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

Condition 9: Means of Enclosure

– Stage 6 W3A – revision to approved drawings

Document reference: 151667-TSA-00-TRU-REP-W-EN-900318

Network Rail

October 2026



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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 document sets out details in relation to Condition 9 of the Deemed Planning Permission for the Stage 6 works in work area W3A.

1.1.4 A submission was made to discharge Condition 9 of the Deemed Planning Permission on 12 August 2025 – document ref 151667-TSA-00 TRU-REP-W-EN-001087, planning ref 2025/92275. Discharge of Condition was received on 15 December 2025.

1.1.5 A number of design changes have been made to various sections of the route where it has been confirmed that; fencing was previously installed by Network Rail in advance of the TRU scheme; to provide a consistent approach to fencing and/ or due to security reasons.

1.1.6 Details of the proposed changes are detailed in Table 4-2.

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 Stage 6 comprises of the main construction phase for civils works for the Huddersfield to Westtown (Dewsbury) Scheme.

2.1.3 Stage 6 has been split into two submissions based on geographical areas:

- W3A – Huddersfield to Bradley Junction
- W3B – Bradley Junction to Westtown (Dewsbury)

2.1.4 This document provides details in relation to the Stage 6 W3A works between Huddersfield and Bradley Junction, which were set out in the Figure 2-1[1] in Volume 4 of the Environmental Statement (ES) and in Chapter 2: Scheme Description (Route Sections 1[2], 2[3] and 3[4]) in Volume 2ii of the ES.

2.1.5 The works required during Stage 6 W3A are summarised in Tables 2-1 to 2-4, and links to the relevant planning drawings are also provided.

2.1.6 Route drawings relevant to Stage 6 W3A are:

- Route Drawing 4 - NR13 Planning Drawing - Route Drawing 4.pdf (windows.net)
- Route Drawing 5 - NR13 Planning Drawing - Route Drawing 5.pdf (windows.net)
- Route Drawing 6 - NR13 Planning Drawing - Route Drawing 6.pdf (windows.net)
- Route Drawing 7 - NR13 Planning Drawing - Route Drawing 7.pdf (windows.net)
- Route Drawing 8 - NR13 Planning Drawing - Route Drawing 8.pdf (windows.net)
- Route Drawing 9 - NR13 Planning Drawing - Route Drawing 9.pdf (windows.net)
- Route Drawing 10 - NR13 Planning Drawing - Route Drawing 10.pdf (windows.net)

2.1.7 The works included in Stage 6 W3A comprise:

- Earthworks
- Construction of retaining structures
- Drainage including any new outfalls
- Erection of security/boundary fencing
- Demolition of buildings
- Over/Underbridge removal/demolition
- Over/Underbridge construction
- Provision of relocated station
- Permanent track access and maintenance compounds
- Utilities works

2.1.1 All works associated with the construction compounds between Huddersfield and Bradley

[1] Ch02 Scheme Description - Fig 2-1 Scheme drawings.pdf (windows.net)
[2] W3 ES Volume 2ii: Ch02 Huddersfield - Scheme Description
[3] W3 ES Volume 2ii: Ch02 Hillhouse and Fartown - Scheme Description
[4] W3 ES Volume 2ii: Ch02 Deighton and Bradley - Scheme Description

Junction are covered in the Stage 2 documentation (previously submitted planning application ref: 2022/93945).

2.1.2 All works associated with Huddersfield Station and Huddersfield Viaduct (MVL3/92) are detailed in the Stage 4 submission documents (. Details of the means of enclosure for this Stage of works have been submitted – ref 2026/92847.

Table 2-1 Proposed Stage 6 W3A works – Stations

Station name	Description of works	Planning drawing title and reference
Deighton Station	• Station to be retained at existing location albeit the platforms are to be relocated west. • Construction of two platforms (150m) to serve the stopping services on the slow lines. • Two waiting shelters plus seating areas to be provided. • Visual and audio announcements will be provided on platforms • CCTV and lighting will be provided on both platforms, forecourt and station entrance. • Station access will be via a new forecourt located to the southeast of the existing station. • Access will be from Whitacre Street, provision will be made for three blue badge accessible parking spaces, a maintenance parking bay and a turning head. • The platform will be accessed via a new footbridge (Deighton Station footbridge (MVL3/100B)) with stairs and a lift.	• Existing Site Plan (1) - 51667-TSA-32-MVL3-DRG-T-LP-162251 • Existing Site Plan (2) - 151667-TSA-32-MVL3-DRG-T-LP-162252 • Proposed Site Plan (1) - 151667-TSA-32-MVL3-DRG-T-LP-162253 • Proposed Site Plan (2) - 151667-TSA-32-MVL3-DRG-T-LP-162254 • Platform General Arrangement (1) - 151667-TSA-32-MVL3-DRG-T-LP-162255 • Platform General Arrangement (2) - 151667-TSA-32-MVL3-DRG-T-LP-162256 • Platform General Arrangement (3) - 151667-TSA-32-MVL3-DRG-T-LP-162257 • Proposed Forecourt - 151667-TSA-32-MVL3-DRG-T-LP-162258 • Platform Elevations (1) - 151667-TSA-32-MVL3-DRG-T-LP-162259 • Platform Elevations (2) - 151667-TSA-32-MVL3-DRG-T-LP-162260 • Platform Proposed Cross Section (1) - 151667-TSA-32-MVL3-DRG-T-LP-162261 • Platform Proposed Cross Section (2) - 151667-TSA-32-MVL3-DRG-T-LP-162262 • Footbridge - Proposed General Arrangement Plan and Elevation - 151667-TSA-32-MVL3-DRG-T-LP-162267 • Footbridge - Proposed Deck Level and Sections - 151667-TSA-32-MVL3-DRG-T-LP-162268 • Footbridge - Proposed Elevations and Lift Shafts - 151667-TSA-32-MVL3-DRG-T-LP-162269

Table 2-2 Proposed Stage 6 W3A works – Structures

Name of structure	Description of works	Planning drawing title and reference
Whitacre Street Overbridge (MVL3/101)	• Reconstruction of existing bridge to accommodate relocated Deighton Station and realignment of railway • Southern abutment to be replaced • Northern abutment to be demolished	• Existing and Proposed Plan - 151667-TSA-32-MVL3-DRG-T-LP-162200 • Existing and Proposed Elevation and Cross Section - 151667-TSA-32-MVL3-DRG-T-LP-162201 • Existing Highway General Arrangement - 151667-TSA-32-MVL3-DRG-T-LP-162202 • Proposed Highway General Arrangement - 151667-TSA-32-MVL3-DRG-T-LP-162203 • Proposed Profile and Cross Section - 151667-TSA-32-MVL3-DRG-T-LP-162204

Name of structure	Description of works	Planning drawing title and reference
A62 Leeds Road Overbridge (MVL3/102)	• Reconstruction of new single span bridge half-offline to the west, to accommodate overhead line equipment (OLE) and realignment of tracks • Permanent bridge to be constructed in stages ensuring that access can be maintained throughout the majority of works	• Existing and Proposed Plans - 151667-TSA-32-MVL3-DRG-T-LP-162210 • Existing and Proposed Elevation (North Side) - 151667-TSA-32-MVL3-DRG-T-LP-162211 • Existing and Proposed Elevation (South Side) - 151667-TSA-32-MVL3-DRG-T-LP-162212 • Existing and Proposed Sections - 151667-TSA-32-MVL3-DRG-T-LP-162213 • Existing Highways Location Plan - 151667-TSA-32-MVL3-DRG-T-LP-162214 • Proposed Highways General Arrangement - 151667-TSA-32-MVL3-DRG-T-LP-162215 • Proposed Highway Sections - 151667-TSA-32-MVL3-DRG-T-LP-162216 • Temporary Construction Phasing Proposed Highway Location Plan - 151667-TSA-32-MVL3-DRG-T-LP-162217 • Temporary Construction Plan Profile and Cross Section - 151667-TSA-32-MVL3-DRG-T-LP-162218
Wheatley's Overbridge (MVL3/103)	• Bridge to be demolished and replaced with a new structure, as the new alignment of the railway lines clash with the supports of the existing structure • Replacement bridge will be constructed offline • Three Yorkshire Water Assets will be diverted to the new bridge • 3.5m wide unsegregated path for combined pedestrian/cycle use will be provided • Installation of anti-climb measures	• Existing and Proposed Plan - 151667-TSA-32-MVL3-DRG-T-LP-168100 • Existing and Proposed Elevation and Sections - 151667-TSA-32-MVL3-DRG-T-LP-168101

2.1.3 Locations are shown in Figure 1 in Appendix A.

Table 2-3 Proposed Stage 6 W3A works – Drainage

Culvert name	Description of works
Red Doles Culvert (MVL3/96A)	• Culvert extension of 10m under new embankment
Topaz Close Culvert (MVL3/96AA)	• Culvert extension of 11m under new embankment
Deighton Station Outfall Sewer	• New stormwater drainage system to drain re-modelled platform areas. • Attenuation provided within platform area prior to discharge to a new connection into realigned Yorkshire Water sewer which will pass under the station
Deighton Culvert (MVL3/101A)	• Culvert removed as part of the Leeds Road Overbridge (MVL3/102) works
Bradley Culvert (MVL3/102A)	• Culvert extension of 5m • New headwall constructed • Removal of 2m of existing culvert to make structural tie-in

2.1.4 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.

2.1.5 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.

2.1.6 Locations are shown in Figure 1 in Appendix A.

Table 2-4 Proposed Stage 6 W3A works – Earthworks

Earthworks ID	Description of works
E0	• Retaining structure – soil nailing • 135m length
W2	• King post retaining wall • Works required to partially replace the existing masonry and brick retaining walls • Required to provide an appropriate safe walkway • Approximately 300m length and 1.85m height
E1	• Embankment widening to east of Red Doles Road • Rework and extension of existing earthworks to facilitate track widening/alignment • 195m length and 13.2m height
W3	• Ballast retention wall • 130m in length and approximately 0.5m high (above ground level)
E3	• Widening of existing cutting at Deighton Station between Ridings and Whitacre Street • Railway corridor widened to north to accommodate additional tracks and new slow line platforms • 370m length and 15m height
W4	• Reinforced earth slopes (approx. 50m in length) with concrete facing with soil nails.

Earthworks ID	Description of works
	• Works to facilitate track realignment, relocation of the station platforms and works to the Whitacre Street Overbridge (MVL3/101)
W5	• Reinforced earth slopes (approximately 70m in length) with concrete facing with soil nails. • Further 65m of soil nailing (upper slopes at existing gradients, lower slope with concrete facing).
W6	• King post retaining wall between Whitacre Street Overbridge (MVL3/101) and A62 Leeds Road Overbridge (MVL3/102) • Works to facilitate track realignment • 300m length and 3m height
E4	• Cutting widening between Whitacre Street Overbridge (MVL3/101) and A62 Leeds Road Overbridge (MVL3/102) • Works to facilitate track realignment • 300m length and 6m height
W7a	• Soil nail slope adjacent to A62 Leeds Road Overbridge (MVL3/102) • 50m length and 4m height
W7b	• Retaining wall and 1.2m handrail • 125m length and 3m height
E6	• Embankment widening at Bradley Culvert (MVL3/102A) • Works to facilitate track realignment and reworking of existing embankment • 65m length and 1.6m height
E7	• Embedded cutting to the west of Wheatley's Overbridge (MVL3/103) • 80m length and 2.3m height (from track bed)
W8	• Reinforced concrete gravity retaining wall between track and industrial units at Neptune Way • Approximately 160m in length and up to 2.1m in height.
W9	• King post retaining wall between Bradley Junction industrial units (off Leeds Road) and the railway • Works to facilitate track realignment • 135m length and 3m height
E8	• Earthwork cutting at Bradley Junction (to north of track between Wheatley's Overbridge and Station Road MVL3/103 to MVL3/105) • Widening of cutting to facilitate four tracking and track realignment • 135m length and 3m height

2.1.7 The Scheme impacts on various existing transmission and distribution utility networks. Conflicts with utility services may occur where the Scheme crosses highways and over/underbridge structures, or on private land.

2.1.8 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.

2.1.9 Other specific utilities works within the Stage 6 W3A area include:

- Sewer diversion – via Lilac Court and Glenfield Avenue onto Whitacre Street;
- Diversion of existing services in Whitacre Street Overbridge (MVL3/101);
- Realignment of sewer under Deighton Station; and
- Diversion of existing services in Wheatley's Overbridge (MVL3/103).

2.1.10 Stage 6 W3A will commence in September 2024.

3. RELEVANT PLANNING CONDITION

3.1.1 The wording of Condition 9 is reproduced as follows:

9. *MEANS OF ENCLOSURE*

a) No later than 6 months after the commencement of the individual stage of the development to which it relates details of all new permanent means of enclosure for the railway in that stage must be submitted to and approved in writing by the local planning authority.

b) The approved means of enclosure must be erected in full in accordance with the approved details and retained thereafter unless otherwise agreed in writing with the local planning authority.

***Reason:** In the interest of public safety and visual amenity in accordance with policy LP24 (e) of the Kirklees Local Plan.*

4. MEANS OF ENCLOSURE REVISED DETAILS

4.1.1 The following drawings (Table 4-1) have been submitted to satisfy the requirements of Condition 9 and details the fencing to be installed in the W3a area of the Scheme.

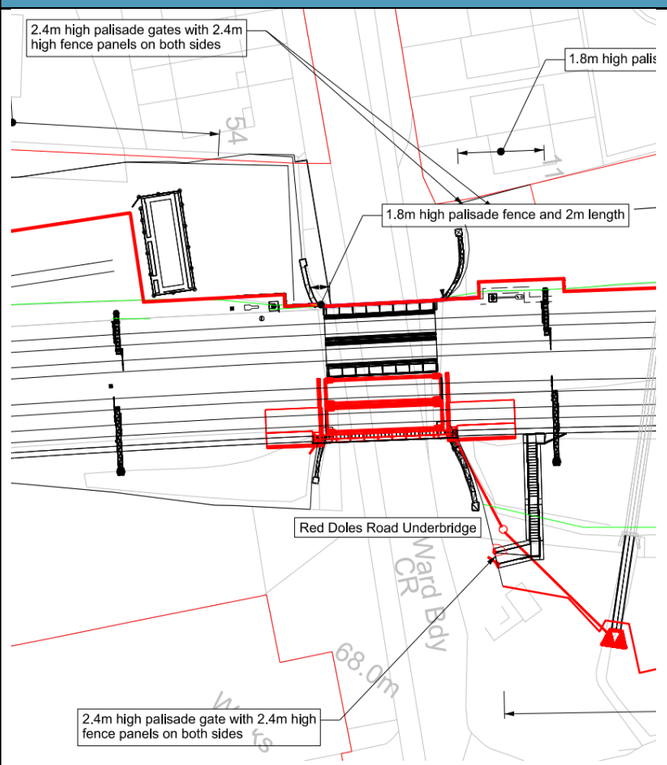
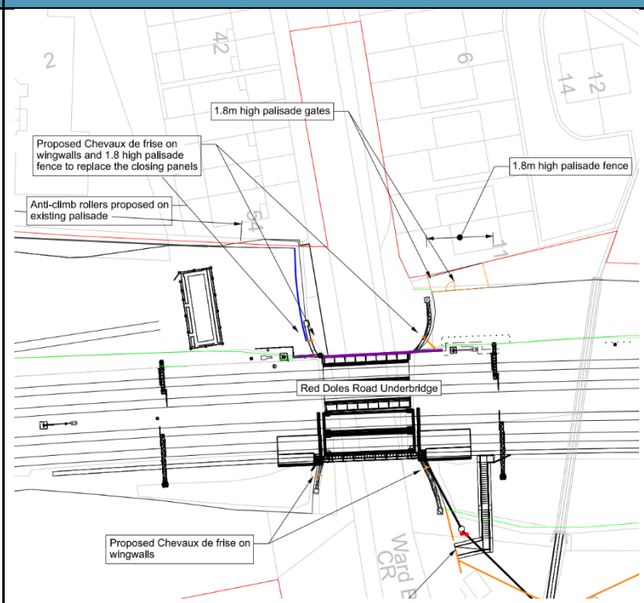
4.1.2 Table 4-2 details the proposed changes from the approved scheme.

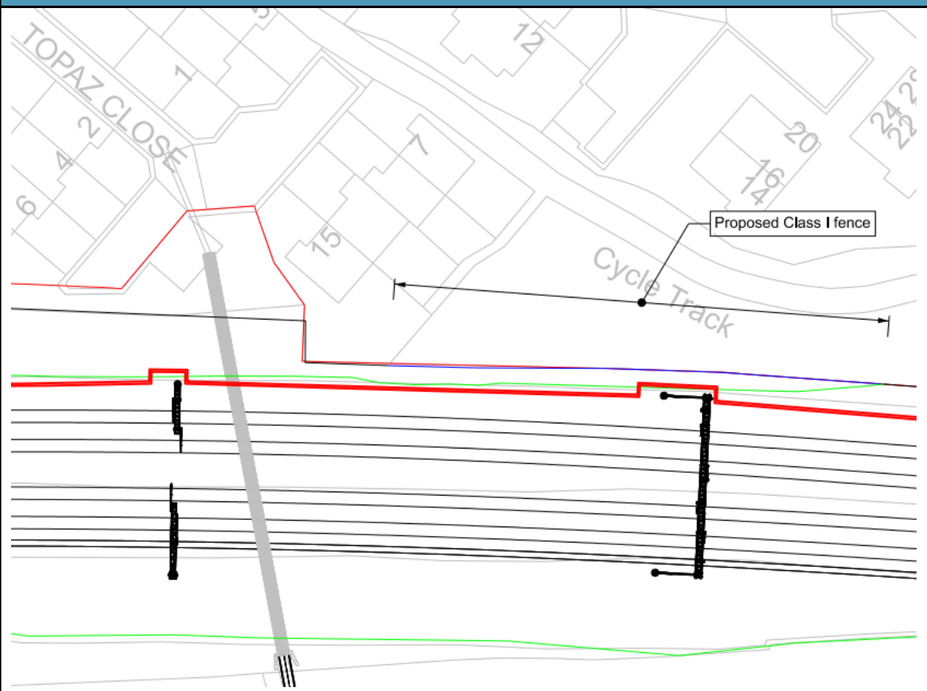
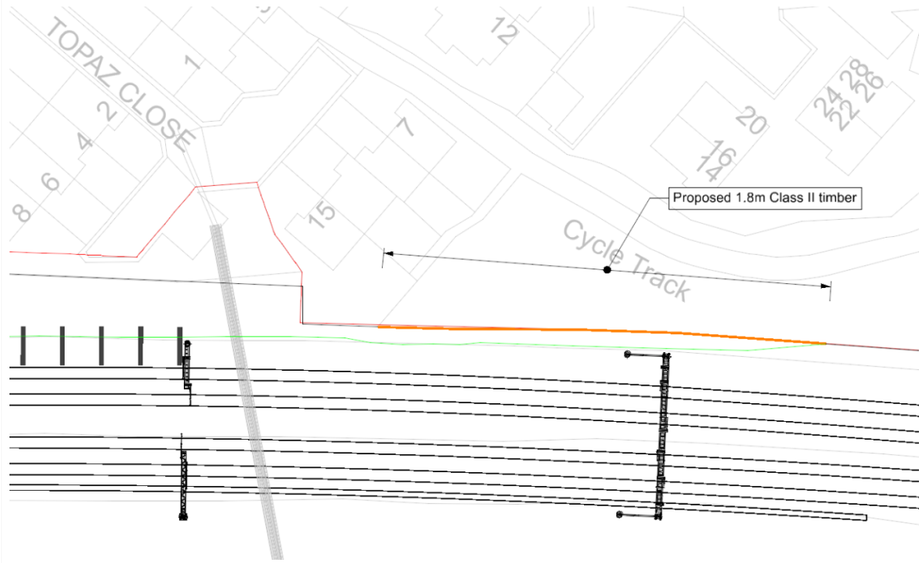
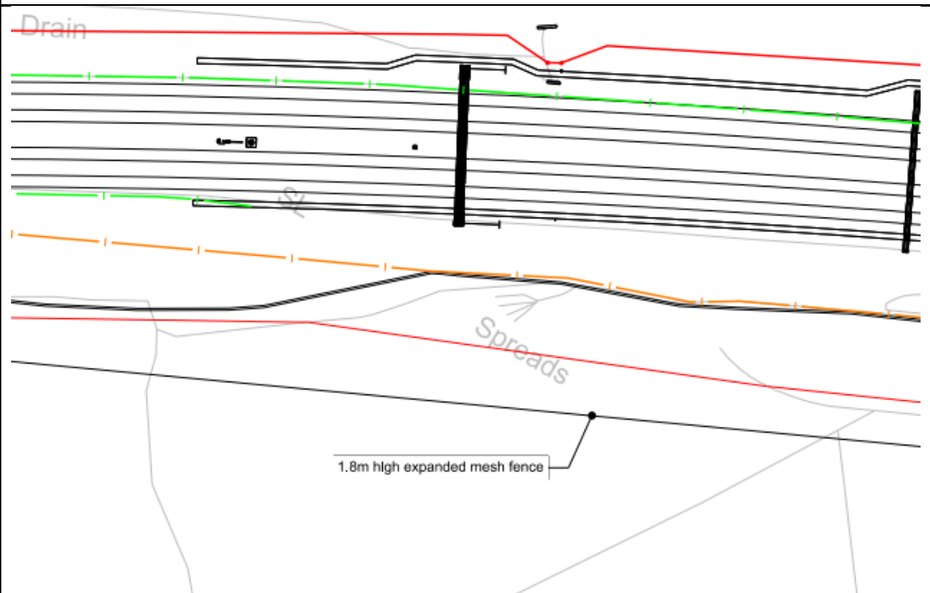
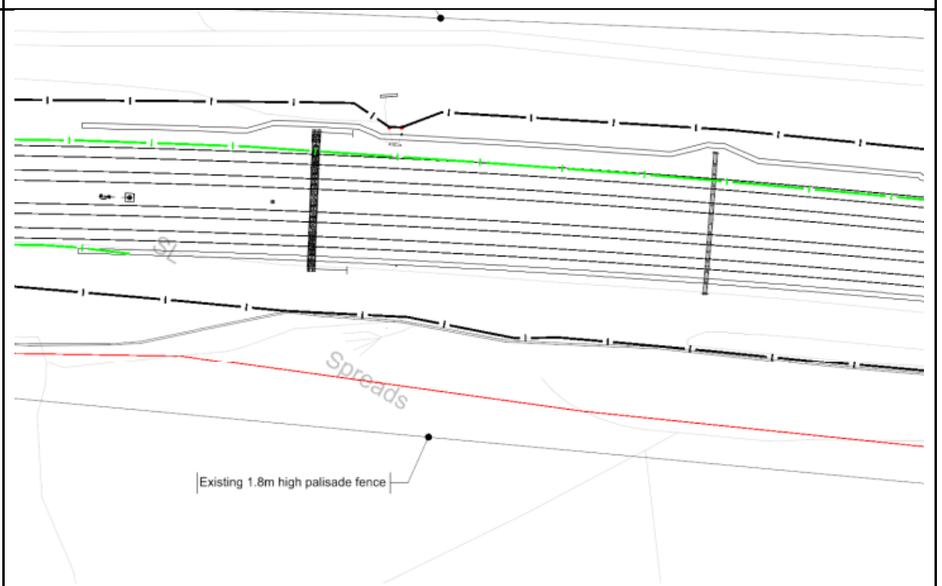
4.1.3 Please note that there are no changes to the following drawings and therefore they are not included in this submission.

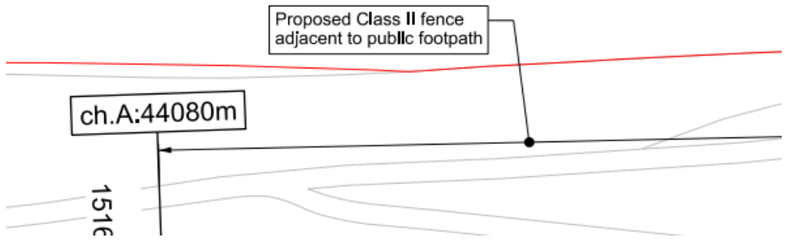
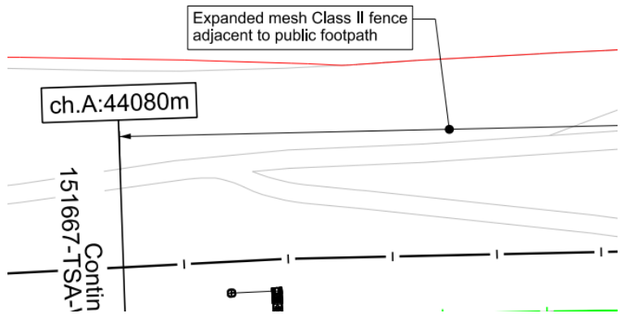
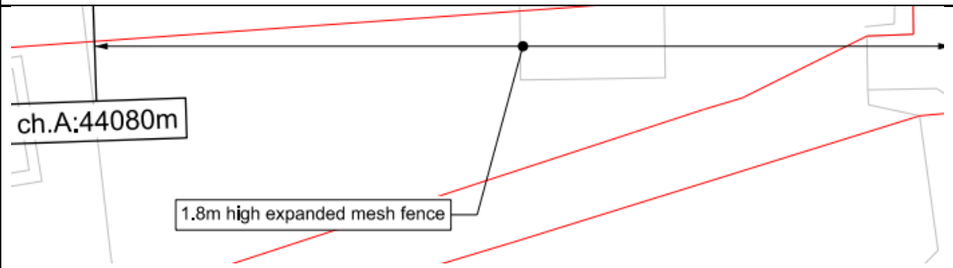
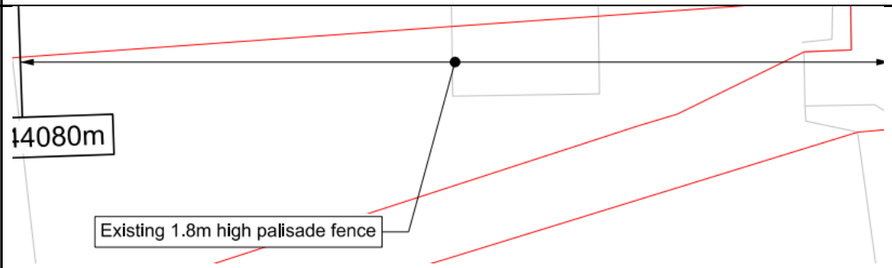
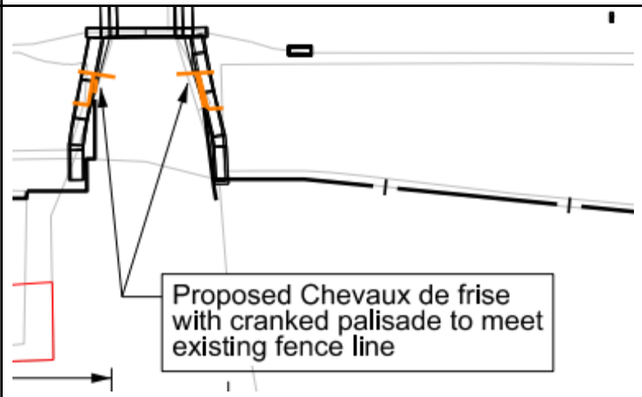
Table 4-1 List of Submitted drawings for approval

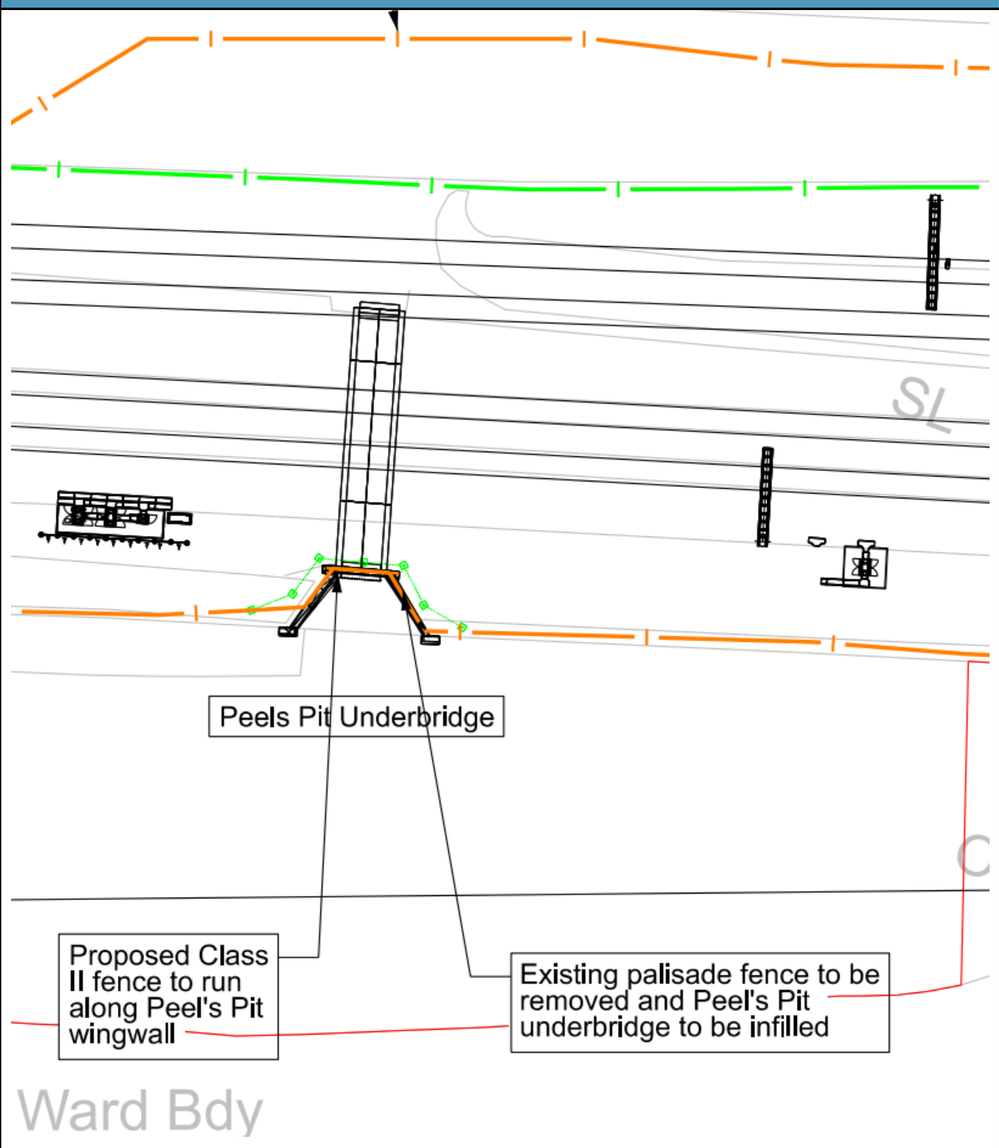
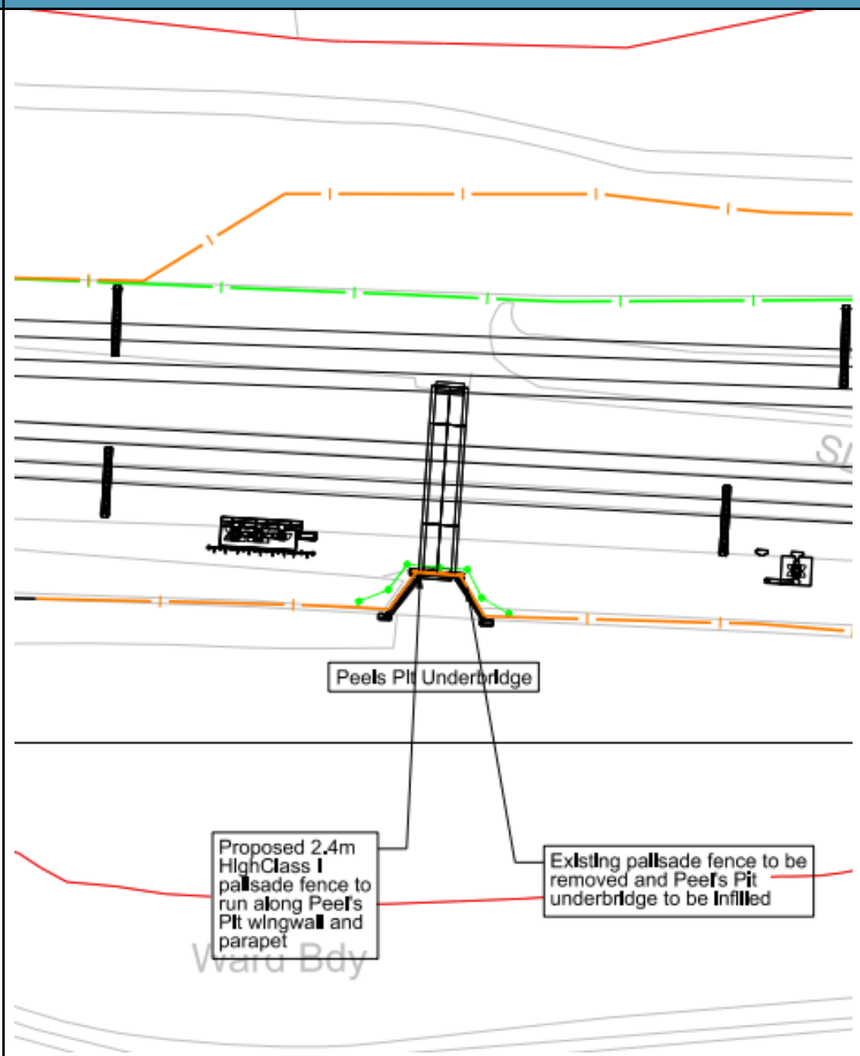
Drawing Number	Sheet Number	Location
151667-TSA-W3-000-DRG-T-LP-169406	Drawing 6 of 23	Railway corridor from area west of Red Doles Road to area west of Fieldhouse Overbridge
151667-TSA-W3-000-DRG-T-LP-169407	Drawing 7 of 23	Railway corridor from area west of Fieldhouse Overbridge to area west of Ridings Underbridge
151667-TSA-W3-000-DRG-T-LP-169408	Drawing 8 of 23	Railway corridor from area west of Ridings Underbridge to Whitacre Street
151667-TSA-W3-000-DRG-T-LP-169409	Drawing 9 of 23	Railway corridor from Whitacre Street to area to east of A62
151667-TSA-W3-000-DRG-T-LP-169410	Drawing 10 of 23	Railway corridor from area to east of A62 to Bradley Junction (Station Road, Deighton) area

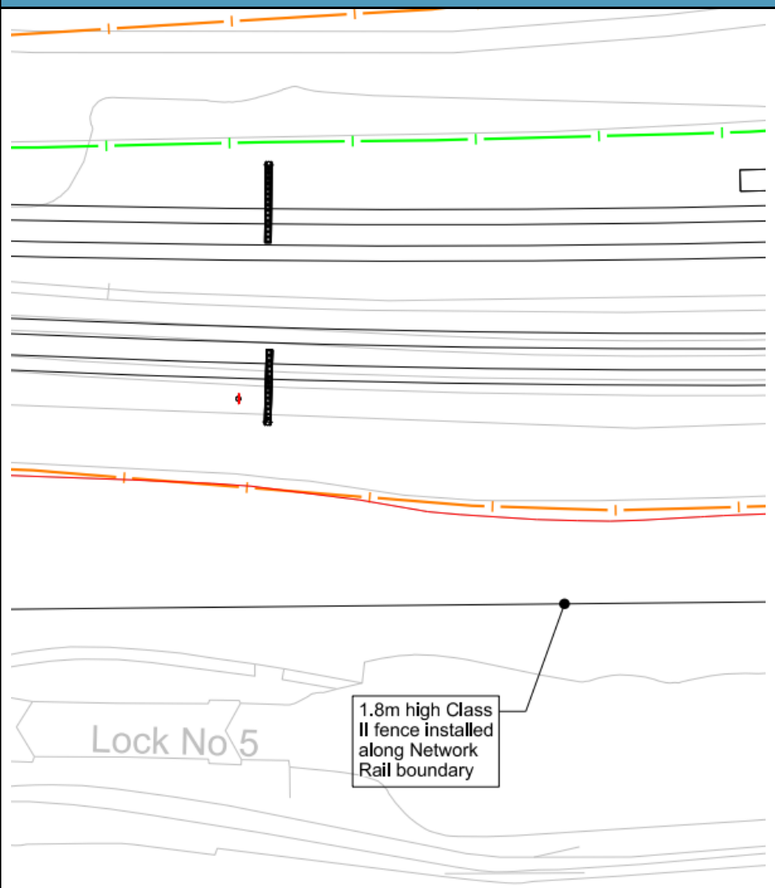
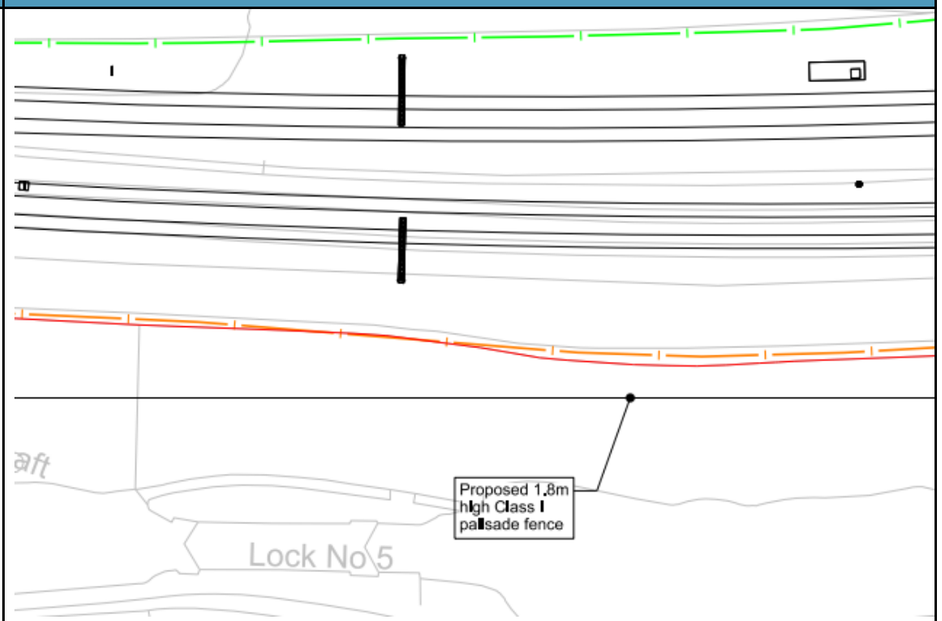
Table 4-2 Proposed Changes

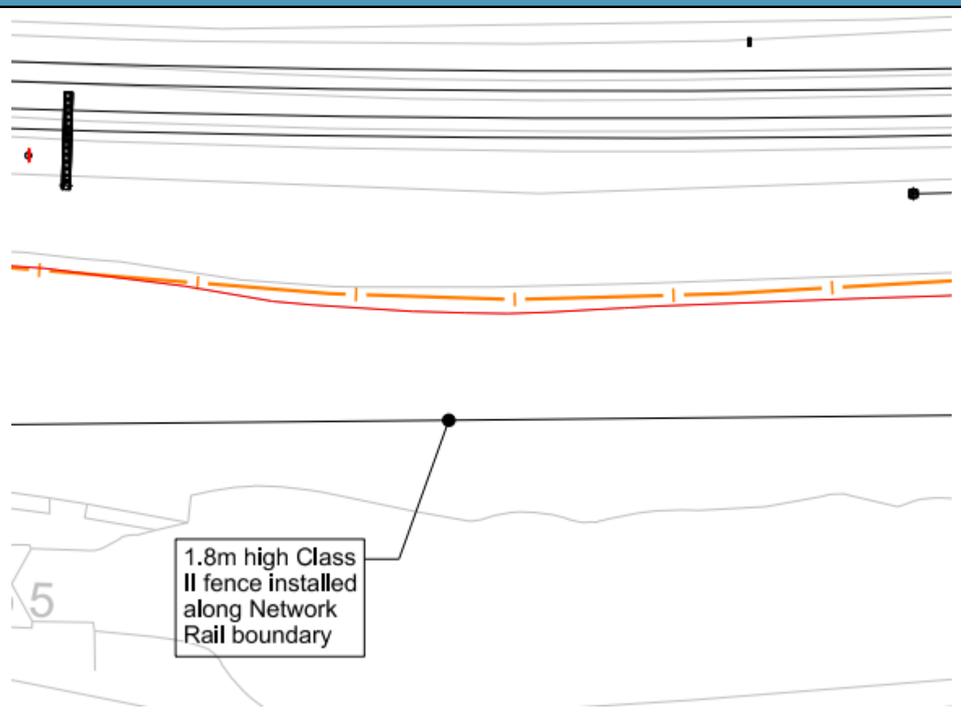
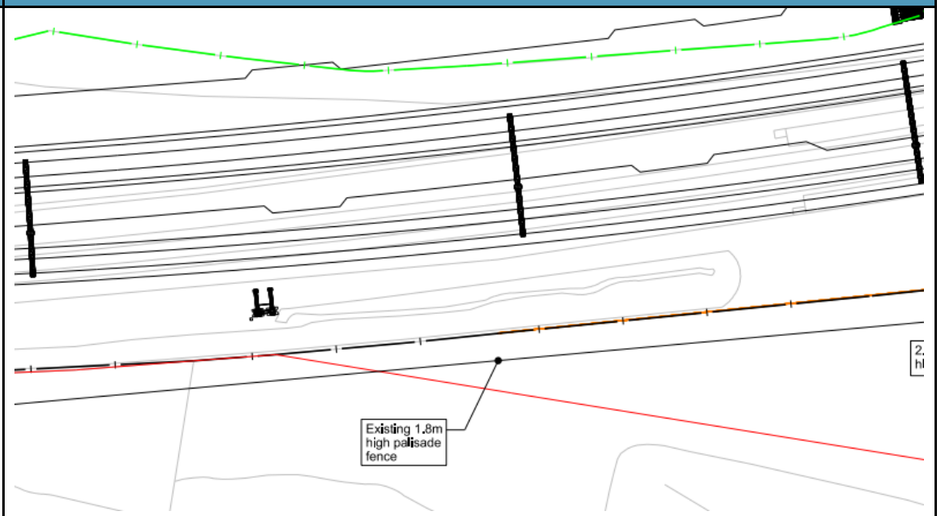
Drawing	Change	Screenshot – consented scheme	Screenshot – updated drawing
151667-TSA-W3-000-DRG-T-LP-169406	To northwest of railway – proposal is now for a chevaux de frise on wingwalls and change from 2.4m high palisade to 1.8m palisade On southeast proposal is for chevaux de frise. Anti-climb rollers proposed on existing palisade fence to north-west of track		

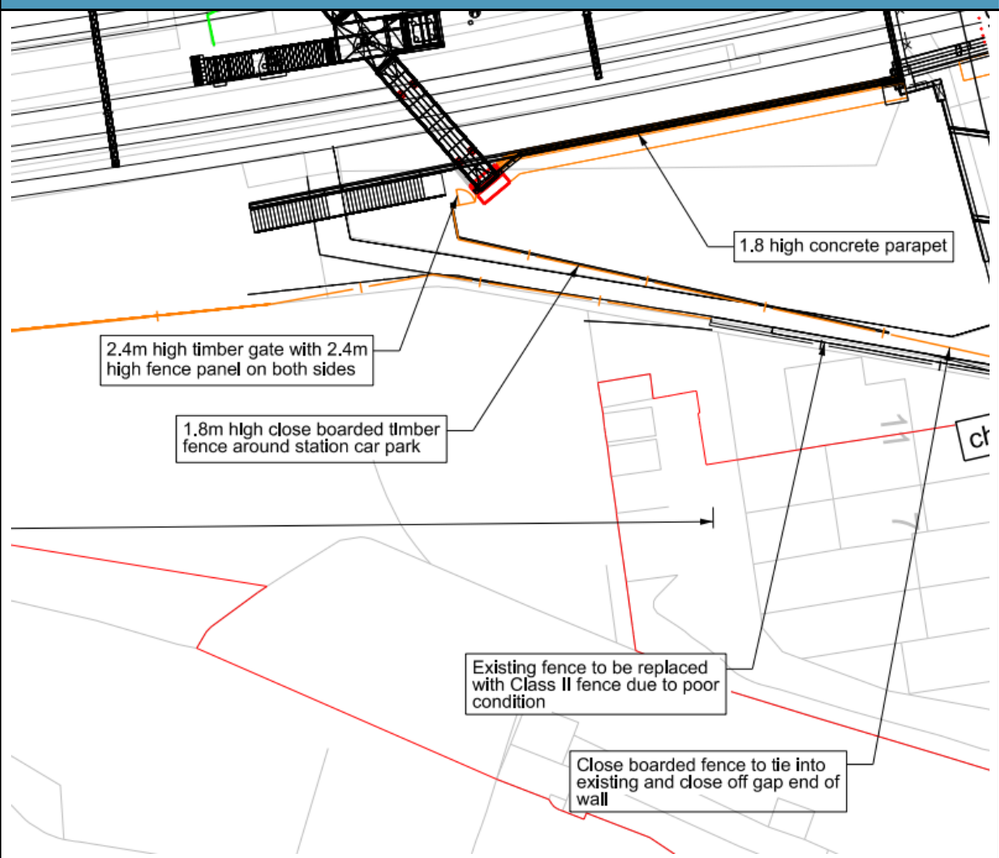
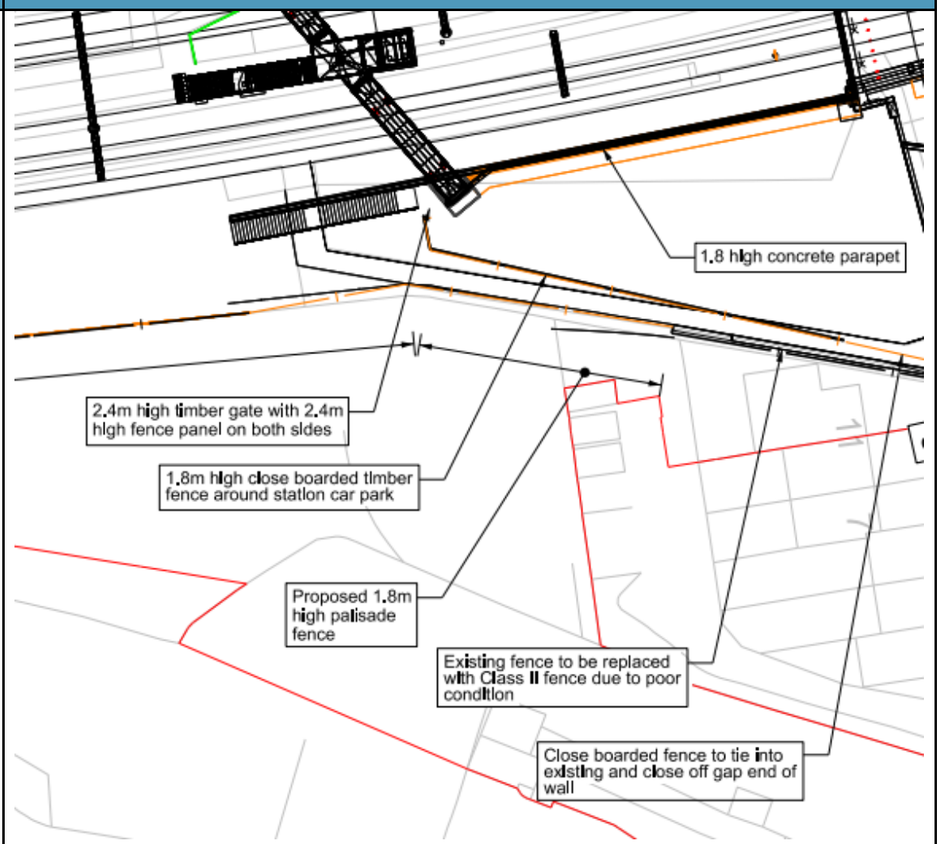
Drawing	Change	Screenshot – consented scheme	Screenshot – updated drawing
151667-TSA-W3-000-DRG-T-LP-169407	To northwest of railway – change from proposed Class I fence to 1.8m Class II timber fence		
151667-TSA-W3-000-DRG-T-LP-169407	To southeast of railway – change from 1.8m high expanded mesh fence to existing palisade fencing i.e. no new fencing proposed		

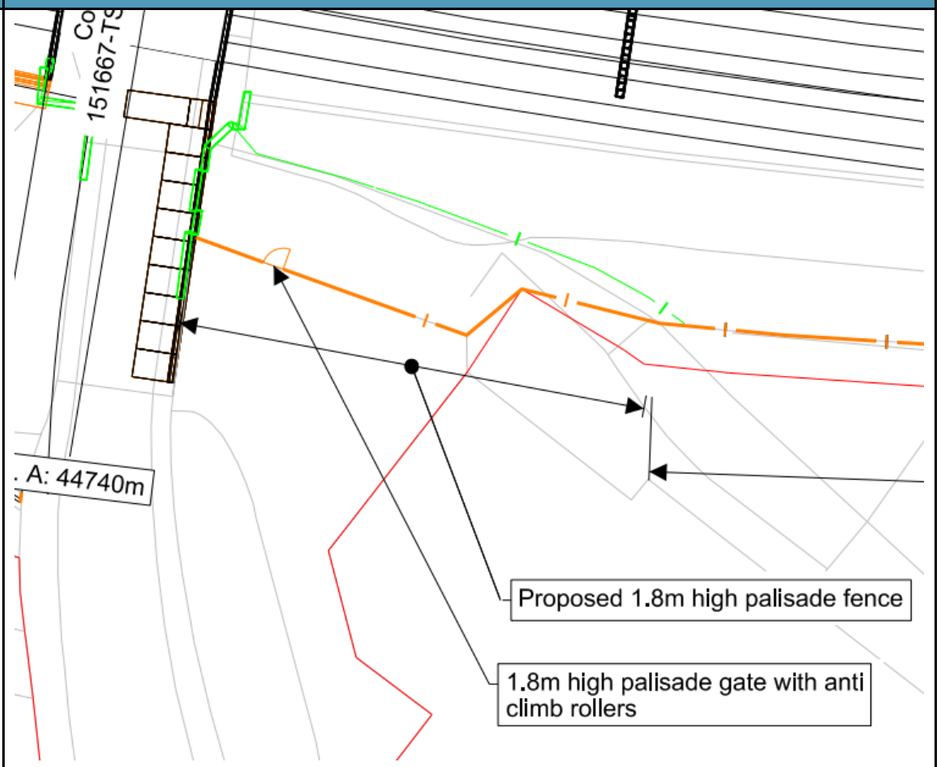
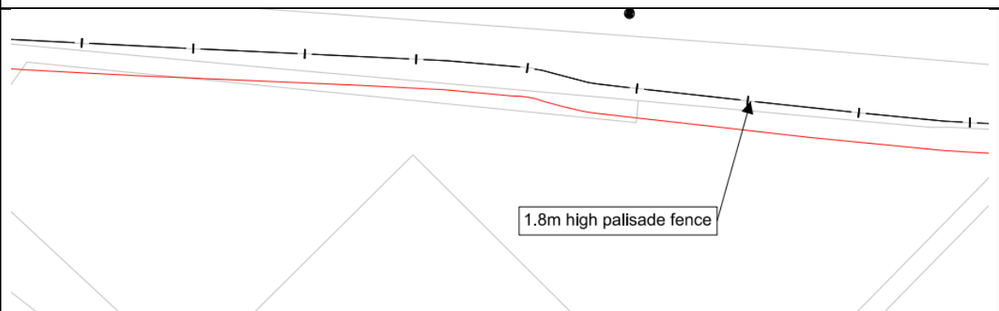
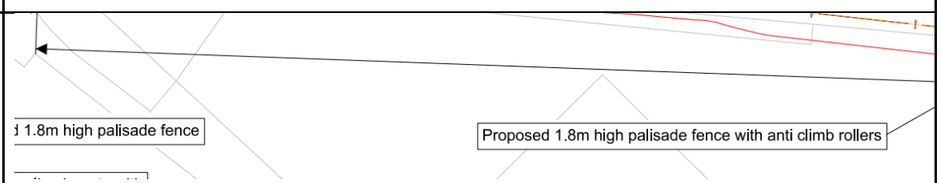
Drawing	Change	Screenshot – consented scheme	Screenshot – updated drawing
151667-TSA-W3-000-DRG-T-LP-169408	To northwest of railway – change from Proposed Class II fence clarified to expanded mesh Class II		
151667-TSA-W3-000-DRG-T-LP-169408	To southeast of railway – change from 1.8m high expanded mesh fence to existing palisade fencing		
151667-TSA-W3-000-DRG-T-LP-169408	New proposal for chevaux de frise at Ridings Underbridge		

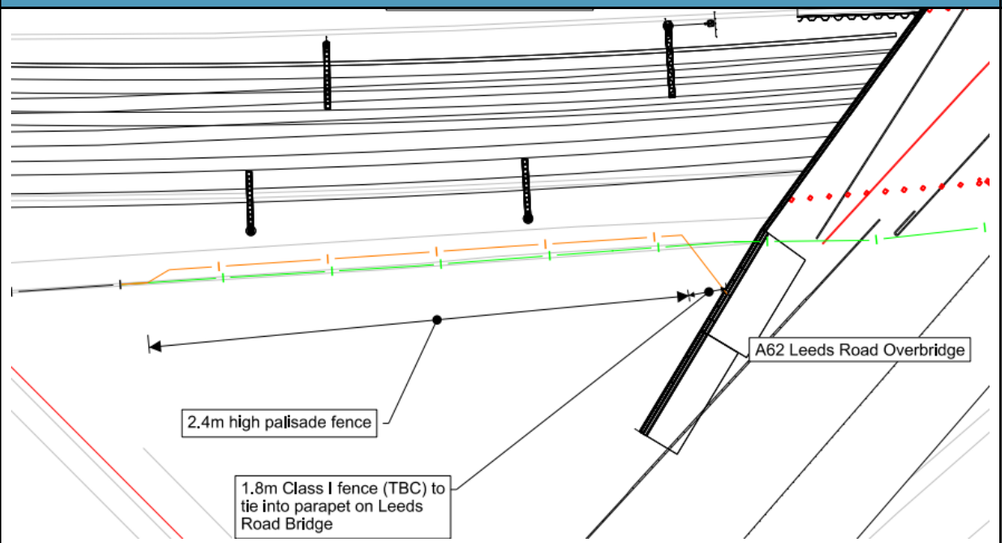
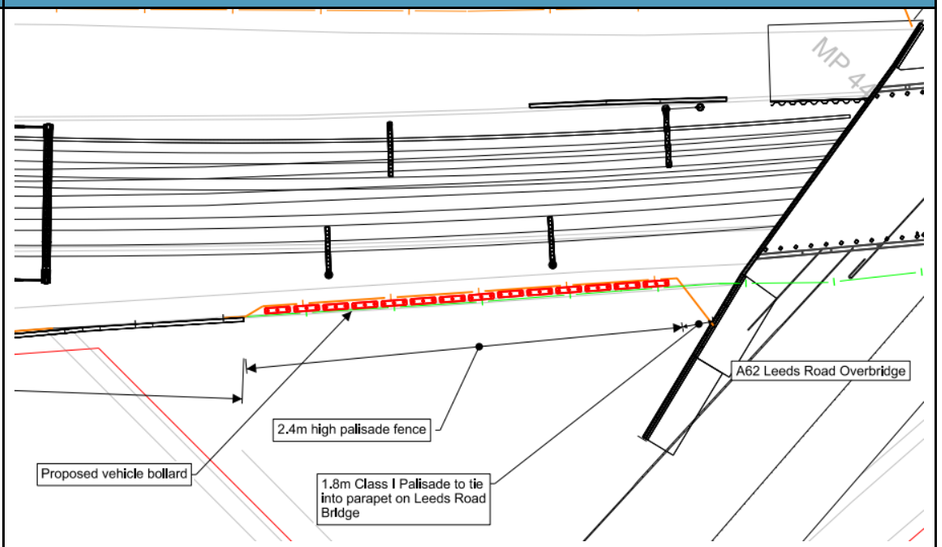
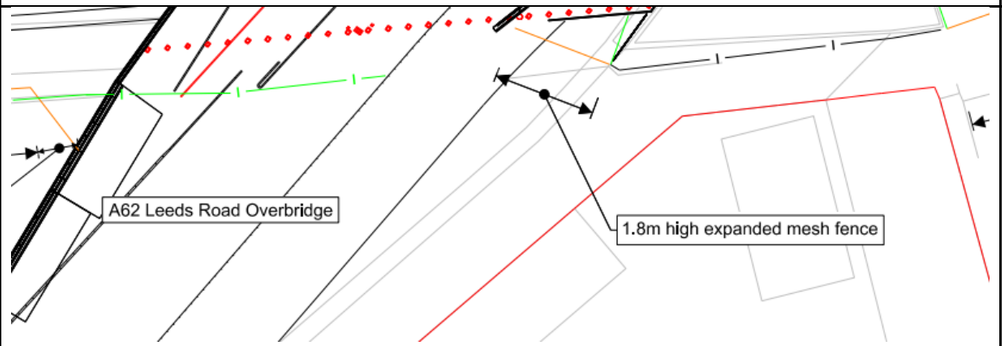
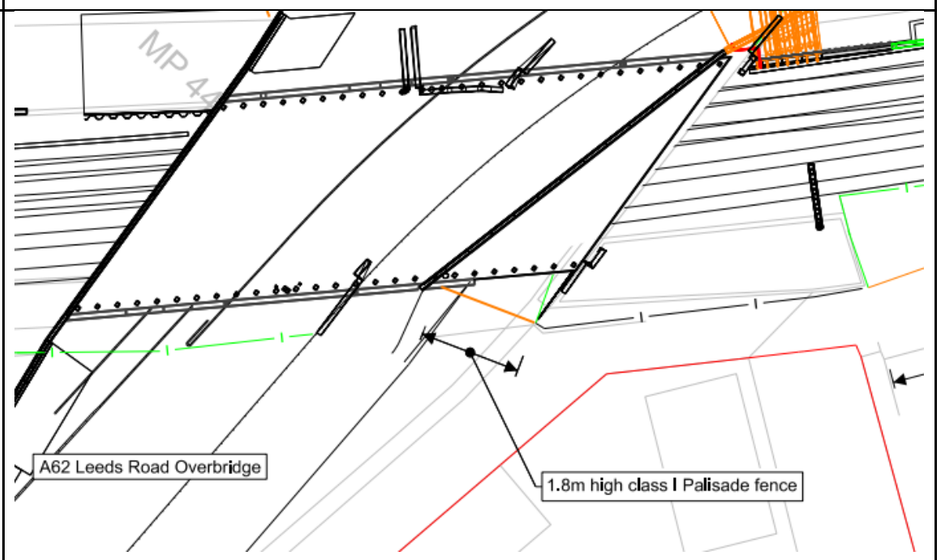
Drawing	Change	Screenshot – consented scheme	Screenshot – updated drawing
151667-TSA-W3-000-DRG-T-LP-169408	Consented scheme showed Class II fence to run along Peel's Pit wingwall – revised scheme is for Proposed Class I		

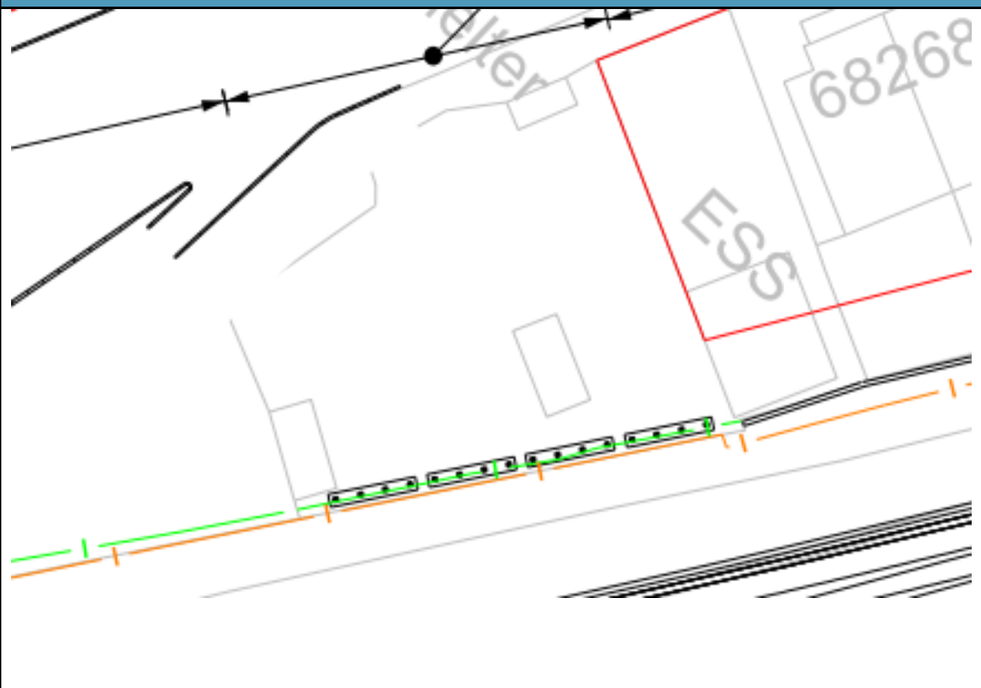
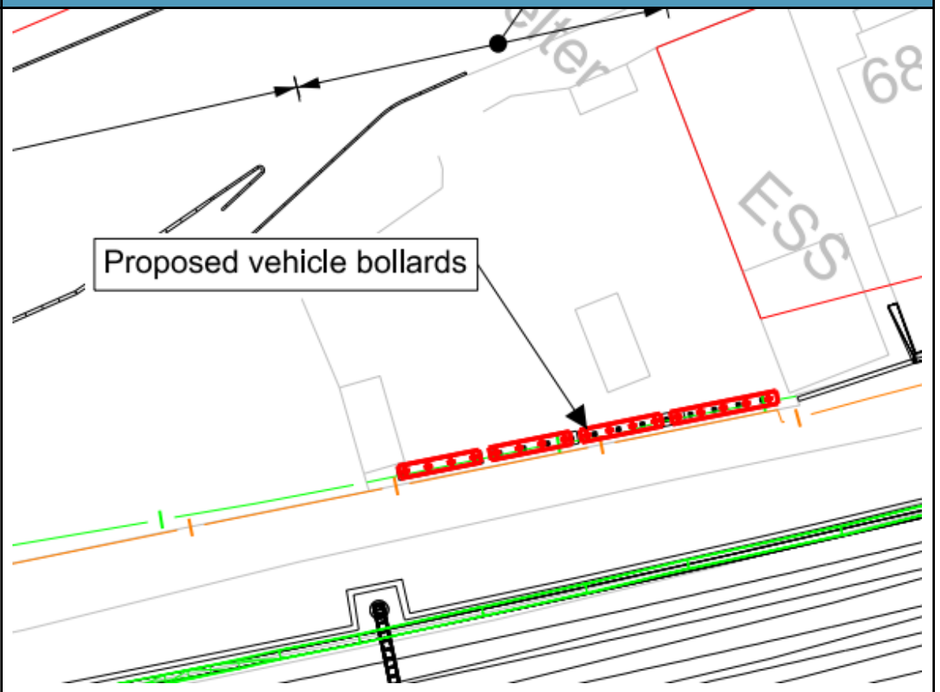
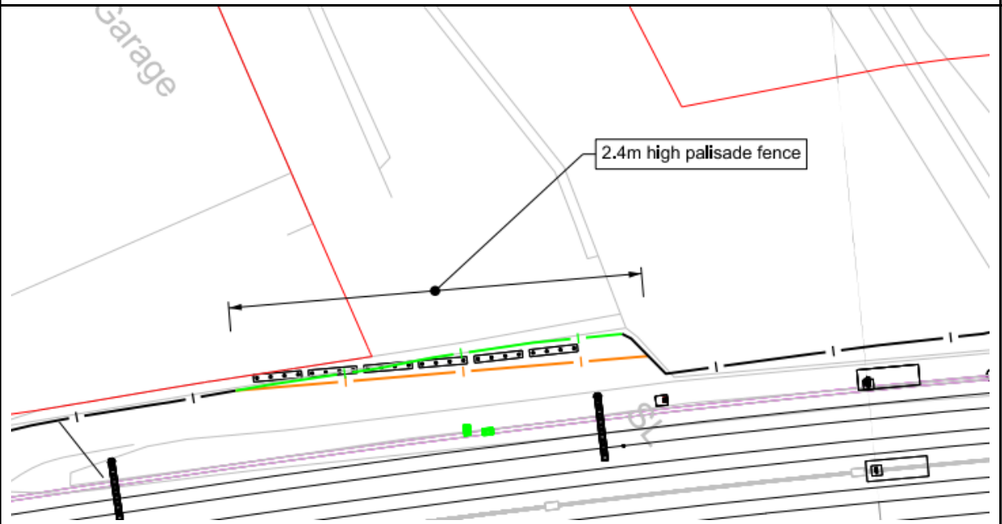
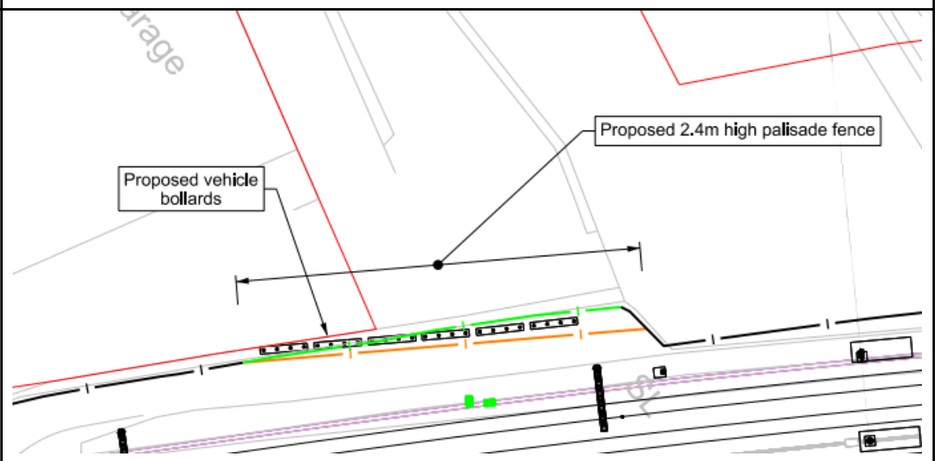
Drawing	Change	Screenshot – consented scheme	Screenshot – updated drawing
151667-TSA-W3-000-DRG-T-LP-169408	To southeast planning change from 1.8m high class II fence to 1.8m palisade fence (Class I) land to east of Peels Pit Underbridge		

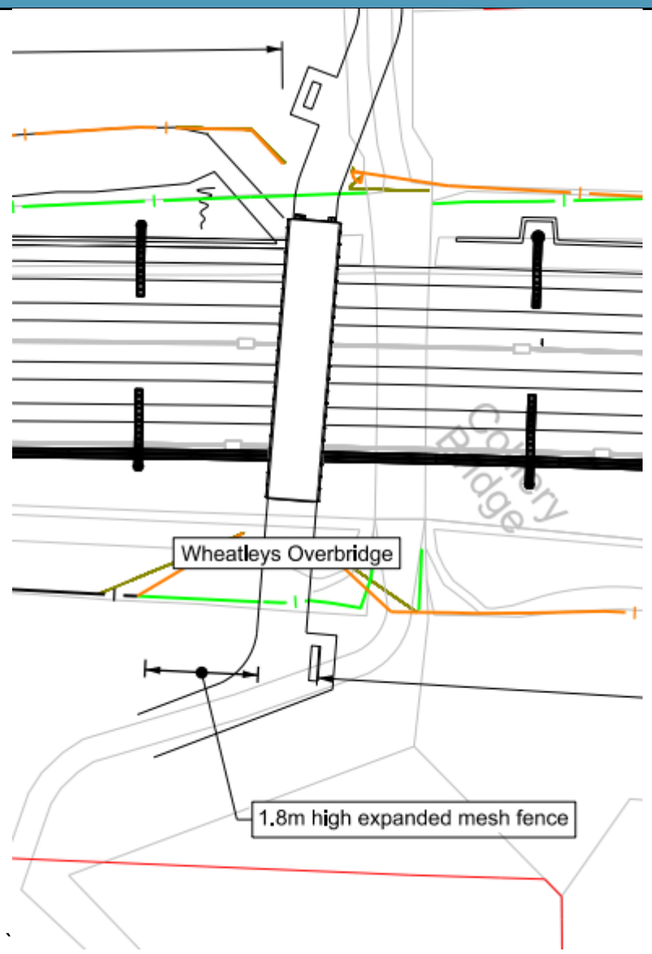
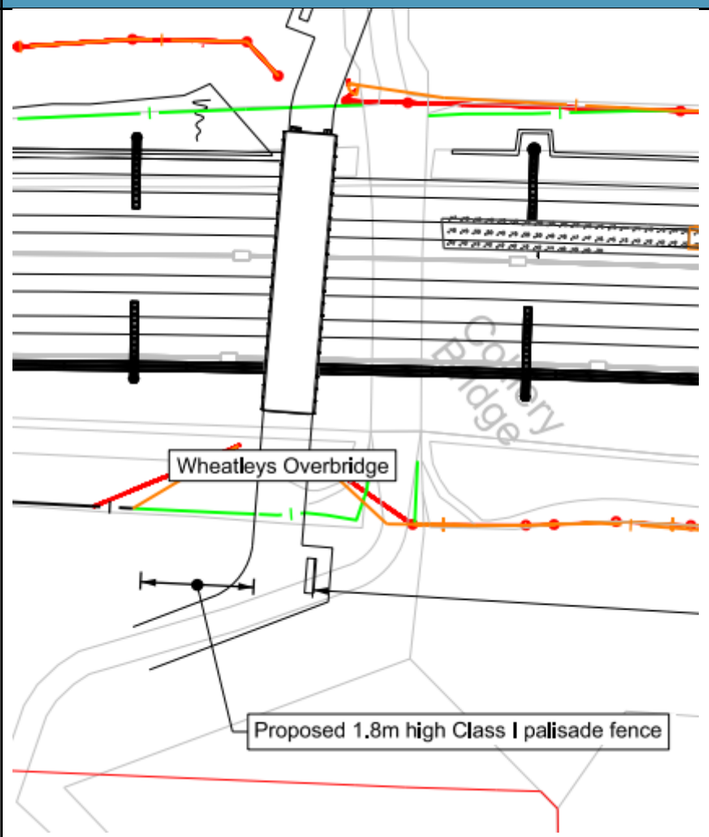
Drawing	Change	Screenshot – consented scheme	Screenshot – updated drawing
151667-TSA-W3-000-DRG-T-LP-169408	To southeast of railway change from extended mesh to existing 1.8m high palisade fence i.e. no new fence to be installed		

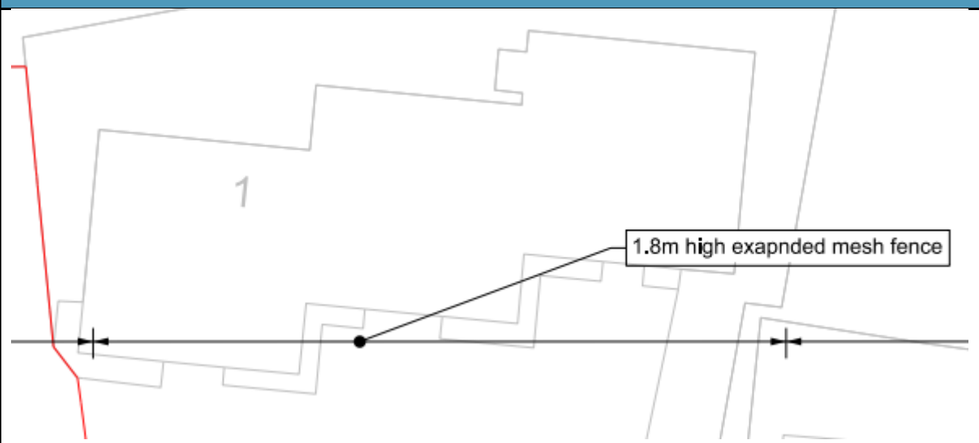
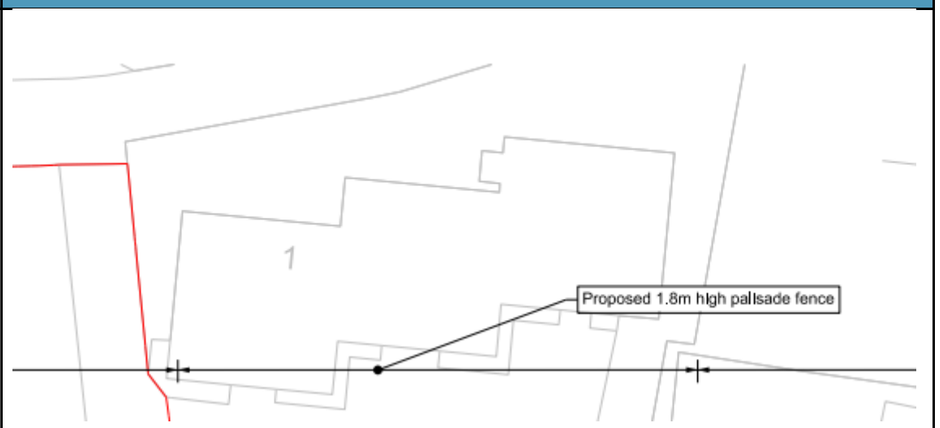
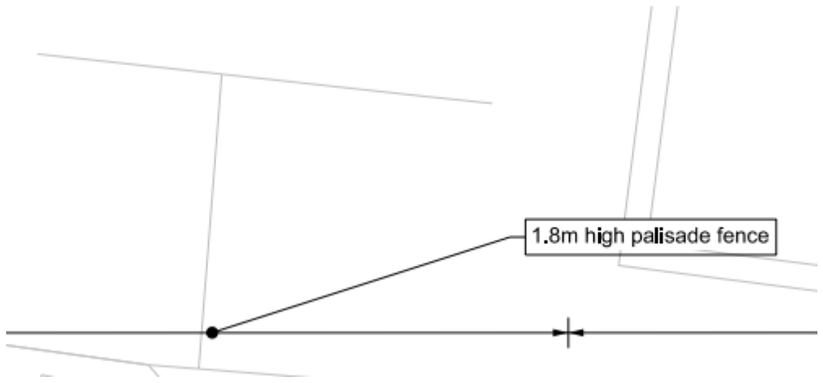
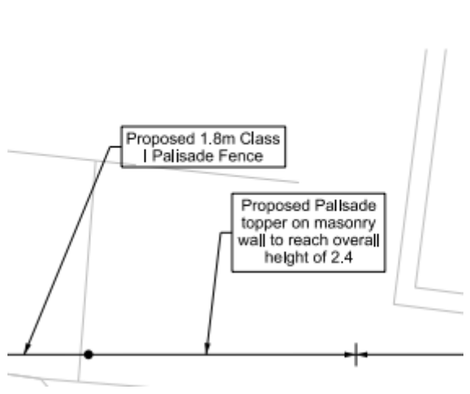
Drawing	Change	Screenshot – consented scheme	Screenshot – updated drawing
151667-TSA-W3-000-DRG-T-LP-169408	To southeast of station – install of 1.8m high palisade fencing		

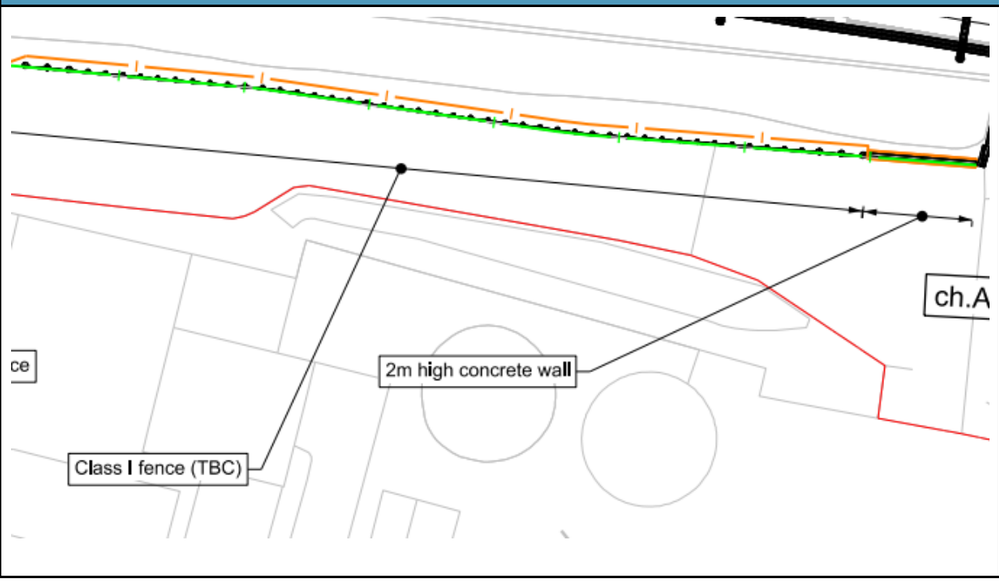
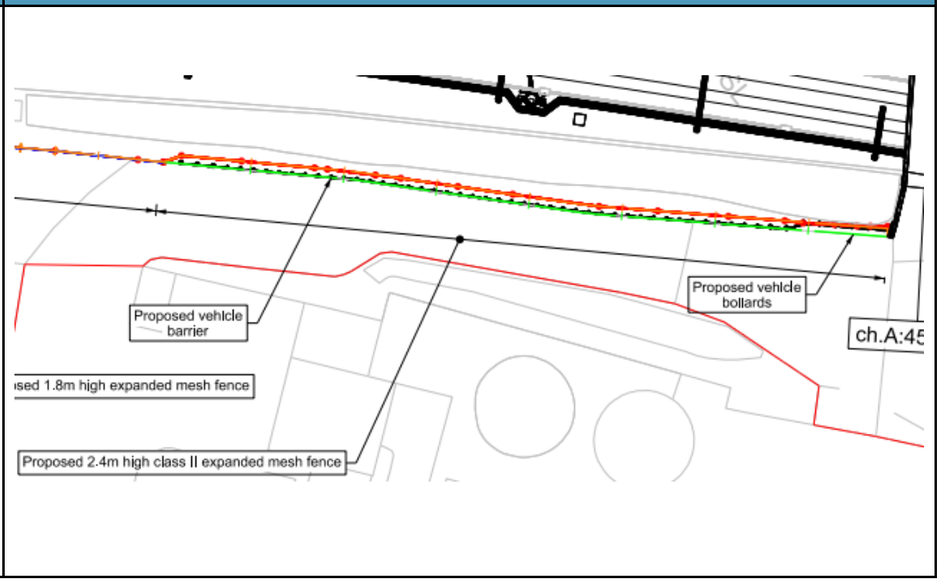
Drawing	Change	Screenshot – consented scheme	Screenshot – updated drawing
151667-TSA-W3-000-DRG-T-LP-169409	At Whitacre Street change from 2.4m high palisade gate to 1.8m palisade gate with anti-climb rollers		
151667-TSA-W3-000-DRG-T-LP-169409	Change from 1.8m high palisade to 1.8m high palisade with anti-climb rollers to southeast of railway		

Drawing	Change	Screenshot – consented scheme	Screenshot – updated drawing
151667-TSA-W3-000-DRG-T-LP-169409	To west of A62 clarification that Class I fence is 1.8m Palisade Vehicle restraint system installed – shown on consented drawings – but not labelled		
151667-TSA-W3-000-DRG-T-LP-169409	To east of A62 change from 1.8m high expanded mesh fence to 1.8m high palisade fence		

Drawing	Change	Screenshot – consented scheme	Screenshot – updated drawing
151667-TSA-W3-000-DRG-T-LP-169409	Vehicle restraint system installed between business and railway to east of A62 – shown on consented drawings – but not labelled		
151667-TSA-W3-000-DRG-T-LP-169410	Vehicle restraint system installed between business and railway – shown on consented drawings – but not labelled		

Drawing	Change	Screenshot – consented scheme	Screenshot – updated drawing
151667-TSA-W3-000-DRG-T-LP-169410	To southeast of railway change from 1.8m expanded mesh fence to 1.8m high palisade fence		

Drawing	Change	Screenshot – consented scheme	Screenshot – updated drawing
151667-TSA-W3-000-DRG-T-LP-169410	Change to northwest of railway (at Station Road) from 1.8m expanded mesh fence to 1.8m high palisade fence		
151667-TSA-W3-000-DRG-T-LP-169410	Change to northwest of railway (at Station Road) from 1.8m palisade fence to 1.8m high palisade fence and palisade topper to masonry wall to a height of 2.4m		

Drawing	Change	Screenshot – consented scheme	Screenshot – updated drawing
	Change to southeast of railway from Class 1 Fence (tbc) and 2m high concrete wall to 2.4m expanded mesh fence. Vehicle restraint system installed – shown on consented drawings – but not labelled		

4.1.4 There are no changes to the following drawings approved via 2025/92275 they are included in Appendix B for completeness.

Drawing Number	Sheet Number	Location/Drawing Title
151667-TSA-W3-000-DRG-T-LP-169401	Drawing 1 of 23	Branch Street to Gledholt / Huddersfield tunnels
151667-TSA-W3-000-DRG-T-LP-169402	Drawing 2 of 23	Gledholt / Huddersfield tunnels to Huddersfield station
151667-TSA-W3-000-DRG-T-LP-169405	Drawing 5 of 23	Hillhouse Lane Underbridge, includes Hillhouse corridor area to west of Red Doles Road
NR-OTK-SD-BM-101		Class III – High Tensile non-agricultural timber post and wire fence
NR-OTK-SD-BM-108		Class I and II Expanded mesh fence
NR-OTK-SD-BM-109		Class I – General Purpose Palisade fence
NR-OTK-SD-BM-110		Class I – Security Palisade fence
NR-OTK-SD-BM-113		Class II Close Boarded Timber Fence

APPENDICES

APPENDIX A – REVISED PLANNING DRAWINGS

APPENDIX B – APPROVED DRAWINGS

Network Rail
Waterloo General Office
London
SE1 8SW

www.networkrail.co.uk