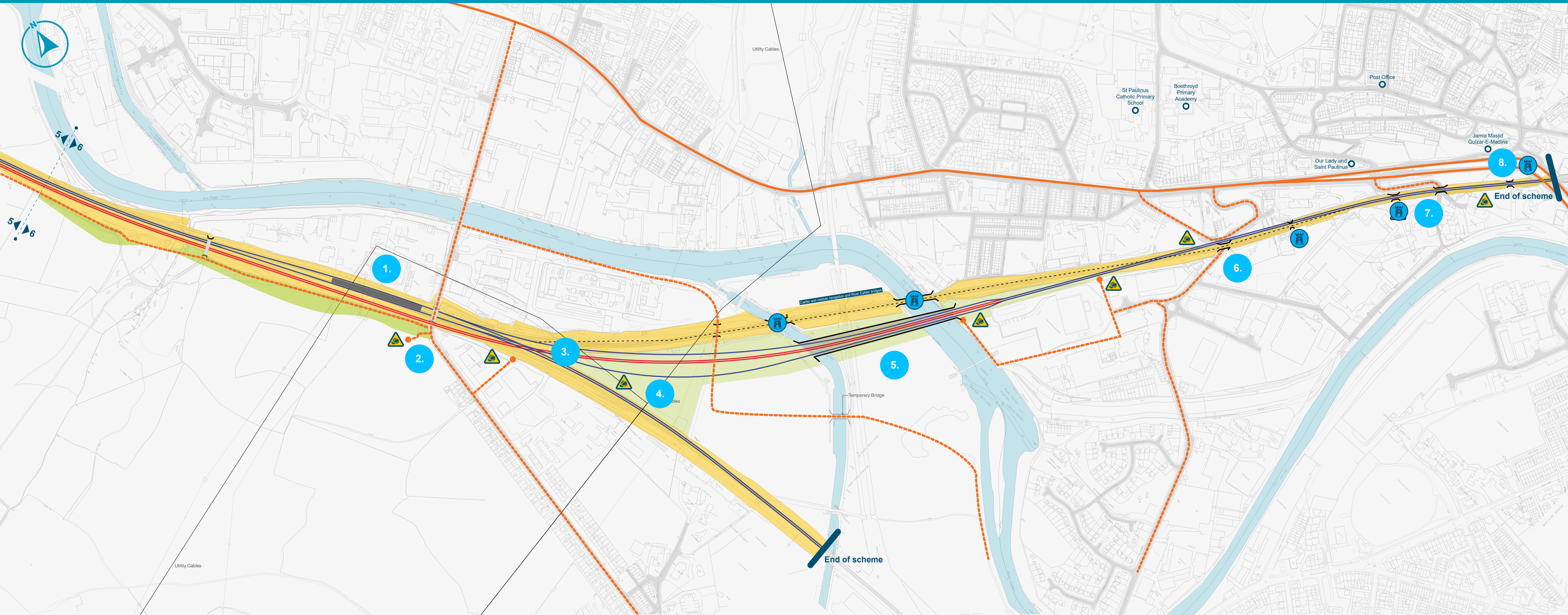


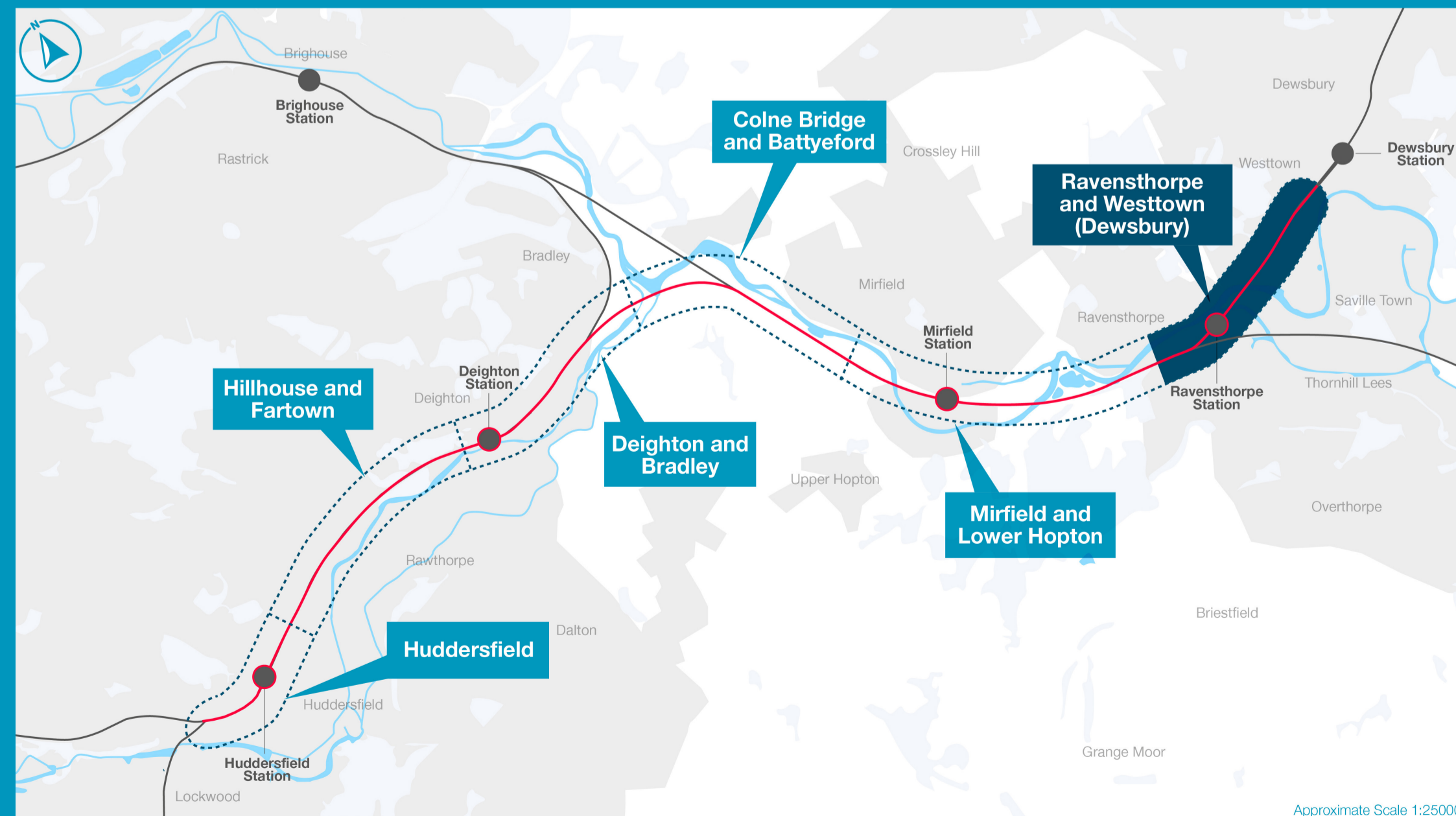
# 6. Ravensthorpe and Westtown (Dewsbury)



## Key

- Network Rail Land
- Proposed Slow Lines
- Proposed Fast Lines
- Potential Construction Access Routes
- Main areas of land to be used for the scheme
- Lines removed
- Potential construction compounds
- Station
- Heritage structure

## Location



# 6. Ravensthorpe and Westtown (Dewsbury)

## 1. Ravensthorpe Station

To accommodate the grade separated junction, we propose relocating Ravensthorpe station approximately 300 metres to the west. The station will benefit from improved accessibility, an improved station forecourt, and three blue badge parking spaces.

Work to demolish the existing station will begin following the completion of the new Ravensthorpe Station.

For more information, please see Ravensthorpe Station board.



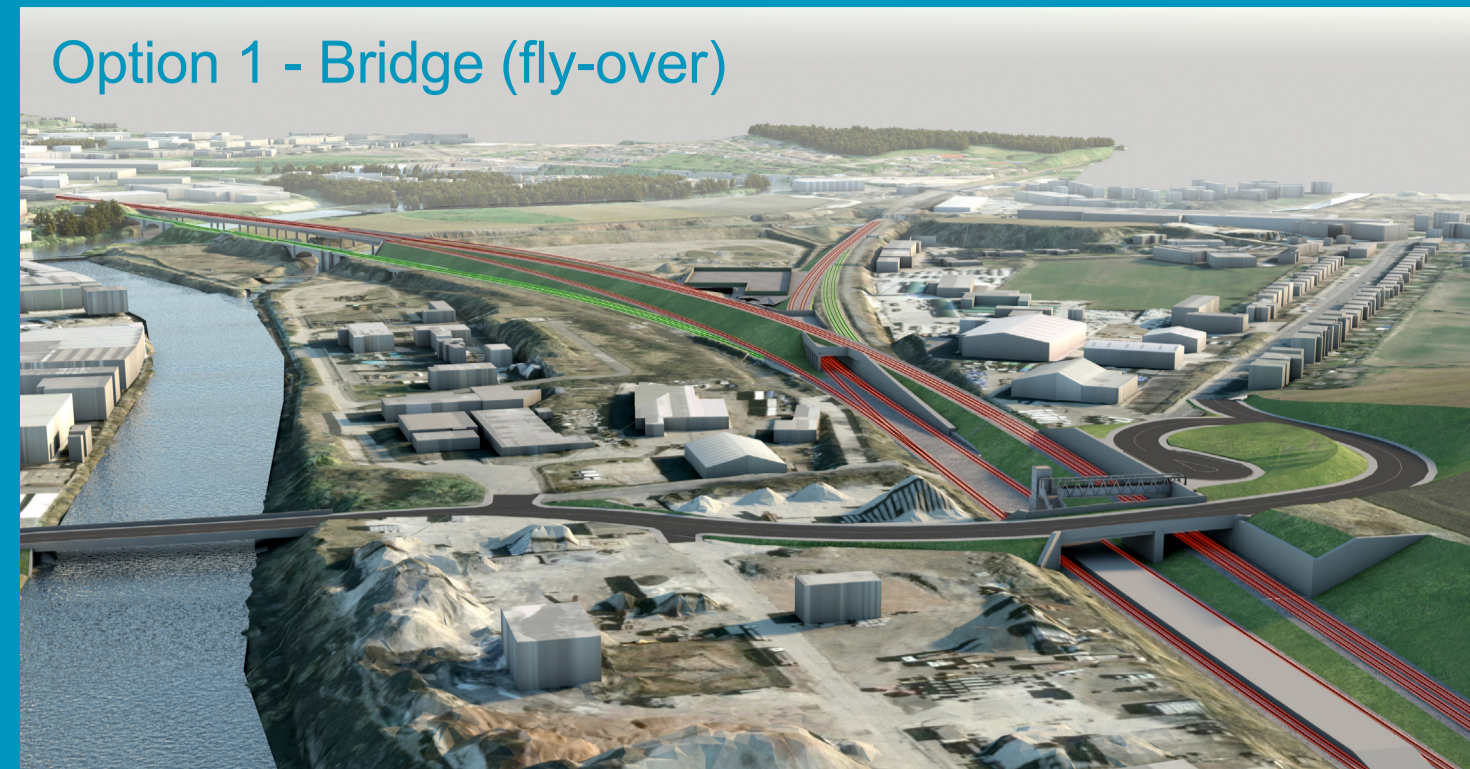
## 2. Calder Road Bridge

Realignment of Calder Road bridge would be required to provide adequate clearances over the proposed railway if the fly-over is progressed. To facilitate this work, a temporary construction compound which will provide essential welfare facilities for staff will be established. If the dive-under is progressed, realignment of the road is not required.

The phasing of the construction is being developed subject to the design detail. Throughout construction there will likely be a requirement for temporary road closures and diversions; however, we are working to minimise the impact on both the road and rail network. Notice of planned disruption and diversionary routes will be provided in advance of the work.

## 3. Grade Separation

To deliver the benefits proposed as part of the scheme, our proposal is to separate tracks to the east of the proposed new Ravensthorpe station, at a location on the railway known as Thornhill Junction. We propose doubling the number of tracks going to/from Leeds from two to four – and then separating the two new tracks from those going to/from Wakefield. We propose doing this either with a bridge (fly-over) or a tunnel (dive-under). Separating tracks at different heights in this way is known as ‘grade separation’.



Construction work planned in this area may result in a disturbance to protected species, caused by noise, vibration and artificial lighting. Where necessary, an application for a protected species licence will be made to Natural England to minimise any impact. To facilitate this work, a temporary construction compound which will provide essential welfare facilities for staff will be established – this will result in the temporary loss of around two hectares of agricultural land.

This work will see a permanent loss of plantation and woodland in the area to accommodate a construction compound; however, we will look to replace this once the work is complete.

A flood risk assessment is also being undertaken to assess the impact of the scheme.

In September we asked which option the public preferred (under or over), and whilst there was not a significant preference for either, over was slightly preferred. The option selection process is ongoing due to the complex nature of the engineering, and potential third party land and business impacts. We will confirm the option as soon as possible.

## 4. Electricity Substation

We propose to build an electricity substation within the Ravensthorpe and Westtown area, to provide power for the electrification of the railway (known as traction power).

To facilitate this work, a temporary construction compound which will provide essential welfare facilities for staff will be established in an area of land occupying the current landfill site to the east of Ravensthorpe Station. Access to the facilities will be made via Forge lane or the existing Thornhill Power Station access road.

## 5. Ravensthorpe Viaduct

To deliver performance benefits, the scheme is proposing to construct the railway on a new alignment to the south of the existing, over the Hebble & Calder Navigation, Spenn Valley Greenway and River Calder. This proposal has been developed due to the difficulty in achieving the desired line speed through the area within the existing railway corridor. The scheme proposes to construct an embankment structure on the current landfill site before crossing the Calder and Hebble navigation, and River Calder on a new viaduct. To facilitate the construction of the new viaduct, a site compound providing welfare facilities for site staff will be set-up in the area of land occupying the current landfill site to the east of Ravensthorpe station. Access to site will be made either via Forge Lane or via the existing Thornhill Power Station access road.

All work will be planned to achieve minimum disruption to the traveling public as is practicably possible. The main work will be completed offline and any work affecting the operation of the railway will largely be completed during closures of the line, or overnight whilst there are no trains running.

The work will potentially impact on the setting of the two Grade II listed structures; Calder and Hebble Underbridge and River Calder Underbridge, over which the railway currently runs. These structures will be physically retained in the future; however, they will no longer form part of the railway and all tracks and Network Rail infrastructure will be removed. Work will result in the loss of two ponds within the restored area of Thornhill Quarry. To date, surveys have not yet identified any protected species. Further surveys are scheduled, and mitigation measures will be employed if necessary.

There is significant construction work planned within this area which could result in disturbance (noise, vibration, artificial light) – this also may cause some localised displacement to protected and priority flora and fauna. The work to construct the new viaduct may result in the loss of vegetation habitat on both banks of the River Calder, as well as temporary disturbance of in-channel habitat and aquatic species. There is the potential for permanent localised impacts to light availability beneath the new structure which may affect growth of notable species including floating water plantain. Where possible the design will seek to minimise these impacts. If necessary, an application for a protected species licence will be made to Natural England in respect of the effects on this species.

Vegetation clearance will be required to facilitate the construction in this area. This will result in the loss of semi-natural broad-leaved woodland, plantation broad-leaved woodland, scattered trees (pruning/felling), dense scrub and hedgerows; however, compensatory planting will be undertaken.

Overland flow routes in the vicinity of Ravensthorpe Station may be affected, resulting in surface water flood risk. This is due to the change of the floodplain functionality and capacity as a result of construction work such as piled embankments.



## 6. Thornhill Lees

To deliver the proposed benefits, the scheme proposes straightening a curve in the railway at Thornhill Lees – this would require work to both Thornhill Road and Occupation Bridge. We propose to realign the junction of Thornhill Road with Fall Lane to facilitate the new structure and extend Occupation Bridge.

To construct the new rail alignment, traffic restrictions and diversions will be required, as well as temporary closures of the highway and footpath. To facilitate this work, a temporary construction compound which will provide essential welfare facilities for staff will be established.

The work is likely to result in a significant impact on a Grade II listed structure (Occupation Bridge to the east of Thornhill Road). Discussions are ongoing with Historic England and Kirklees Council Conservation Officer around this work.

Vegetation clearance during construction will lead to the loss of grassland, woodland and semi-mature to mature trees. Compensatory planting will be undertaken once construction is complete.

Work may also result in the generation of noise and dust; however, best practice measures will be implemented to minimise any impact to the community.

## 7. Toad Holes Bridge

Toads Holes Bridge is a Grade II listed structure which sits adjacent to Watergate Road and is currently partly infilled. The scheme may need to undertake local repairs and strengthening work. This may include infilling of the structure. The scheme is working with Historic England and Kirklees Council to explore the options available.

## 8. Ming Hill Bridge

Ming Hill Bridge is a Grade II listed structure which sits adjacent to the A644 and is currently partly infilled. The scheme may need to undertake local repairs and strengthening. This may include infilling of the structure. The scheme is working with Historic England and Kirklees Council to explore the options available.