement (Appendix B) was developed and fully implemented during the vegetation clearance works to mitigate risks to reptiles on-site.</p> <p>The PWMS required that the clearance of potentially suitable reptile habitats be undertaken under the direct supervision of an ECoW. A detailed record of the activities and observations during the clearance is documented in the ECoW log, appended to this report as Appendix E.</p>
<p>Invertebrate</p>	<p>An Invertebrate Habitat Potential (IHP) assessment was undertaken across the Site boundary (Appendix D of the EclA).</p> <p>Due to the lack of any permanent water and Site maturity, this limits the value of the Site to invertebrates. There is also poor connectivity to the Site, so it is</p>	<p>Habitat loss has been refined as far as possible.</p> <p>On the basis that suitable compensation habitat is included as part of the off-site BNG strategy (see Habitats), subject to discussion with Kirklees as the landowner, the temporary habitat</p>

	unlikely that specialist species will colonise the Site.	loss is considered significant at a Site level.
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- 7.8. NR is committed to achieving 10% biodiversity net gain to compensate for the proposed Development. BNG offsetting can be achieved on the proposed Development site and a detailed landscape plan could be developed to deliver on this requirement. However the applicant recognises that the site is allocated as employment land and it is assumed that future development will be brought forward post December 2027. The applicant does not intend that the delivery of BNG offsetting should prejudice future development at the site and therefore the applicant will explore, in collaboration with Kirklees council.
- 7.9. To ensure the proposed Development meets the legal compliance and demonstrates good practice environmental measures in regards to nature conservation in general, the recommendations and mitigation measures highlighted within the EclA will be followed during construction.

Flood Risk and Drainage

- 7.10. A Flood Risk Assessment (FRA) has been produced and is submitted in support of this application. The FRA assesses the potential risks to and from the proposed Development and notes that the Site does not lie within Flood Zone 2 (medium probability) or 3 (high probability) on the Environment Agency's Flood Map.
- 7.11. The management of surface water runoff associated with the proposed development includes the retention and development of new carrier drains including flow control structures, filter drains, and permeable paving.
- 7.12. Surface water flow exceedance will be directed to an area of the site that will manage the containment and not increase risk to and from the proposed development site.
- 7.13. The FRA concludes that the proposed Development is acceptable within this location.

Noise and Vibration

- 7.14. A Noise and Vibration Assessment is included in this submission.
- 7.15. There will be several static items of plant on the compound site, commensurate with typical site compound use e.g. welfare facilities and, generators. Given the distances to the nearest noise sensitive receptors and high baseline noise levels it is not expected that the use of construction plant on the site would result in potential significant effects from construction noise.
- 7.16. Changes in road traffic noise due to the operation of the compound are expected to be negligible due to the relatively small number of vehicles using the site compared to the high volume of traffic on the surrounding road network.

Land Contamination

- 7.17. Due to the historic use of the Site, there is the potential for on-site contamination from sources such as metals, asbestos, inorganic compounds and made ground.
- 7.18. The principal contaminant exposure pathways for human health receptors include dermal contact and/or ingestion of contaminants in wind-blown soil-derived dusts, soil and groundwater, and inhalation of organic vapours, soil-derived dust, ground gages and soil and groundwater derived

vapours.

- 7.19. No Relevant Pollutant Linkages (RLPs) have been identified as part of the Conceptual Site Model. Mitigation procedures and recommendations have been set out within the document. This includes the requirement for a void to be implemented between the site surface and any welfare cabins to mitigate the risk from ground gas.
- 7.20. A Phase 1 Land Contamination Desk Study has been submitted in support of this application.

Landscaping

- 7.21. Vegetation removal has been restricted to the work areas and where possible existing vegetation has been retained including areas around the perimeter of the site

Heritage

- 7.22. A Historic Environment Baseline Report has been prepared and is submitted with this application.
- 7.23. There are no heritage assets within the Site boundary. There are two Grade II Listed Buildings within 50 metres of the Site; Former Church of St Thomas (1273979) and Gatepiers of Church of St Thomas (1238947).
- 7.24. There is no de-vegetation proposed around the perimeter of the Site. This screening allows for a buffer, so the Site is suitably screened from both of the Listed Buildings. It is not considered that the presence of the temporary compound would diminish the relationship between the Listed Buildings, nor would there be any notable change to the ability to appreciate their setting or significance.
- 7.25. there would be minimal harm to the overall significance of the listed buildings given the temporary nature of the installation and the distance from the listed structures themselves and this proposal would result in less than substantial harm (minimal harm in this instance) on the overall significance of both Listed Buildings.

Air Quality

- 7.26. A simple Air Quality Assessment has been undertaken for the proposed Development. This notes that the Site is not within, but in close proximity to the Bradley, Huddersfield Air Quality Management Area (AQMA).
- 7.27. Mitigation measures will be employed to manage dust generation but it is not anticipated any significant air quality or dust effects will result from the proposal.

Climate change and resource efficiency

- 7.28. Given the government-wide target to achieve net-zero carbon emissions by 2050 and the priority of decarbonising transport to improve air quality and health, and take urgent action on climate change, the TRU Programme supports UK Government policy to encourage electrification of railways as a means of reducing carbon emissions and provides a key opportunity to decarbonise the Manchester-York rail route. Rail travel is responsible for only 0.6% of total UK emissions, however electrification is identified as one of the primary ways in which the rail industry can contribute to the 2050 net-zero carbon emissions target, by removing diesel-only passenger trains on strategic main routes.
- 7.29. The introduction of bi-modal trains which are able to use electrified lines across the whole TRU

Project will also provide benefits for local air quality in the areas through which the route passes.

8. Conclusion

- 8.1. This Planning, Design and Access Statement sets out the proposal to create a temporary compound to support the Huddersfield to Westtown improvement works which are part of the TRU programme. The use of this brownfield site on a temporary basis to serve the TRU programme is a key component in delivering the Upgrade. It is fully supported by policy LP19 and allocation TS7 of the Local Plan in helping to deliver a step change in improving the Trans-Pennine rail corridor and the level of service capacity improvement and environmental benefit from electrification it will bring, and the subsequent positive effect it will have on the economic well-being of the District. The environmental safeguards and mitigation measures proposed will ensure that the impact of the proposed Development on surrounding key receptors will be minimised as far as practicable.
- 8.2. There are no other material considerations which should preclude consent from being granted for the proposed Development.

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