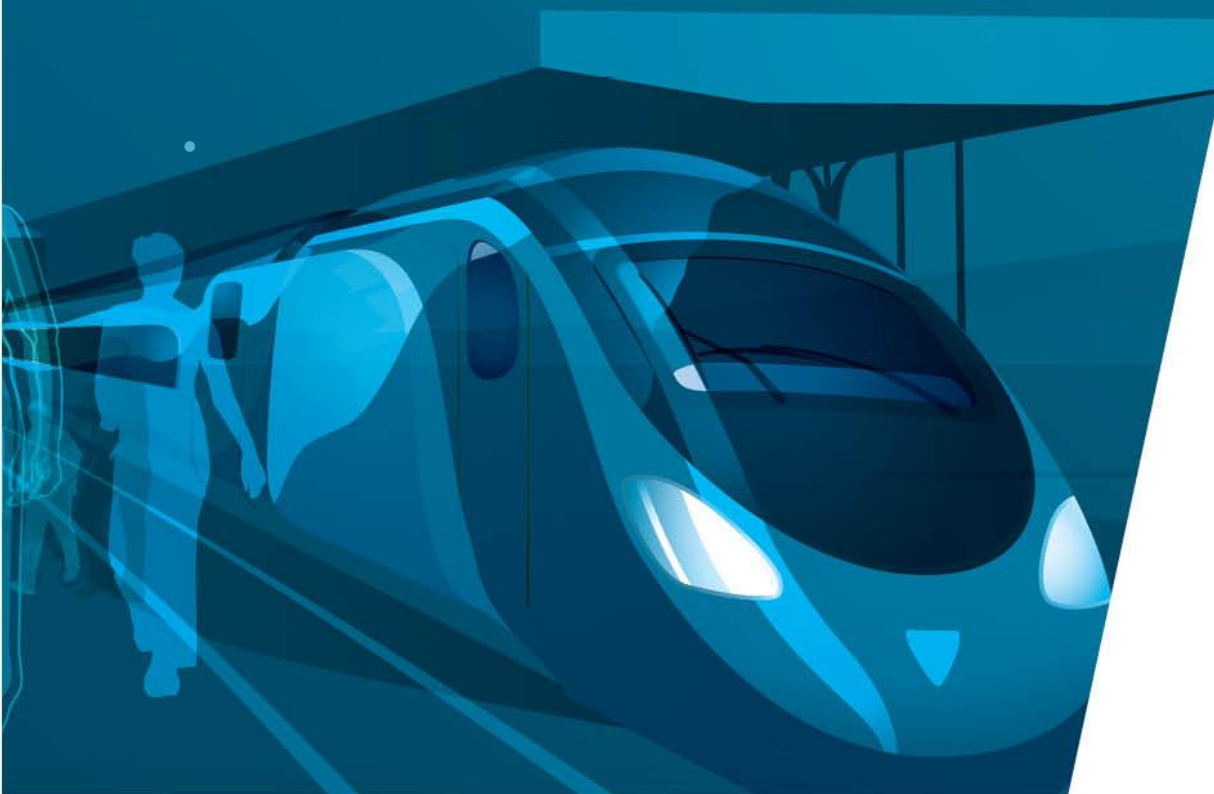


Representations to Kirkees Local Plan – Supplemental Information

Network Rail Representation No.978569

Minerals Policies PLP39 & 40

Date: October 2017



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Appendix – briefing to Kirklees Council on TRU August 2016

Introduction

1.1 This Statement provides further information in relation to Network Rail's representation made to the Kirklees Local Plan concerning Minerals Polices PLP39 and 40. In particular Network Rail objected to the allocation MI3403. This designated the Hillhouses Yard at Huddersfield as a safeguarded area for Minerals Infrastructure.

1.2 Hillhouses Yard is located east of Alder Street, Huddersfield (NGR 414857/418135), around 1.2km from the railway station (railway reference MVL3 26 miles 1032 yards). It is known in the Local Plan as the Alder Street sidings. It is a former engine shed, but following closure in 1968 it was then used as carriage sidings, a freight depot and then for various storage uses (including one waste facility, also identified in the Local Plan as WS19.) It is classed as a Strategic Freight Site* and is considered to be operational railway land within the meaning of Section 263 of the Town & Country Planning Act. It extends to approximately 7.6 Hectares. An aerial view is shown below showing the extent of the yard.



* A strategic Freight Site is a location identified upon privatisation of the rail industry in 1993 as having future freight potential and is retained for the benefit of the freight operators through a series of protective measures, including the proviso that it could only be disposed of for alternative uses through the permission of the Rail Regulator following consultation within the rail freight industry.

Additional Information

2.1 The original representation sought clarity on what seemed to be the reasoning for the allocation of the site at Hillhouses in particular. It also made reference to the fact that the land is considered still to be operational railway. These points are expanded below. It also parallels the question raised by the Inspector (matter 11).

2.2 As far as could be ascertained the reason given for the allocation of Hillhouses Yard (amongst a number of other sites) is expressed in policy justification to PLP39 in the Strategy and Policies document (SD1), paragraph 15.28. There is passing reference in the supporting Minerals Technical Paper (reference BP9) under paragraph 7 (minerals infrastructure) but there does not appear to be any analysis on how such sites were chosen (7.2). Although it is noted that national planning policy (NPPF paragraph 143) says planning authorities should safeguard existing, planned and potential railheads, it is axiomatic that this should be done in conjunction with discussions with the steward of the rail network to ascertain exactly which such sites are to be safeguarded, preferably before the local plan is published. No such dialogue was held between NR and the Council on the possibility of the site being allocated for mineral infrastructure (nor the cement sidings in Dewsbury, though as existing infrastructure that is less contentious). The NPPF also states (Para 41) that

“Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.”

We would contend that the site has been allocated for mineral infrastructure without considering the potential for other rail uses.

2.3 The Hillhouses Yard site, going forward, has potential for a variety of rail-related activity. It is accepted that one of these may be as an aggregates siding, but this is also competing with the requirements of the Trans Pennine upgrade (summary briefing enclosed). Bearing in mind the site is considered to be operational railway we have permitted development privileges to enable us to carry out significant works without the benefit of planning consent in any event; however there are certain circumstances where planning consent may be required, and this may be at odds with the putative mineral designation. One such possibility is the requirement for re-located stabling sidings consequent on capacity improvements at Huddersfield.

2.4 Exclusive use for minerals purposes also ignores the potential of the site for alternative freight uses, which again could be fettered by the minerals designation.

2.5 It further should be noted there is no extant connection off the main line. To re-connect to the network would cost in excess of £2 million which is a significant investment unlikely to be funded by a single aggregates user. As such it is considered that use of the site exclusively for aggregates is unrealistic.

2.6 Note is taken of policy PLP 40 which set out criteria by which the site could be developed for alternative uses but our argument is that there is no justification put forward why the site

should be retained as being safeguarded for mineral use given there is more robust evidence for use of the site as part of TRU. There does not appear to be any analysis as to why the whole site is required for aggregates purposes (a comparison with one of the nearest aggregates terminals in West Yorkshire at Hunslet Riverside is instructive; the Tarmac site at Hunslet is under 1 Ha in extent). As stated previously there is scope for some of the site to be used for aggregates if there is demand (and it is also pertinent to note that no such demand has surfaced in the last twenty years at Hillhouses) but as stewards of the rail network we have to be mindful of the rail industry as a whole and not one specific niche.

2.7 Accordingly in order to retain flexibility of uses on the site in planning terms our preference would be for the designation to be removed, leaving the site unallocated, which would be in line with previous representations made to the Council prior to the publication of the Draft Plan.

Conclusion

3.1 The Inspector is asked to agree to the removal of the safeguarding minerals infrastructure from Alder Street sidings (Hillhouses Yard) on the basis that the designation is restrictive and unnecessary bearing in mind the likely alternative rail uses for the site.

A.Rivero

Network Rail

October 2017



Appendix - high level presentation on the Trans-Pennine upgrade given to Kirklees Council
August 2016



Transpennine Route Upgrade Programme Briefing

Kirklees Council

18 August 2016

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Where we are now

(About Network Rail, the challenge of rising demand, The Hendy Review)

Transpennine Route Upgrade

(overview, programme of work)

Work delivery

(construction work required, consideration for built & natural environment, safety)

Structures (Level crossing / Bridges)

Keeping people informed

Timescales

Consents and EIA approach

Questions



About Network Rail



- Owns & operates Britain's rail infrastructure
- Maintains, renews, replaces and enhances the railway to ensure it remains fit for purpose
- Britain's rail infrastructure comprises:
 - 20,000 miles of track
 - 32,000 bridges and tunnels
 - 2,500 stations
 - 8,200 commercial properties
- Employs over 35,500 staff
- Funding comes predominantly from taxpayers, fare payers & income from property

The challenge of rising demand



- Passenger numbers have doubled over the last 20 years and are forecast to grow by 100% to 2041
- We need to increase the capacity and improve the performance of our largely Victorian infrastructure

The Hendy Review

Report from Sir Peter Hendy to the Secretary of State for Transport on the re-planning of Network Rail's Investment Programme



- Published in November
- Concluded the majority of the CP5 programme can go ahead
- With some projects costing more and taking longer

North of England – passenger services

Working with the successful bidders for the Northern and Transpennine franchises and other existing operators in the area, to deliver significant improvement in train services across the region.

These changes will facilitate the growth of the northern economy through:

- Connecting businesses across the North of England
- Getting people to work in the major cities
- Connecting to international markets



Transpennine Route Upgrade

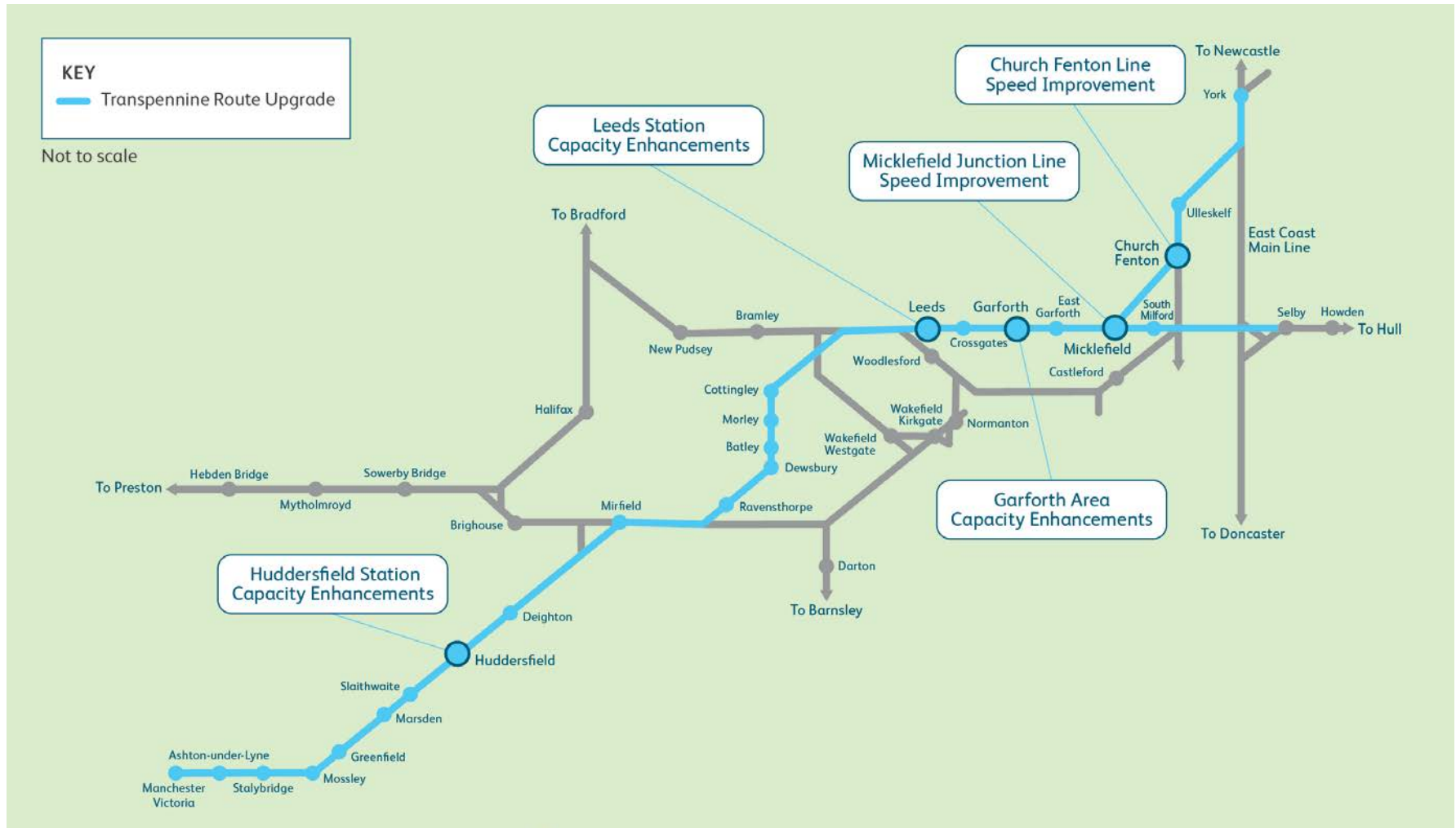
By 2022 significant investment to improve the Transpennine route



Delivering:

- More capacity
- Improved reliability
- Longer, faster and quieter trains
- Environmental benefits
- Stimulating and supporting economies

Transpennine Route Upgrade



Work delivery

In order to deliver these schemes a significant construction programme is required which will include:

- Junction enhancements
- Track enhancements
- Signalling – ETCS & TMS
- Upgrades to bridges & tunnels
- Safety improvements to bridge parapets
- Strengthening embankments
- Assessing all footpath & level crossings
- Clearing overgrown vegetation
- Piling work and Installing overhead line equipment



Work delivery



Scout Tunnel



Before



After

Work delivery

- Safety is our number one priority so work of this type must be carried out while trains are not running



Structures

Level crossing

Lady Anne Batley

Bridges

Ravensthorpe Station Footbridge

Ashworth Road

Dewsbury Footbridge

Wood Lane

Soothill Lane

Ravensthorpe Road

Tunnel End and Aqueduct

Pipe Overbridge

Station Road, Marsden

Grange Lane

Plains Lane

Aqueduct

Clays

Lockwood

Britannia Road, Golcar

Wilson's Footbridge

Scar Lane

Paddock Footbridge

Johnny Moores Bridge, Clough Lane

Paddock Bridge, Church Street

Branch Street

Westgate

Field House

Whiteacre Street

A62 Leeds Road, Deighton

Colliery Bridge

B6118 Bridge Road

Heaton Lodge

Huddersfield North and South Tunnel

Huddersfield Station Canopy

Parks

Heaton Lodge Footbridge

Cooper bridge

Woodend bridge

Service pip, Sands Lane

Keeping people informed

Ahead of and throughout the works, Network Rail will use a variety of communication channels to keep people informed... including:

- Public consultations, information/drop-in events
- Posters and leaflets displayed/distributed at stations, in town centres libraries/market areas etc.
- A dedicated page on NR's website containing up to date project information/timings
- Letter drops to nearby residents most affected by works to advise of any disruption/noise
- Press notices/news releases to the local media promoting public events, giving advice (e.g. changes affecting station users during work) & marking milestones (start of work, completion of key elements)
- Liaison with relevant MPs, Local Authorities & stakeholder groups



Timescales

Milestone	Description	Date	Status
GRIP 3 AIP completion	Single option selection and AIP completion	31 December 2017	Regulated Output
GRIP 4 completion	Single option scope defined	31 December 2018*	Indicative
GRIP 6 start on site	Start on site	31 December 2018*	Indicative
Entry into Service (EIS) testing	Entry into Service for testing and driver training	01 September 2022*	Indicative
EIS Infrastructure authorised	Infrastructure authorised for passenger use	01 December 2022*	Indicative
Output achieved	First timetabled public use of the infrastructure	10 December 2022*	n/a

* These are target dates, not yet supported by a programme. Source: Enhancements Delivery Plan, January 2016

Consents and EIA approach

- ▶ Project / area based approach to both consents and EIA
 - No route wide TWAO

- ▶ Combination of Permitted Developments rights and other consents applications as necessary
 - Prior approval
 - Planning applications
 - Listed Building Consent
 - TWAOs – Where 3rd party land required

EIA approach

- ▶ Anticipate “route wide” EIAs – East / West of Leeds
 - Multi stage approach
 - Individual consents applications will then focus on appropriate parts of these EIAs
 - Will consider cumulative effects of all programme works – EIA and non EIA works

EIA approach - Screening

- ▶ Multi stage approach to screening
- ▶ All Screening Requests to be accompanied by Screening Report
- ▶ Screening Request only submitted where we are confident a project is not likely to have significant effects
- ▶ Projects to be screened in accordance with required consents / project programmes
 - Intermediate Interventions
 - Standalone projects, screening to reflect
 - Advanced Works – Structures
 - Screening to reflect status as part of wider programme however on basis of currently known extent of works



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