

Hillhouse Construction Compound - s73 application

Appendix B: Acoustic barrier details

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Network Rail

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1. INTRODUCTION

1.1 Background

- 1.1.1 Network Rail is proposing to develop the former Hillhouse Engine Shed and sidings at land off Alder Street, Fartown into a strategic construction compound with railway sidings and temporary railway platform (“the Development”) to facilitate the construction works for the section of the Transpennine Route Upgrade (TRU) between Huddersfield and Westtown (Dewsbury) (“the Scheme”).
- 1.1.1 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 (The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order). Upgrading the railway between Huddersfield and Westtown (Dewsbury) is key to delivering passenger benefits along the Transpennine railway. Whilst the development of the former railway sidings into a construction compound is included within the Order application, Network Rail has submitted a standalone planning application under the Town and Country Planning Act 1990 to facilitate the use of the Hillhouse Construction Compound site (herein referred to as “the Site”) as advanced works to the Order.
- 1.1.2 Planning Permission for the development, reference 2021/62/94337/W, was granted on 30 March 2022.

1.2 Purpose of this document

- 1.2.1 This document details the acoustic barrier installed at the site.

2. THE DEVELOPMENT

2.1 Location and characteristics of the Development

- 2.1.1 The Site is located at Hillhouse railway yard, Alder Street, Fartown at approximate National Grid Reference (NGR) 414838, 418129.
- 2.1.2 The Hillhouse Construction Compound site encompasses an area of approximately 5 hectares, which is entirely under the ownership of Network Rail. The Site is operational railway land within the meaning of Section 263 of the Town and Country Planning Act 1990.
- 2.1.3 The Site is bounded by residential properties to the north-east, the operational railway to the south and Alder Street to the north-west. The Site is located within 20m of residential properties on Abbey Road, Hammond Street and Abbey Place.
- 2.1.4 Works associated with the Development will comprise a number of elements:
- Use of the Site as an enabling works construction compound;
 - Use of the Site as a temporary strategic construction compound;
 - Construction of retaining wall;
 - Construction of environmental mitigation measures (noise attenuation);
 - Construction/provision of temporary platform for use whilst remodelling works take place at Huddersfield Station. The platform will not be brought into use until the TWAO for the Huddersfield to Westtown (Dewsbury) section of the TRU is granted (should this be the decision); and
 - Associated utilities/drainage work.
- 2.1.5 The Site will be used principally as a temporary construction compound to serve the TRU works between Huddersfield and Westtown (Dewsbury).
- 2.1.6 Initially the Site will be set up to facilitate the enabling works. It is anticipated that this stage of the Development will persist for 12 months. During this time, works will be undertaken to prepare the site for its use as a strategic construction compound. During this time, the Site will also be used for storage of ballast, waste and excavated material. Welfare cabins will be installed to the east of the Site and will be 2-storey and accommodate circa 30 staff.
- 2.1.7 The Site's use as a strategic construction compound to service the wider TRU (West of Leeds) Scheme is anticipated from spring 2023. Activities undertaken will include storage of plant and equipment and areas for trackwork and overhead line equipment (OLE) assembly. The Site will continue to be used for the storage of ballast, waste and excavated material.
- 2.1.8 During this phase, the Site will make provision for welfare cabins for construction staff and associated parking (including parking for maintenance and construction vehicles, along with 23 car parking spaces). The welfare cabins will be 2-storey and accommodate up to 30 staff. The layout details of this stage of development are provided in planning drawing 151667-TSA-31-MVL3-DRG-T-LP-162881.

3. ACOUSTIC BARRIER

- 3.1.1 Details of the acoustic barrier including its location and elevation details are provided in Figure 3-1 drawing 151667-TSA-31-MVL3-DRG-T-LP-162888.
- 3.1.2 The main function of the barrier is to address operational effects, i.e. during the Site's use as a sidings site, however as set out in the planning submission, installation of noise attenuation will take place as early as possible during the mobilisation phase (following construction of the retaining wall) to reduce the effects on local noise sensitive receptors during construction.
- 3.1.3 The acoustic barrier is a reflective barrier and therefore is to be close boarded with minimum mass of 20kg/m² and a DLSI value of at least 25db, in accordance with BS EN 16272. It will be 2m in height.

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