

Appendix 5 - Oaklands Road Compound

The Oaklands Road Compound area has been previously used as an access for Road Rail Vehicles (RRV's) via third party access agreements on a limited basis. The project proposes to acquire the land and redeveloped this, into a permanent compound site. Therefore, the area is proposed to have two sets of access gates such that a one-way system can be used to enter and exit the compound.

5.1. Strategic and Satellite Compound & Access Development

5.1.1 This chapter describes how the strategic and satellite compounds were developed to identify temporary land and rights acquisitions to support construction.

5.1.2 The Oaklands Road Compound is in an urbanised section where there are no alternative locations offering road to rail access further away from residential properties.

5.1.3 In each case, construction compounds are required adjacent to the bridges to facilitate the construction works. These compounds need to be of a size suitable to accommodate the specific construction requirements for each bridge.

5.1.4 Where possible materials will be brought to site by rail, this will include items such as ballast, sleepers, long welded rail, and certain bridge elements, with other materials being brought into compounds by road. Waste materials generated during the staged works will also be removed from site via rail where possible comprising of mostly spoil.

5.1.5 Bridges MVL3/25 and MVL3/28, are major interventions which use this route whereby large vehicles and HGVs will regularly use this route during periods of construction.

5.1.6 Oaklands Road Compound area is to be redeveloped to maximise space for a permanent maintenance compound area once the project is completed. This compound is to be used as a laydown / storage, and site welfare area for the construction of several bridges including MVL3/25 and MVL3/28 and Greenfield Station, making use of the track access. *It could also be used for the construction of the Moorgate footbridge.*

5.1.7 Deliveries of material and equipment will be carefully planned and co-ordinated with our logistical partners, construction teams and local authorities to minimise disruption on the local road network. Best practice would be off peak delivery where reasonably practicable, with construction, logistics and deliveries outside of normal working hours to reduce disruption to local stakeholders.

5.1.8 In general, major civil and building works have been planned so they can be built off track (i.e. clear of the operational railway). This includes many of the bridgeworks, building off track is a preferred safe and efficient method and minimises the use of disruptive possessions.

- *JW comments – Many of the paragraphs above show how a coordinated scheme will be similar to the less severe construction plan of Moorgate footbridge. In other words, it will be less of a problem like some of the bigger schemes such as the Oldham Road bridge and Greenfield station which will be closed for 16 to 20 weeks.*