

Transpennine Route Upgrade

Flint Street Compound Hub

Planning, Design and Access Statement

Document Ref: 151667-TSA-00-TRU-REP-W-EN-001720

Network Rail

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Contents

1.0. INTRODUCTION3

2.0. BACKGROUND4

3.0. THE SITE AND SURROUNDING AREA5

4.0. THE PROPOSAL.....6

5.0. PLANNING POLICY7

6.0. DESIGN AND ACCESS.....121

7.0. KEY PLANNING CONSIDERATIONS.....13

8.0 CONCLUSION17

1.1. Purpose of the Report

- 1.1.1. This Planning, Design & Access Statement supports the submission of an application for planning permission for a temporary hub including parking, an office and briefing unit and associated security ('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').
- 1.1.2. A Transport and Works Act Order (TWAO) for the Huddersfield and Westtown (Dewsbury) section of the TRU was submitted to the Secretary of State for Transport on 31 March 2021. This was successful and came into force on 3rd November 2022 (The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order 2022).
- 1.1.3. Upgrading the railway between Huddersfield and Westtown (Dewsbury) is key to delivering passenger benefits along the Trans-Pennine railway.
- 1.1.4. The development of the former Council car park and office building at Flint Street into a hub 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 Flint Street Compound site.
- 1.1.5. The following plans and documents are submitted in support of this application:

Title	Reference
Site Location Plan	151667-TSA-00-TRU-REP-W-EN-001707
General Arrangement Drawing	151667-TSA-00-TRU-REP-W-EN-001718
Elevation Details Drawing	151667-TSA-00-TRU-REP-W-EN-001715
Floor Plan	151667-TSA-00-TRU-REP-W-EN-001714
Site Levels	151667-TSA-00-TRU-REP-W-EN-001713
Specification for office/induction building	151667-TSA-00-TRU-REP-W-EN-001716
Flood Risk Assessment	151667-TSA-00-TRU-REP-W-EN-001704
Transport Statement	151667-TSA-00-TRU-REP-W-EN-001701
Travel Plan	151667-TSA-00-TRU-REP-W-EN-001706
Air Quality Screening Assessment	151667-TSA-00-TRU-REP-W-EN-001705
Ecological Impact Assessment	151667-TSA-00-TRU-REP-W-EN-001719
Mining Mitigation Report	151667-TSA-00-TRU-REP-W-EN-001717
Climate Change Statement	151667-TSA-00-TRU-REP-W-EN-001712
Noise Assessment	151667-TSA-00-TRU-REP-W-EN-001702

- 1.1.6. The proposed development is exempt from BNG as it does not impact a priority habitat and impacts less than 25 square metres (5m by 5m) of on-site habitat.

- 2.1.1. 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').
- 2.1.2. 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:

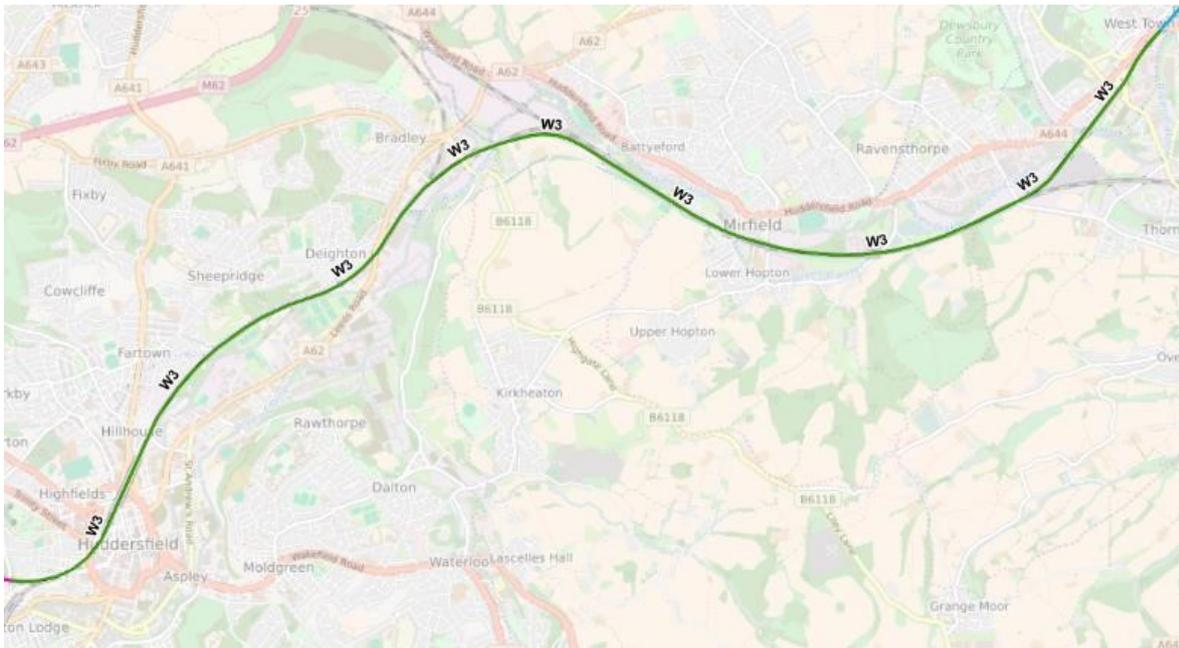


Figure 1: Trans-Pennine Route Upgrade Route W3 Overview (Source: ProjectMapper, 27 January 2025)

- 2.1.3. 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, 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.
- 2.1.4. 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 Flint Street Hub is crucial to the timely delivery of all of the Transport and Works Act (TWA) Scheme acting as a key facility for briefing, meetings and for staff parking. Given the central geographical location of the Flint Street site it offers a high degree of flexibility in serving the majority of working sites in the Huddersfield area.

- 3.1.1. The Site is located on the north side of Flint Street, Hillhouse, at the corner where it meets Alder Street, as shown on the 'Site Location Plan' (drawing reference: 151667-TSA-00-TRU-REP-W-EN-001704). It is located wholly within the administrative authority of Kirklees Borough Council.
- 3.1.2. The Site is approximately 1.29 hectares in area and is entirely within the ownership of Kirklees Borough Council. It is currently occupied by two tiers of surface car parking and a cluster of commercial/office buildings to the south of the Site.
- 3.1.3. The Site is bounded by Flint Street to the south, Alder Street to the east and an unnamed cobbled street to the west that provides private access to the rear of a row of private properties and businesses fronting onto Bradford Road. To the north, is the former Midland Railway Newton Goods Yard railway line which is now an area of green open space with an adopted cycle path running through, the Birkby Bradley Greenway. The surrounding area is characterised by mostly commercial / industrial uses. The closest residential properties to the Site are those fronting Bradford Road, approximately 17 metres to the west of the Site, and a row of properties on the east side of Alder Street, approximately 25 metres to the east of the Site. Vehicle access is directly off Flint Street.
- 3.1.4. The Site, in its entirety, is an Allocated Housing Site (Local Plan ID: HS15) with an indicative capacity for 45 dwellings.
- 3.1.5. The Site is not located within a Conservation Area. The closest listed building are the Grade II listed coal chutes associated with the Hillhouse site at land off Alder Street, circa 250m to the south-east of the Site.
- 3.1.6. The River Colne Corridor Strategic Green Infrastructure Network runs northeast-southwest adjacent to the northern and western boundary of the Site. The southwest corner of the Site is located in Flood Zone 2. Most of the Site lies within a Mineral Safeguarding Area for SCR with Sandstone and/or Clay and Shale and the northeast corner is a Mineral Safeguarding Area for Sand and Gravel with Sandstone and SCR.
- 3.1.7. Site Planning History
- 2023/48/91380/W – Erection of a fence – Approved June 2023
 - 2023/91335 – Prior notification for demolition of office buildings – Approved June 2023
 - 2001/92478 - Erection of 2 storey office extension and additional parking – Approved October 2001
 - 2001/90417 - Erection of two-storey office extension – Approved May 2001
 - 95/48/90678/W2 – Change of use from a highways operational depot to 2 storey temporary office accommodation and off-street car parking facility – Approved April 1995

- 4.1.1. This Planning Supporting Statement (PSS) is presented in support of the proposed Development for a Compound Hub facility to support the construction works for the section of the TRU between Huddersfield and Westtown (Dewsbury).
- 4.1.2. The proposed Development will comprise the installation of a single storey office /induction building, the provision of parking for approximately 200 cars, EV charging stations and associated lighting and utilities.
- 4.1.3. The proposed office unit will provide 80 desk spaces and a briefing room with a capacity of 150 people. This unit will be modular in nature and take the form of a 'U' shape with the main entrance on the north elevation.
- 4.1.4. The multiple purpose briefing room will be used for Construction planning & safety briefings. The meeting room will be available for use 24/7 to service the works on the railway, however, primary use will be between the following hours:
- Tuesday's 10:00 – 14:00
 - Thursday's 10:00 – 14:00
 - Friday 22:00 – Monday 06:00
- 4.1.5. During any other hours use of the site will be at 20% capacity.
- 4.1.6. Within the Site, the proposed Development will also provide create up to 200 parking spaces: 150 spaces for cars, 50 spaces for larger vehicles and a minibus pickup point. Like the existing Site layout, these will be split across two levels with a ramp to the higher level to the north of the Site. Provision will also be made for 12 accessible parking spaces and 50 EV charging points.
- 4.1.7. Parking is required for operational staff working at the Flint Street office as well as staff utilising the induction meeting room which will be fully utilised 2 days per week over the 4 year period. Staff parking is necessary to enable staff working on the railway to park and be transported to work sites.
- 4.1.8. Fencing is already in place on the site perimeter and there is no requirement to modify the existing arrangement as part of the proposed development.
- 4.1.9. There is no vegetation clearance requirement as part of the proposed development other than maintenance of light boundary vegetation.
- 4.1.10. Access to the site will be via the existing access/egress point from Flint Street. This was the access point used during the sites previous use as a council depot. There will be no alterations to the existing access/egress arrangements as part of the proposed development.
- 4.1.11. The proposed Development will be in use until 31 January 2029, when the site will be restored to its original condition and returned to Kirklees Council. This five-year timescale would be consistent with the length of time granted for the deemed planning consents associated with the Transport & Works Order.
- 4.1.12. Further detail on the elements outlined above is provided on the following plans and drawings: 151667-TSA-00-TRU-REP-W-EN-001718, 151667-TSA-00-TRU-REP-W-EN-001715 and 151667-TSA-00-TRU-REP-W-EN-001714.

5.1. Local Planning Policy

5.1.1. 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.

5.1.2. **Policy LP19 Strategic Transport Infrastructure** is the most important policy relevant to the application. It sets out the importance of the ability to move good 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 this strategic TRU Hub is crucial to facilitating the timely delivery of all of the TWAO 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 rail improvement schemes along the Trans-Pennine corridor. 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.

5.1.3. **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. Proposals should also '*provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes*'.

The proposed Development would accord with this because the compound layout has been designed to ensure that both employee vehicles and construction vehicles are all able to travel to and from the Site safely and efficiently. The proposed Development will make use of the existing Site access which is setback from the northern edge of Flint Street to ensure sufficient visibility and a separate pedestrian access is provided to the east of this.

Within the Site, there are dedicated pedestrian routes provided to ensure pedestrians are able to move through the Site safely. One-way systems have also been integrated into the layout to allow vehicles to circulate the Site and efficiently access their designated parking areas.

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

5.1.4. **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".

- 5.1.5. Layout details are provided in the submitted drawing W4/VB/001 FS01.3. 200No. staff parking spaces have been provided ensuring that the Site will provide sufficient parking for members of staff. Minibuses will transfer staff between the proposed Development and rail construction sites when necessary.
- 5.1.6. **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'*.

The proposed Development would accord with this because the Site's design and layout has sought to respect the surrounding area. The proposed building is considered to be reflective of the existing and historic buildings on Site as well as the surrounding industrial/commercial character. As a single storey unit, this is commensurate with the scale and massing of neighbouring buildings and the retention of the wider Site for parking free from built form would reflect the existing.

The proposed office building is to be sited within the south-western corner of the Site. Whilst it is not considered that this would create any adverse impacts with regards to neighbouring amenity, this would ensure that the main space for human activity within the Site is sited away from the majority of the surrounding residential properties. This is also reflective of the Site's previous layout.

Within the parking area as proposed, provision has been made for 50 EV charging points. This allows for the use of electric cars by users and cycle storage will encourage more sustainable modes of travel to and from the Site.

- 5.1.7. **Policy LP27 Flood Risk** sets out how 'Proposals must be supported by an appropriate site specific Flood Risk Assessment in line with national planning policy. This must take account of all sources of flooding set out in the Strategic Flood Risk Assessment and demonstrate that the proposal will be safe throughout the lifetime of the development (taking account of climate change). The proposal must also not increase flood risk elsewhere and where possible should reduce flood risk. Mitigation measures, where necessary, should be proposed'.

Impacts on flood risk are covered in Section 7.4 but in summary, the Site is located within Flood Zone 2 and is therefore at medium risk of fluvial flooding. The FRA submitted in support of this planning application concludes that the proposed Development is a minor development with no overall change of use and is also classed as 'Less vulnerable' and is thus an acceptable development in this flood zone. It recommends that features to mitigate any residual risk of flooding should be integrated into the design.

- 5.1.8. **Policy LP30 Biodiversity and Geodiversity** sets out that the council will 'seek to protect and enhance the biodiversity and geodiversity of Kirklees.' 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'.

An Ecological Impact Assessment accompanies the application. No vegetation clearance is planned as part of the proposed development. Suitable mitigation measures will be employed, particularly around lighting requirements for evening and night time working. No significant effects are expected as a result of the proposed development.

- 5.1.9. **Policy LP31 Strategic Green Infrastructure Network** states that any proposals adjacent to the Strategic Green Infrastructure Network must ensure, *'the function and connectivity of green*

infrastructure networks and assets are retained’.

The proposed Development is bounded by the River Colne Corridor Strategic Green Infrastructure Network to the north and west, however the Development is not considered to impact this designation.

- 5.1.10. **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’.

There are no designated or non-designated heritage assets located within the Site. Section 7.7 details the potential impacts on the Grade II listed coal chutes located 250m southeast. However in summary There will be no impact on the overall significance of the Grade II Listed Coal Chutes as a result of the proposal, and the potential harm to significance of the Listed Building would therefore be less than substantial.

The Site is also not located within a Conservation Area.

- 5.1.11. **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 5 years (to 31 January 2029).

- 5.1.12. **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’.

Impacts on air quality are covered in Section 7.5 but in summary, the Site is located in close proximity to a number of sensitive uses including residential properties to the north, east and west with industrial and commercial uses to the southeast of the Site. The Site is also located 1 kilometre north of the nearest AQMA. The AQA submitted in support of this planning application concludes that with the mitigation measures as recommended in place there would be no significant adverse impacts. It is therefore considered that the proposed Development would accord with this policy.

- 5.1.13. **Policy LP65 Housing Allocations** provides a list of all sites that have been allocated for housing in the Local Plan. Included within this list is the Site subject of this application, Site HS15 ‘Land north Flint Street, Fartown, Huddersfield’.

- 5.1.14. Through this allocation, the principle of the future redevelopment of this Site has been accepted. Whilst the proposed Development is not for residential use, and therefore would not fully accord with this policy, the proposed Development is a temporary use that would not prevent the future development of this Site for residential purposes.

5.2. National Planning Policy

- 5.2.1. 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.

- 5.2.2. 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.
- 5.2.3. 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 2024.
- 5.2.4. **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.

- 5.2.5. **Chapter 9** (Promoting sustainable transport) states within paragraph 111 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 infrastructure between Manchester and Leeds, upgrading the route using new transport technology to ensure a better service.

- 5.2.6. **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 previously developed land and there is an identified need for it to be used as a Hub for the TRU works.

- 6.1.1. The Site has been an operational surface car park with office buildings within its southernmost section for a significant amount of time and the surrounding area has an industrial/commercial character. Not only will the predominant use of the Site as car parking be retained but the Site will also relate visually to the neighbouring compound site at Hillhouse. The proposed office and associated parking on the Site will represent a continuation of the Site's uses in visual terms.
- 6.1.2. The only element of design that requires consideration as part of the proposed Development is the proposed new office/induction building. The new office building will be a single storey modular building sited at the southwest corner of the Site adjacent to the main access road to the east and Flint Street to the south.

Access

- 6.1.3. Vehicular access to the Site will be from the existing access from Flint Street. This gated access will be retained and provides access from the southern boundary of the Site. Flint Street connects to A641 Bradford Road, a major north-south distributor road to the north of Huddersfield. The Site is therefore easily accessible from the major road network and near to an urban area so that access via non-car modes can be maximised for staff.
- 6.1.4. The existing site access road provided within the Site will continue to be used to allow vehicle movement. This includes the ramp at the northern edge of the Site to gain access to the elevated car parking area in the northeastern corner of the Site..

7.1. Principle of Development

- 7.1.1. The proposed Development will provide a strategic Hub compound to facilitate the construction of the Huddersfield to Westtown (Dewsbury) section of the TRU. This Hub will also support the existing compound site at Hillhouse (approved under planning application: 2021/62/94337/W). It is crucial infrastructure to enable the wider Scheme to be implemented, and will involve the reuse of an existing brownfield site within close proximity of the railway corridor.

7.2. Transport

- 7.2.1. 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-001701 and 151667-TSA-00-TRU-REP-W-EN-001706). The TS identifies potential impacts on the highway network from the use of the Site as a compound, along with mitigation measures to address these impacts. It is anticipated that there will be limited transport impacts associated with the proposed Development, therefore a TS is considered to be more proportional to the scale and potential impact than a full Transport Assessment.
- 7.2.2. The physical scope of the TS was the Site itself and the immediate surrounding roads. The TS considered a baseline scenario taken from the traffic model developed to support the TWAO. This baseline scenario has been based on September and October 2024 (the closest modelled period to the opening of the proposed compound site) with the new trips from the compound site traffic were based on the assumption that the 100 car and LGVs capacity of the car parks would be maximised.
- 7.2.3. The TS summarises how most increases in two-way traffic flow are below 10% with the only exception to this being on Flint Street in the evening peak hour where a 14% two-way increase is expected. This 14% increase is however expected to represent a worst-case scenario with no further action required.
- 7.2.4. The TS then provides some Construction Traffic Management Principles to set out the recommended measures in advance of a contractor being appointed. These measures are set out to provide a safe environment for transport network users and construction staff, and manage and/or mitigate construction traffic-related effects.
- 7.2.5. The TP sets out a number of measures that will be implemented for the duration of the Hub's operation. These will encourage employees to adopt sustainable travel behaviours seeking to increase the use of public transport and journeys made by foot or cycle.

7.3. Ecology

- 7.3.1. 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-001719). The EclA includes the results of an ecological data search; a field survey of the Site and a Daytime Bat Walkover (DBW) and ground level tree assessment. It also provides an evaluation of the importance of ecological features present within the Zone of Influence (Zoi), 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.
- 7.3.2. No roosting bat habitat within the site has been noted. Native hedgerows are located to the north of the site but are outside of the site boundary and not impacted by the proposed development.

- 7.3.3. 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.

7.4. Flood Risk and Drainage

- 7.4.1. A FRA has been produced and is submitted in support of this planning application (document reference: 151667-TSA-00-TRU-REP-W-EN-001704). The FRA assesses the potential risks to and from the proposed Development and notes and considers the impacts of climate change in this assessment.
- 7.4.2. The FRA notes that the Site lies within Flood Zone 2 (medium probability) on the Environment Agency's Flood Map however the proposed Development is classified as 'Less vulnerable' as per Annex 3 of the NPPF. As such it is considered an acceptable form of development in this flood zone. Furthermore the Site is situated within an area at medium to low risk of surface water flooding, predominantly within low risk. The proposed Development will not result in an increase in hardstanding or additional surface water runoff from the Site.
- 7.4.3. In terms of site drainage, all facilities using a water supply/toilet will be connected to the main sewer and rainwater fall will be directed towards the existing drainage system.
- 7.4.4. As a residual risk of flooding from the potential failure of artificial drainage system within the Site will always remain, it is recommended that the proposed Development should incorporate features that can mitigate and residual risk of flooding. This should provide overland flow paths that are designed to convey flow paths away from the Site.

7.5. Climate change and resource efficiency / Air Quality

- 7.5.1. 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.
- 7.5.2. 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. The proposed Development will support this delivery.
- 7.5.3. An AQA has been produced and is submitted in support of this planning application (document reference: 151667-TSA-00-TRU-REP-W-EN-001705). This assesses the more localised impacts resulting from the proposed Development with regards to air quality. Whilst there is potential for short-term adverse impacts during construction, the AQA makes recommendations for mitigation measures to be implemented during construction to avoid these including erecting screens around dusty activities and locating these activities away from receptors wherever possible. With these measures implemented, the AQA concludes that the proposed works should not result in a significant residual effect at any nearby receptors. There are also no long-term adverse impacts anticipated from emissions.

7.6. Impact on Neighbouring Uses / Noise

- 7.6.1. The proposed Development is not considered to have any impact on visual amenity. This is as a result of the proposed Development being visually similar to what exists on the Site currently. The siting of the office building is reflective of the existing built form to the south of the Site and the wider Site will remain more open continuing to provide surface car parking. The existing fencing and vegetation surrounding the Site will be retained.
- 7.6.2. Any temporary impacts resulting from construction of the proposed Development will also be minimal by way of the office building being modular in nature. The modular units will be delivered to Site and installed over four weekends during the hours of 09:00 – 16:00 to avoid any impact on local traffic.
- 7.6.3. Whilst the proposed Development does seek to install lighting within the Site, this lighting will consist of low level powered flood lights and be located strategically within the Site to avoid any light spill.
- 7.6.4. A detailed Noise Impact Assessment (NIA) has been submitted in support of this application (document reference: 151667-TSA-00-TRU-REP-W-EN-001702). Any potential noise impacts at nearby Noise Sensitive Receptors (NSR) due to the proposed Development have been assessed in accordance with applicable national guidance. The NIA concludes that, based on the assumed construction plant (based on typical plant from similar TRU sites) the resultant noise levels are not predicted to exceed recommended thresholds. The NIA sets out a number of outline control measures that will also be adopted during the construction phase works. Included within these measures are that super-silenced acoustic generators will be used with power banks to avoid nuisance to local residents and works will also be undertaken during daytime core hours only.
- 7.6.5. Once operational, given the nature of the proposed use of the Site, noise impacts are considered mostly to result from traffic movements. Any changes in road traffic noise that would result from the mobilisation and operation of the compound would be expected to be negligible. This is because the number of vehicles using the Site is small relative to the high volumes of traffic using the surrounding road network. There are likely to be several static items of plant once the Site is operational including generators for welfare facilities and lighting towers. The NIA concludes however that the potential for significant effects is low given the high baseline noise levels and the distance to the closest noise sensitive receptors.

7.7. Historic Environment

- 7.7.1. The proposed compound is to be located on the northern side of Flint Street in Huddersfield (hereafter 'the Site'), formerly in use by Kirklees Council. The Site on OS mapping (not reproduced here) was agricultural land in 1854. Historic mapping shows the beginnings of Flint Street by 1890 as an unnamed side street off of Bradford Road at the western end and connected to Alder Street at its eastern end by 1907. Mapping from 1907 and 1908 shows the site as undeveloped other than one building which is present in the southwest corner of the Site but no longer appears on mapping by 1955.
- 7.7.2. The Huddersfield County Borough Directory (1937) lists Huddersfield Corporation Highways Flint Street Depot, as well as many other stores and merchants, as businesses present on Flint Street in 1937.¹ It is unclear which side of Flint Street these businesses were on; however 19th century mapping indicates far more buildings present on the south side of Flint Street, so it is likely most

¹ 1937. *The Huddersfield County Borough Directory (1937)*. [Jubb's Directory: The Huddersfield County Borough Directory \(1937\) - Huddersfield Exposed: Exploring the History of the Huddersfield Area](#); 2020. Yorkshire Milestones. *Travelling Around Huddersfield 1880-1920*. [Travelling around Huddersfield 1880-1920 - Yorkshire Milestones](#)

of these businesses were located outside of the Site. However, the Highways Depot appears on the north side of Flint Street (within the Site) on mid-20th century mapping. Other businesses may have been present on either side of Flint Street but historic maps show significant change to building footprints throughout the late 20th century to both sides of Flint Street, meaning there is likely little evidence of these businesses remaining. Historic mapping for the Site for 1955 and 1966 show different building footprints to older maps. However, late 20th and early 21st century aerial views show most of these buildings were demolished or greatly altered. By 1966 Flint Street is named on maps, with the Site noted as a depot.

- 7.7.3. The Site has been in use by Kirklees Council in recent years with much of the Site in use as a car park and all buildings now demolished. The site has historically been largely undeveloped except for a small number of buildings associated with the former highways depot as well as potentially some former small businesses on site, although no physical evidence remains. What development has occurred on site, along with the hard standing construction from its use as a depot, are likely to have removed any buried archaeological remains from historic use of the site prior to the 20th century.
- 7.7.4. There are no designated or non-designated heritage assets located within the Site.
- 7.7.5. There is one Listed Building which is of relevance to the proposal for the Site: the Coal Chutes and Tramway with Walls and Gates (Grade II Listed, NHLE 1096083) is located approximately 250m southeast of the Site on Alder Street. The former coal drops were built in 1900 by the London and North Western Railway for Huddersfield Corporation Tramways and were listed at Grade II in 2003.² The structure comprises forty coal drops constructed of timber frame, iron chutes and blue engineering brick pillars with ashlar dressings. The large boundary walls are made of rubble stone. The walls are the height of the chutes which curve down to form two gateway entrances made of square gate piers topped with pyramidal ashlar caps. Each coal drop is divided by piers of blue engineering brick with ashlar bands. These chutes were operated with iron cogs and gears that are still visible today.
- 7.7.6. These coal drops are no longer in use and are in substantial disrepair, but form a significant part of the history of the railway expansion of Huddersfield. They have a minor connection to the history of the Site as part of the wider railway infrastructure in Huddersfield. Alder Street (at the east end of Flint Street) borders the coal drops. The cobbled forecourt and tram lines remain extant and are part of a letting to a local motor cycle training school.
- 7.7.7. The proposal for the site aims to provide 200 parking and an office/induction building. All buildings previously on the Site have been demolished, and the site has been in use partially as a car park in recent years. There was major change to the site consistently over the late 19th and 20th century with the Site being undeveloped previous to this. It is considered that there is very low archaeological potential on site as a result of this. There are no ground works taking place on site that could disturb any potential buried archaeology.
- 7.7.8. There is not anticipated to be an appreciable increase in traffic movement along Alder Street, in the vicinity of the Grade II Listed Coal Chutes compared with the previous use of the site. There will also be no increased vibration along nearby streets, including Alder Street. There should therefore be no harm from vibration or increased traffic flow along Alder Street to the Grade II Listed Building. The site slopes approximately from north to south, with the highest point at its northeastern edge. However there is little to no view of the Listed Coal Chutes. Further, any

² 2003. Historic England. National Heritage List for England. *Railway Coal Chutes and Tramway with Walls and Gates – 1096083*. [RAILWAY COAL CHUTES AND TRAMWAY WITH WALLS AND GATES, Non Civil Parish - 1096083 | Historic England](https://www.gov.uk/heritage-list/railway-coal-chutes-and-tramway-with-walls-and-gates)

intervisibility between the two sites is unlikely to change in character as a result of the proposals so would therefore have negligible impact on the setting of the Listed Coal Chutes.

- 7.7.9. The impact of the proposals on the significance of the Grade II Listed Coal Chutes would be negligible as there would be no visual change within the setting of the chutes, nor any appreciable increase in traffic volume or resultant vibration along Alder Street. Therefore, there would be no increased risk of damage to the structural integrity of the Coal Chutes, nor impacts on views towards the Coal Chutes as a result of the proposal. There will be no impact on the overall significance of the Grade II Listed Coal Chutes as a result of the proposal, and the potential harm to significance of the Listed Building would therefore be less than substantial.

7.8. Mining mitigation Risk Assessment

- 7.8.1. Coal authority mining maps assessment has been undertaken to identify if any shafts or seams are within the vicinity of the modular location plan and the proposed total footprint, none have been identified within 100 metres. Weight loadings are minimal therefore there is no mining mitigation risk associated with this proposal.

- 8.1.1. This Planning, Design and Access Statement sets out the proposal to create a temporary construction hub for the Huddersfield to Westtown improvement works which are part of the TRU programme. The use of this large previously developed 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. It will also help with the delivery of significant environmental benefits from electrification 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.
- 8.1.2. There are no other material considerations which should preclude consent from being granted for the proposed Development.

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