ATKINS

Member of the SNC-Lavalin Group

Trans-Pennine Route Upgrade

Historic Building Recording of Fieldhouse Overbridge (MVL3/98)

Network Rail

February 2022

TRU HBR Fieldhouse (MVL3/98)

TP/LNE-2022-033

Notice

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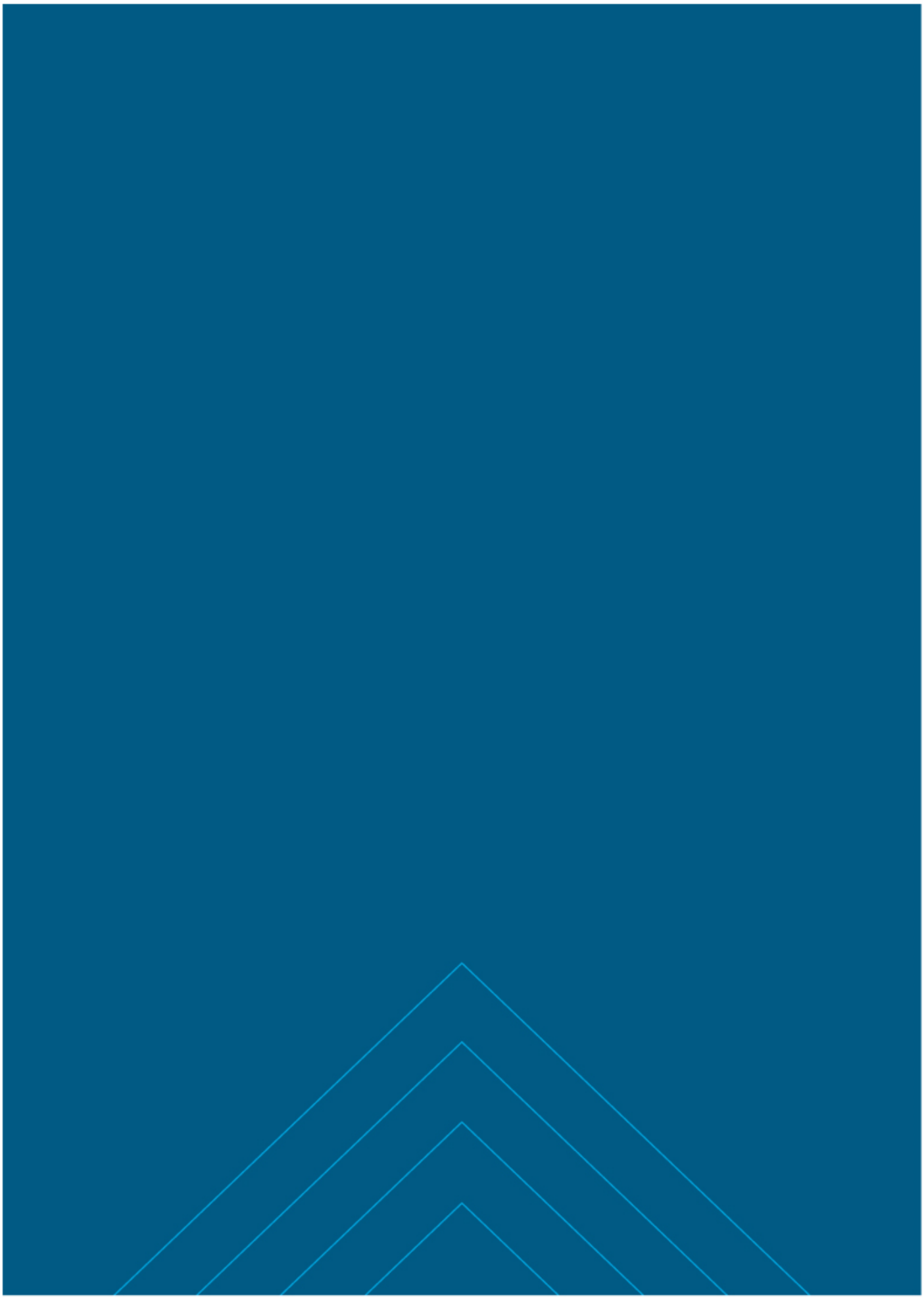


Executive Summary

Atkins Ltd. were commissioned by Network Rail to undertake a programme of Level 2 Historic Building Recording of Fieldhouse Overbridge (MVL3/98), a bridge over the Trans-Pennine Route railway near Deighton, Huddersfield, Kirklees (centred on National Grid Reference SE 1567 1877). This recording was required to discharge a condition attached to the granted Prior Approval for the works to the structure (Application Reference: 2021/93051), to be undertaken as part of the Trans-Pennine Route Upgrade programme.

Fieldhouse Overbridge (MVL3/98) was constructed by the London & North Western Railway (LNWR) in the late 1880s, a replacement for an earlier bridge at this location on the railway. The overbridge comprises a wrought iron girder deck supported on masonry abutments of quarry-faced gritstone.

The overbridge was identified as having minimal heritage interest due to its late date and standard design approach. The bridge had undergone few alterations, however those changes which had been made, notably the addition of palisade security fencing and concrete walkway, had degraded the legibility of the 1880s bridge design.

1. Introduction

This report documents the result of a Level 2 Historic Building Recording carried out on Fieldhouse Overbridge (Network Rail Engineering Line Reference: MVL3/98), a bridge over the Trans-Pennine Route railway near Deighton, Huddersfield, Kirklees (centred on National Grid Reference SE 1567 1877), hereafter referred to as "Fieldhouse Overbridge (MVL3/98)".

Atkins Ltd. were commissioned by Network Rail to undertake a programme of Historic Building Recording of Fieldhouse Overbridge (MVL3/98). This recording was required to discharge condition 1 attached to the granted Prior Approval for the works to the structure (Application Reference: 2021/93051), to be undertaken as part of the Trans-Pennine Route Upgrade programme.

The recording and this report have been undertaken and produced in accordance with current best practice as defined in the Chartered Institute for Archaeologists' *Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures*[1]. The recording comprised a Level 2 Historic Building Recording in accordance with the Historic England guidance within *Understanding Historic Buildings: A Guide to Good Recording Practice*[2]. This report follows an approved Written Scheme of Investigation (WSI)[3] which set out the proposed aims and recording methodology (included as Appendix C). The building recording took place in February 2022.

[1] Chartered Institute for Archaeologists, 2014b. *Standard and Guidance for the archaeological investigation and recording of standing buildings or structures*.
[2] Historic England, 2016. *Understanding Historic Buildings: A Guide to Good Recording Practice.*
[3] Network Rail, 2021. *Transpennine Route Upgrade, Written Scheme of Investigation – Historic Building Recording of Fieldhouse Overbridge (MVL3/98), Ridings Underbridge (MVL3/99) and Peels Pit Underbridge (MVL3/100)*.

2. Objectives and Methodology

2.1. Planning Background

Network Rail applied for Prior Approval for alterations to the railway bridge under Part 18(a), Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 in July 2021 (Application Reference: 2021/93051). These alterations form part of a series of advance works on a number of structures to permit efficient and speedy implementation of the wider proposals included in the submitted Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order, should the Secretary of State grant consent for the Order.

Prior Approval for the proposed works was granted by Kirklees Council on 16th September 2021, subject to a number of conditions. The Historic Building Recording of Fieldhouse Overbridge (MVL3/98) was required to discharge condition 1 attached to the granted Prior Approval for the works.

The wording of condition 1 included in the decision notice is as follows:

> *No works including any works of demolition shall commence until the existing structure has been subject to historic recording in accordance with Level 2 of Historic England's A Guide to Good Recording Practice. The details required shall include:*
>
> - *A drawn record including sketch and measured drawings*
> - *A photographic record of the elevations and all details.*
> - *A written record.*
>
> *Thereafter the record shall be submitted to and approved in writing by the Local Planning Authority before works commence.*
>
> ***Reason**: To produce an analysis of the development and use of the structure and to accord with Policy LP35 of the Kirklees Local Plan, chapter 16 of the National Planning Policy Framework and Historic England's A Guide to Good Recording Practice.*

The full Prior Approval decision notice for the works to Fieldhouse Overbridge (MVL3/98) is included in Appendix D.

A WSI for the required Historic Building Recording was produced by Network Rail and approved by Kirklees Council in January 2022. The WSI is included in Appendix C.

2.2. Aims and Objectives

The aims of the Historic Building Recording of historic railway structures as part of the Trans-Pennine Route Upgrade programme are:

- To document the current form and survival of historic railway structures proposed for alteration or removal as part of the Trans-Pennine Route Upgrade project and associated works; and
- To provide an objective documentary record of the structures.

The objectives of the Historic Building Recording of Fieldhouse Overbridge (MVL3/98) were:

- To record the historic railway bridge, to a Level 2 standard, in line with the Historic England guidance on recording within *Understanding Historic Buildings: A Guide to Good Recording Practice*[4];

[4] Historic England, 2016. *Understanding Historic Buildings: A Guide to Good Recording Practice.*

- To disseminate the results of the recording works through deposition of an ordered digital archive and detailed report with the West Yorkshire Historic Environment Record (HER) and West Yorkshire Archive Service, in accordance with the requirements of the West Yorkshire Archaeological Advisory Service (WYAAS); and

- To disseminate the results of the recording works through deposition of digital data and report with the Archaeology Data Service (ADS) and submit details of the project to the Online Access to Index of Archaeological Investigations (OASIS) Project.

2.3. Methodological Approach

The level of recording was specified as Level 2 in accordance with the Historic England document *Understanding Historic Buildings: A Guide to Good Recording Practice*[5]. Specific requirements of the recording in line with this guidance were defined in the WSI (see Appendix C), produced by Network Rail and approved by Kirklees Council.

The recording and reporting has been undertaken in accordance with current industry best practice standards and guidance, including:

- Chartered Institute for Archaeologists, 2014a (Revised 2021). Code of Conduct;

- Chartered Institute for Archaeologists, 2014b. Standard and Guidance for the archaeological investigation and recording of standing buildings or structures;

- Chartered Institute for Archaeologists, 2014c. Standard and Guidance for the creation, compilation, transfer and deposition of archaeological archives;

- Department of Housing, Communities and Local Government [now Department for Levelling Up, Housing and Communities], 2019 (Revised 2021). National Planning Policy Framework;

- English Heritage [now Historic England], 2008. Conservation Principles Policies and Guidance: For the sustainable management of the historic environment;

- Historic England, 2015a. Historic Environment Good Practice Advice in Planning: Note 2 – Managing Significance in Decision-Taking;

- Historic England, 2015b. Digital Image Capture and File Storage Guidelines for Best Practice;

- Historic England, 2016. Understanding Historic Buildings: A guide to good recording practice;

- Historic England, 2017 (Second Edition). Historic Environment Good Practice Advice in Planning: Note 3 – The Setting of Heritage Assets; and

- Institute of Historic Building Conservation (IHBC), 2007. Code of Conduct.

Recording was carried out on 8 February 2022 and encompassed the bridge and its immediate surroundings. The recording of Fieldhouse Overbridge (MVL3/98) was limited by the access restrictions placed on the bridge due to its condition; part of the structure's deck is fenced off due to the structure being understrength, so surveyors were only able to access those areas which are publicly accessible over and around the structure. Consequently, photography and measured survey (see below) were restricted in scope. Similarly, no access was possible under the structure to photography the underside of the bridge, due to trackside access not being permitted. The weather conditions on the day of survey were bright but overcast allowing for relatively good visibility of detail. The recording was undertaken by Matthew Jenkins, Senior Heritage Consultant and Amber Storey, Assistant Heritage Consultant.

The structure and its setting were photographically recorded to include general views of the bridge, as well as detailed views of some structural, historic or architectural features. Photography was carried out using a Nikon

[5] Ibid.

D3000 DSLR equipped with a Nikon 18-55mm lens. Photographic scales were included in views where practical (comprising 1m or 2m ranging poles, with demarcations of 500mm on each).

In addition to the photographic record made during the building recording, additional photographs from Network Rail's own records, for example from previous condition inspections of the structure, have also been included in this report where relevant. Where this is the case, this is identified with an acknowledgement and date (if known) in their respective captions. These photographs particularly supplement the recording in areas which the surveyors were not able to access due to the restrictions of the overbridge and recording outlined above.

Measured plans, sections and elevations of Fieldhouse Overbridge (MVL3/98) were provided by Network Rail and used as the basis for those drawings included in Appendix B of this report. It was not possible for the surveyors to conduct confirmatory measured survey of the structure, due to the access restrictions in place at the time of recording. Where measurements have been included in this report and accompanying drawings, these have been taken from the design information produced by Network Rail, informed by their own topographical surveys of the structure.

Written descriptions of the structure's materials, dimensions and form, as well as notes regarding its landscape context and setting, were written on pro-forma record documents on site.

Archival drawings and documents relating to Fieldhouse Overbridge (MVL3/98) which are held by the Network Rail National Records Group (NRG) archive were provided by Network Rail. These have been reproduced or referenced where appropriate in this report. Historic mapping, acquired from Groundsure (in November 2019) was provided by Network Rail. Historic mapping has been reproduced and referenced in the report where appropriate to support interpretation of the historic development of the overbridge and its surroundings. Network Rail archives provided access to sufficient detail as regards drawings, historic photographs and history so further local archives were not consulted.

3. Site Location and Topography

Fieldhouse Overbridge (MVL3/98) is located over the Trans-Pennine Route railway line between Huddersfield and Deighton, approximately 2km north-north-east of Huddersfield town centre (at National Grid Reference SE 1567 1877; railway mileage 27m 17ch). The overbridge is set in a semi-rural area, carrying the footpath of the historic Fieldhouse Lane over the railway, with wooded areas to the north and south of the structure. The railway underneath the structure comprises two tracks, with no distinct trackside access tracks on either side of the railway. The Huddersfield Broad Canal runs approximately 180m to the south-east of the structure, while 20m to the north of the overbridge, the Birkby-Bradley Greenway passes underneath a second historic railway bridge, following the alignment of the former Midland Railway branch line (see below, Section 4.2). The wider area around the structure is characterised by a mix of pockets of industrial development, woodland and open space, including playing fields associated with Huddersfield Town Football Club's training ground and the Leeds Road Sports Centre.

The railway under the overbridge lies at approximately 75m aOD, with the topography around the structure characterised by slight side-on ground, running downhill from approximately north-west to south-east. The railway under the structure is in a slight cutting, though the topographic difference between the footpath over the structure and the railway is more a result of the embankments up which the path runs to the south and north of the structure.

The underlying geology of the area has been mapped as comprising Mudstone, Siltstone and Sandstone of the Pennine Lower Coal Measures Formation. No superficial geology is recorded at the location of the overbridge, though along the Colne Valley to the south, superficial Alluvium deposits of Clay, Silt, Sand and Gravel are recorded[6].

[6] British Geological Survey, 2022. Geology of Britain viewer - British Geological Survey (bgs.ac.uk). Accessed 11 February 2022.

4. Historical Background

4.1. History of the Trans-Pennine Route

The Trans-Pennine Route between Huddersfield and Westtown (Dewsbury) was constructed and opened between 1836 and 1849. The route today comprises sections of rail line developed by different railway companies, characteristic of the wider Trans-Pennine Route between York, Selby and Manchester. The complex chain of companies and projects is a typical product of the "Railway Mania" of the mid-1840s, the height of a period of commercial confidence and expansion in the railways[7]. Historic England characterise this period at the 'Heroic Age' of railway development, representing the huge expansion of the network from 1841 to 1850[8].

Between Huddersfield and Westtown, the Trans-Pennine Route is made up of sections of:

- The Manchester & Leeds Railway, constructed 1836-39, between Ravensthorpe and Heaton Lodge;
- The Leeds, Dewsbury & Manchester Railway, constructed 1845-47, between Westtown (Dewsbury) and Ravensthorpe; and
- The Huddersfield & Manchester Railway, constructed 1846-49, between Heaton Lodge and Huddersfield.

Before construction of the lines were complete, the Huddersfield & Manchester Railway and the Leeds, Dewsbury & Manchester Railway companies were both absorbed into the London & North Western Railway (LNWR) company. The LNWR would be the company which would particularly define the development of the constituent elements of the Trans-Pennine Route over the 19th and early 20th century.

The line formed a new, more direct route to the West Riding from Manchester, in competition to the earlier Manchester & Leeds Railway which had been constructed through the Calder Valley in the late 1830s. The aim of LNWR in absorbing the two smaller railway companies was to give them access to Leeds and the West Yorkshire textile industry[9]. The more direct route was enabled partly through the advances in tunnel construction and large-scale engineering technology, notably realised through the construction of the 3-mile Standedge Tunnel under the Pennine watershed to connect the line between the Upper Thame and Colne Valleys. Between Huddersfield and Westtown (Dewsbury), the line is partly characterised by such examples of large scale and/or pioneering engineering structures, including tunnels, viaducts and both masonry and cast-iron bridges.

The development and expansion of the railways and their associated infrastructure during the first half of the 19th century, was characterised by the considerable influence on those towns which experienced the development of this new mode of transport. The railways resulted in place-making and industrial growth, as towns benefited from the connections and influences which they brought with them. The Trans-Pennine Route between Huddersfield and Westtown (Dewsbury) certainly had an influence on towns, forming an additional infrastructure element of the expansion of settlements such as Mirfield already underway as a result of the growth of textile, mining and maltings industries. The prime example of this is seen through Huddersfield Station, a magnificent exercise in architectural patronage, which itself influenced the growth and development of the town centre and shaped the character of Huddersfield's architecture. Other stations along the route are more minor examples and have been altered or rebuilt during their lifetime.

With the continued growth of the network and expansion in volume of passenger and freight traffic during the second half of the 19th century, the LNWR embarked on widening the Trans-Pennine Route between Ravensthorpe and Stalybridge during the 1880s and 1890s. Such development was typical of the periods of consolidation and completion of the network which characterised railway development in the second half of the 19th century, particularly from the 1860s onwards[10]. A number of the stations and structures along the Route were altered during this period to accommodate the widening of the line. The section of line between

[7] Alan Baxter Associates, 2019. *TransPennine Route Upgrade Route-wide Statement of Significance*. 14.
[8] Historic England, 2017 (Revised). *Infrastructure: Transport, Listing Selection Guide*. 2-3.
[9] Alan Baxter Associates, 2017. *TransPennine Route Statement Of History and Significance*. 5.
[10] Historic England, 2017 (Revised). *Infrastructure: Transport, Listing Selection Guide*.

Huddersfield and Heaton Lodge, including the section around Fieldhouse Overbridge (MVL3/98) was increased from two to four tracks between 1881 and 1884.

Fieldhouse Overbridge (MVL3/98) represents just one of the elements of supporting infrastructure that were constructed as part of the railway's development. The large number of 19th century over- and underbridges constructed along the route often comprise modest or functional structures, however their significance results from their constituent role as part of the extensive infrastructure required for such railway lines constructed during the 19th century.

4.2. History of Fieldhouse Overbridge (MVL3/98)

The existing Fieldhouse Overbridge (MVL3/98) was constructed in the early 1880s by the LNWR, under the engineering design of Francis Stevenson, though the structure has also undergone later additions and alterations. The bridge would appear to have been a reconstruction of a structure in the same location, constructed as part of the original railway infrastructure in the 1840s.

As identified above, the railway underneath Fieldhouse Overbridge (MVL3/98) was constructed by the Huddersfield & Manchester Railway company between 1846 and 1849. The Huddersfield & Manchester Railway was authorised in 1845 and planned to follow the route of the Huddersfield Narrow and Broad Canals for much of their length, purchasing both canals shortly after its authorisation[11]. The engineers appointed to survey and design the line were Joseph Locke and A. S. Jee; it appears that it was Jee who took the main responsibility for the line, assisted by resident engineers including his brother Moreland Jee (until 1848) and Herbert F. Mackworth[12].

The First Edition Ordnance Survey (OS) mapping of the area indicates that an overbridge (labelled 'Fieldhouse Bridge') was constructed to carry Fieldhouse Lane over the railway (see Plate 4-1). Fieldhouse Lane itself ran north-west from the hamlet of Fieldhouse on the Huddersfield Broad Canal to the settlement of Sheepridge to the north, passing by an area identified as containing coal pits on the 1850s OS mapping. To the east of the structure was located Fieldhouse Colliery, with an adjacent brickfield and coke ovens. However, there doesn't appear to have been a direct relationship between these elements of the wider landscape and the original Fieldhouse Bridge. The mapping does indicate the considerable embankment constructed to raise the course of Fieldhouse Lane to carry it over the structure; particularly on the southern side of the structure, this inclined embankment survives.

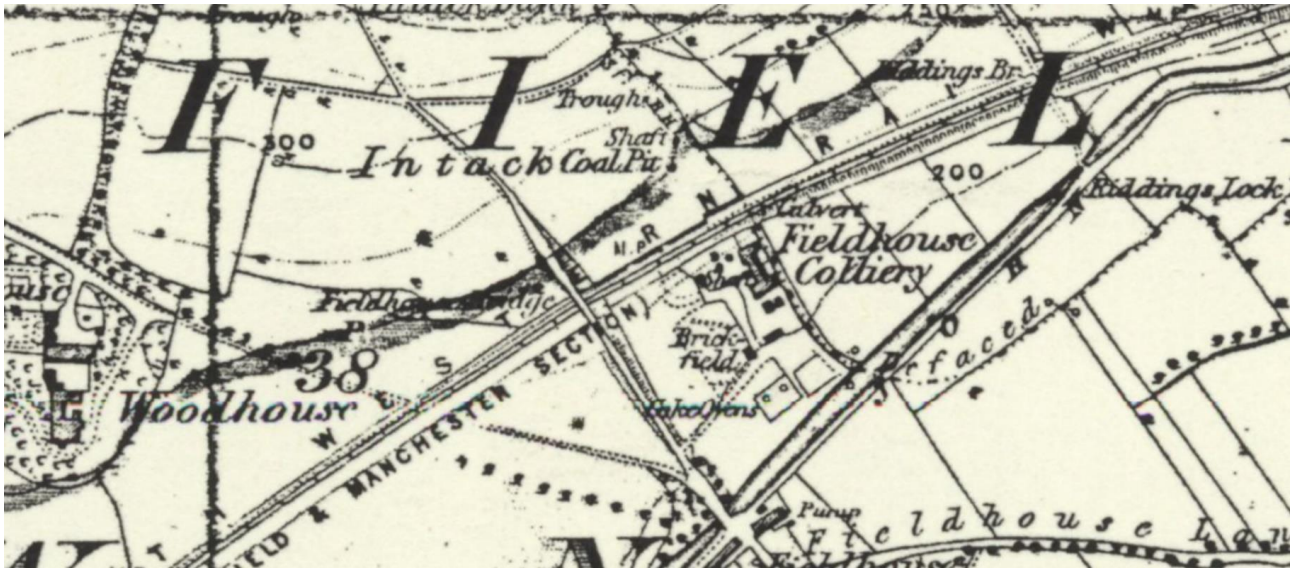


Plate 4-1 - First Edition Six Inch Ordnance Survey Map, 1854 (surveyed 1848-50)

[11] Alan Baxter Associates, 2017. *TransPennine Route Statement Of History and Significance*. 4.
[12] Ibid.

Fieldhouse Overbridge (MVL3/98) in its current form largely dates from the widening of the railway in the early 1880s, when the earlier structure would appear to have been totally reconstructed to span the wider four-track railway. The widening of the line was designed under the LNWR's chief engineers William Baker (d.1878) and his successor Francis Stevenson, with Stevenson appearing to provide most or all of the designs[13]. Archival drawings of Fieldhouse Overbridge (MVL3/98) titled "LNWR Widening Hill House to Heaton Lodge" (see Plates 4-4 and 4-5) appear to feature Stevenson's signature in the bottom corner. The drawings indicate that the entirety of the bridge was constructed in a single phase as part of the widening of the route, with new sub-structure and superstructure, including abutments, wing walls and wrought iron deck.

Fieldhouse Overbridge (MVL3/98) is visible on the 1890s OS Mapping (Plate 4-2), which evidences the larger scale of the bridge compared to its predecessor; in particular the deck appears to have been considerably wider than the previous Fieldhouse Bridge shown on the earlier First Edition OS mapping. It is unclear as to exactly why the deck of the structure was constructed to be much wider, with neither mapping nor drawings evidencing any indications from the surrounding landscape or extents of Fieldhouse Lane as to the need for such a wide deck, though it is notable that on the northern side of the structure a second trackway is mapped leaving the structure, heading west towards Woodhouse Hall. By this date, Fieldhouse Colliery to the east of the structure has been replaced by a large complex comprising Fieldhouse Fire Clay Works. The Fire Clay Works includes a sidings line off the main railway, with the LNWR drawings indicating points to a fifth line potentially to service this industrial site underneath the bridge (see Plate 4-4). Signal posts are also mapped on the eastern side of the bridge on both sides of the railway.

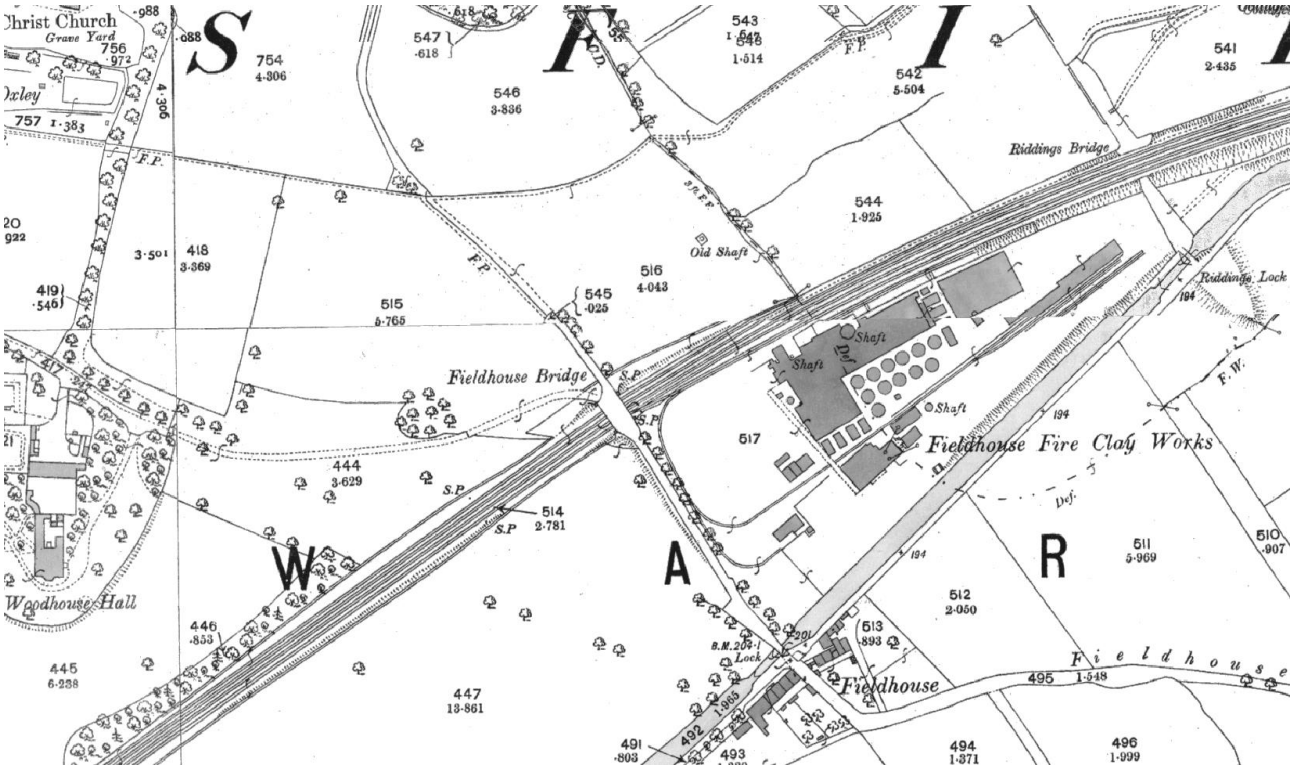


Plate 4-2 - 25 Inch Ordnance Survey Map, 1893 (surveyed 1888).

In the first few decades after construction of Fieldhouse Overbridge (MVL3/98), the structure and its surroundings were altered little, aside from a notable development of the railway corridor in the 1900s. The Midland Railway constructed a branch line to connect land acquired for a goods station at Newtown in Huddersfield with the Lancashire & Yorkshire Railway section of the Trans-Pennine Route near Mirfield. This branch line ran alongside the existing LNWR route between Hillhouse, to the south-west of Fieldhouse Overbridge (MVL3/98) and Deighton, to the north-east, where the alignment diverged, crossed the Trans-Pennine Route and continued over the Colne Valley by way of the 15 arch Bradley Viaduct. To facilitate this adjacent branch line, the Midland Railway constructed a secondary bridge immediately north of Fieldhouse

[13] Alan Baxter Associates, 2019. *TransPennine Route Upgrade Route-wide Statement of Significance*. 16-18.

Overbridge (MVL 3/98) to carry Fieldhouse Lane over the branch line (see Plate 4-3). This single-span masonry overbridge survives today.

The Midland Railway branch line was shortened in 1923 with the introduction of an intermediary junction with the LNWR line at Red Doles, approximately 0.5km south-west of Fieldhouse Overbridge (MVL3/98). The section of the line passing underneath Fieldhouse Overbridge (MVL3/98) and continuing to Mirfield across Bradley Viaduct was closed in 1937. Subsequently, the alignment of the branch line was converted to use as the Birkby-Bradley and Calder Valley Greenways, as it remains in use today.

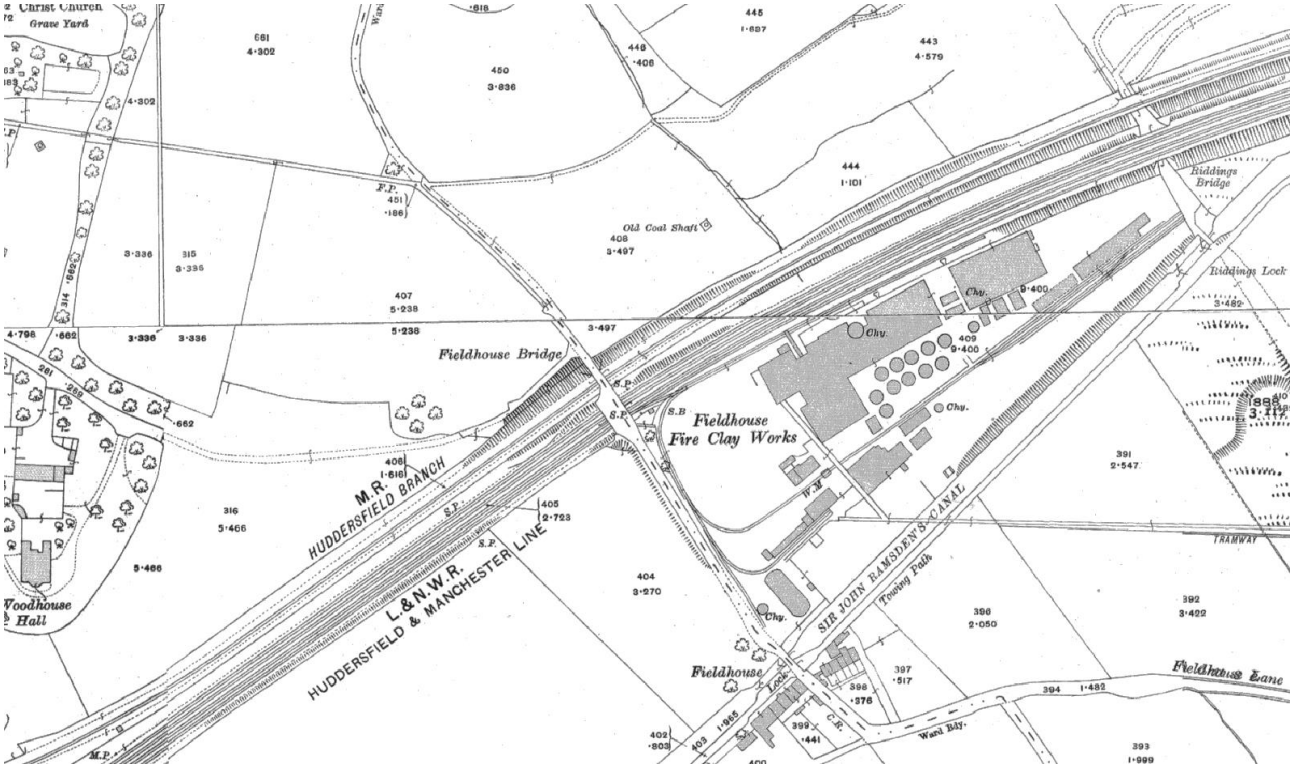


Plate 4-3 - 25 Inch Ordnance Survey Map, 1918.

Fieldhouse Overbridge (MVL3/98) has undergone alterations and additions in the later 20th and 21st century, though the overall form of the bridge has remained from its construction in the 1880s. Archival drawings of the bridge from an assessment of its structural capacity in 1942[14] indicate that at this point, the surface of the bridge comprised a roadway of 14' (c. 4.27m) in width on the eastern half of cinders, rubble and brickbats patched with tarmac, edged by stone flags of 6' (c. 1.83m) in width against the eastern parapet (Plates 4-6 and 4-7)). On the western side of the structure, grass is recorded to have grown over the earlier surface. The same drawings indicate that evidence of structural issues with the bridge was visible, including holes corroded through floor plates and exposed areas of the bridge deck visible above the surface of the road. At this point the structure also appears to have had a timber parapet atop the wrought iron deck parapets, in the position today occupied by metal railings (see below, Section 5). The most notable alteration to the overbridge occurred in 1998/9, comprising the construction of a new footpath surface across the bridge, plus the installation of security fencing enclosing the walkway in a cage and preventing access onto the rest of the deck of the bridge (see Plates 4-8 and 4-9). Inspection reports of the structure undertaken by Network Rail (and its predecessors, Railtrack and British Rail) evidence the deteriorating structural condition of the bridge and concerns over access across its deck, which led to the addition of the fencing and caged walkway across the deck[15]. Corrosion of the girders of the bridge has been identified repeatedly since the 1990s, with the restricted access across the bridge retained to prevent the public accessing the weak sections of the structure. In addition, the record of inspection reports evidence occasional repointing and works to the masonry sections of the structure, as well as patching of the deteriorating elements of the main and intermediate girders.

[14] Network Rail NRG Archives, DMFP00117423.
[15] Network Rail NRG Archives, DMFP00117418.

The wider setting of the bridge underwent changes in the later 20th century as well, including the removal of the former Midland Railway branch line and construction of the greenway which today runs along its alignment (as mentioned above). Fieldhouse Fire Clay Works closed and was demolished in the late 1950s / early 1960s, with the site partly repurposed for use as a Kirklees Council depot and compound area, but much of the former clay works site remaining undeveloped. Industrial development of the land south of the Huddersfield Broad Canal characterised the later 20th century, while residential development increased the size of the settlements of Sheepridge and Deighton to the north.

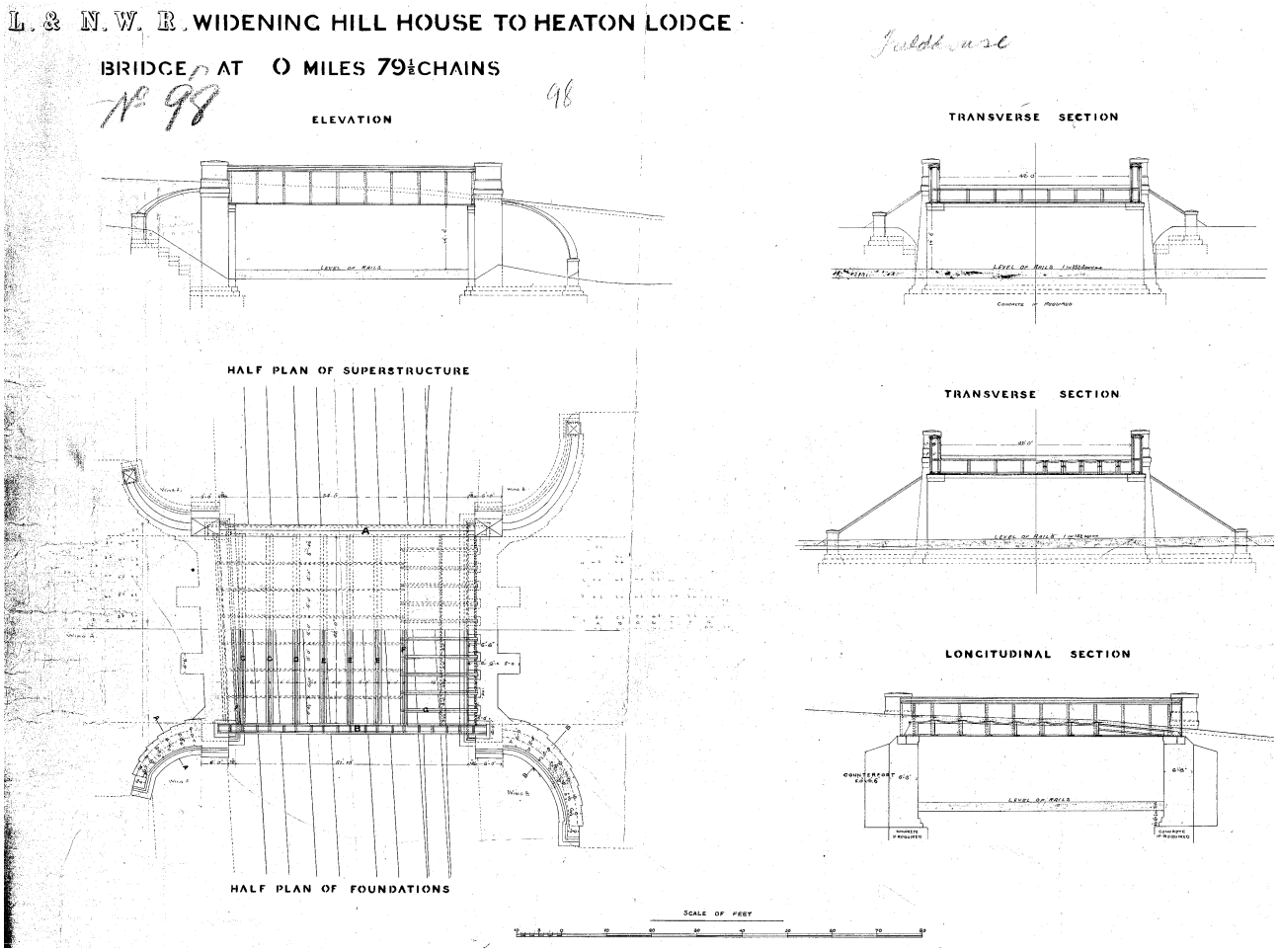


Plate 4-4 - LNWR Drawings of Fieldhouse Overbridge (MVL3/98), 1882. (Network Rail NRG Archive 997707LNE).

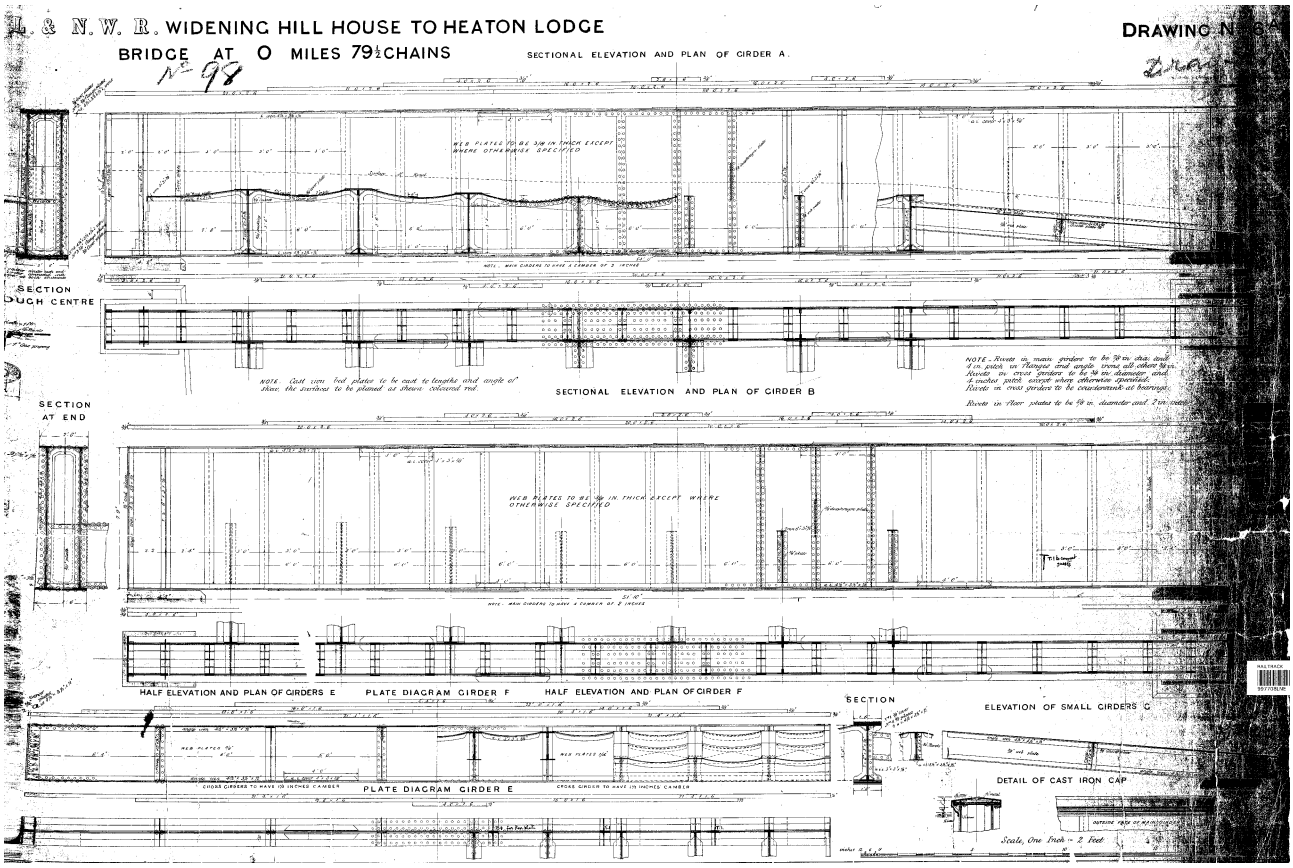


Plate 4-5 - LNWR Drawings of Fieldhouse Overbridge (MVL3/98), 1882. (Network Rail NRG Archive 997708LNE).

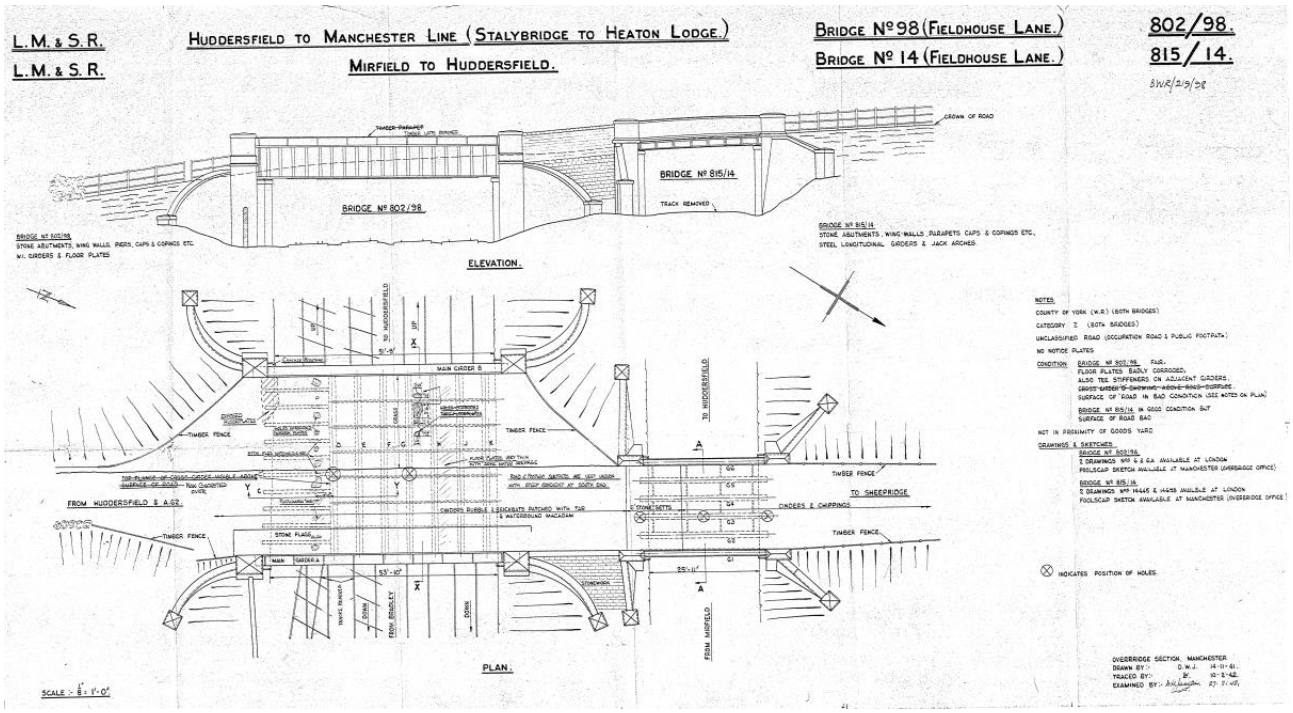


Plate 4-6 - Plan and Elevation of Fieldhouse Overbridge (MVL3/98), 1942 (Network Rail NRG Archives, DMFP00117423).

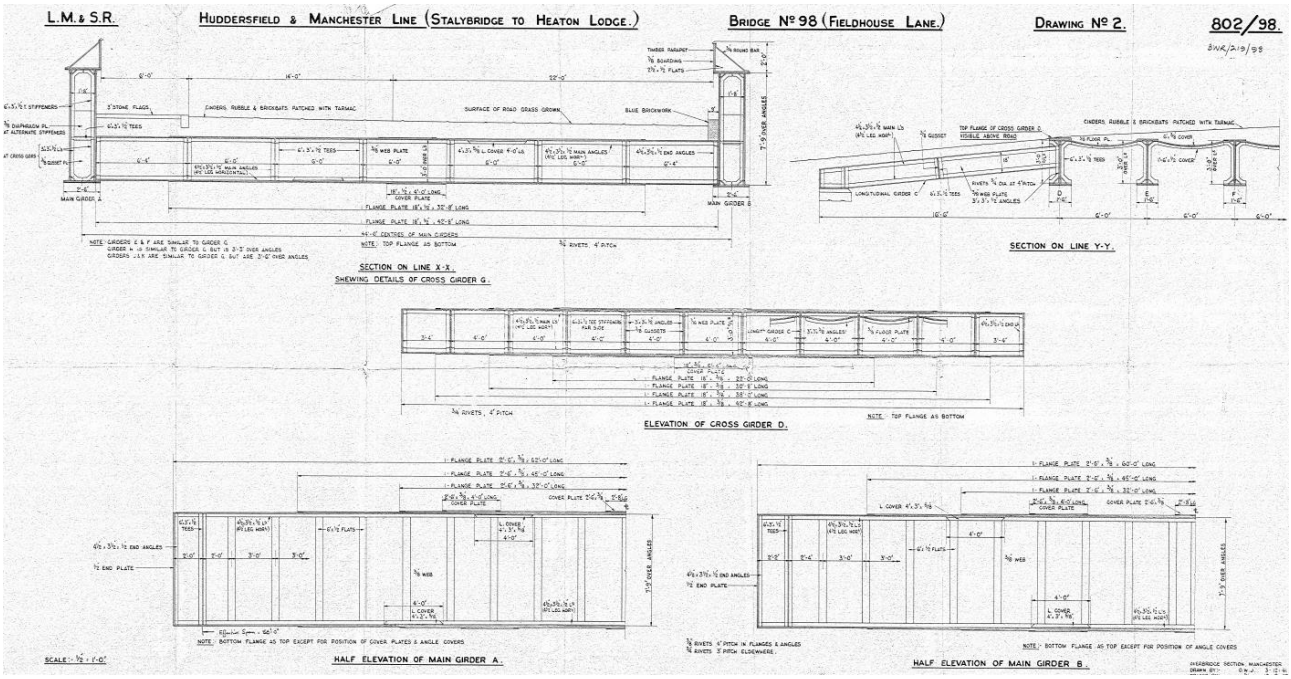


Plate 4-7 – Elevations and sections of the deck of Fieldhouse Overbridge (MVL3/98), 1942 (Network Rail NRG Archives, DMFP00117423).

Plate 4-8 - View south across deck of Fieldhouse Overbridge (MVL3/98) prior to addition of fencing and caged walkway (Railtrack Inspection Report, May 1998)[16].

[16] Network Rail NRG Archives, DMFP00117418.

Plate 4-9 - View north-east across deck of Fieldhouse Overbridge (MVL3/98) showing addition of new walkway and fencing (Railtrack Inspection Report, April/May 1999)[17].

[17] Network Rail NRG Archives, DMFP00117418.

5. Historic Building Recording

5.1. Description of structure

Fieldhouse Overbridge (MVL3/98) is a large single-span bridge crossing the alignment of the Trans-Pennine Route, orientated north-north-west / south-south-east. For ease of reference, the description of the structure below from the recording refers to the orientation of the bridge as north / south.

The overbridge comprises a wide single-span metallic deck supported on two abutments constructed from masonry and set into the embankments on either side of the railway. Based on archival drawings of the original designs of the overbridge, this represents survival in the form largely of its construction in the 1880s. The deck of the bridge is approximately 16m in length and 13m in width, constructed of wrought iron. Historic drawings from the construction of the structure indicate that the length of the deck differs slightly across the structure, being 54' (c. 16.46m) on the eastern side and 51' 10'' (c. 15.8m) on the western side[18]. The abutments at either end are faced in quarry-faced gritstone, with curved wingwalls of the same material, each abutment approximately 15.3m wide.

The wrought iron deck span comprises riveted longitudinal and cross-girders with deck plates and parapets formed of single longitudinal box girders. Each parapet is topped with railings comprising two wide rails of the same wrought iron supported with bracing from the outside of the parapet. Though not able to be seen during the recording of the structure, Network Rail inspection report photographs and historic drawings indicate that the majority of the span is formed of main cross-girders, however at the very southern end of the structure, longitudinal girders form the southernmost section of the span. Archival drawings of the bridge's original design suggest that the main cross girders are spaced at intervals of 6' (c. 1.83m), while the longitudinal girders at the southern end of the span comprise pairs of girders totalling 16' (c. 4.88m) in length[19]. Inspection report photographs also evidence the poor condition of the wrought ironwork, including evidence of corrosion to the deck plates and girders, as well as loss of some sections of deck plates, with patched repair works to the inaccessible western part of the deck visible during recording on site. Atop the bridge deck, palisade fences of approximately 2.5m in height of painted steel extend across each end of the span, with anti-climb spikes along the top. The palisade fencing continues along either side of the pedestrian walkway over the structure, with a cage top of the same material connecting the fencing, enclosing the walkway. The walkway itself is 3.7m in width, with a surface of concrete, which appears to have been laid directly on top of the bridge deck. The level of the footpath over the structure descends slightly from north to south, in line with the topography of the surrounding land; this change in level is noticeable in views towards the elevation of the bridge, where it is evidenced by the alignment of the palisade fencing. The drop in level at the southern end of the bridge may have been related to the deck design, with historic drawings of the structure suggesting the longitudinal girder section at the southern end facilitates the slight incline in the deck surface at this end of the bridge[20].

The masonry abutments comprise regular quarry-faced gritstone with a projecting stone cill header on which the deck is supported. The deck appears to be set into projecting buttresses on either side of each abutment, which features a string course and capital arrangement giving the impression of pilasters. These are topped with shallow pyramidal coping stones. Approach walls in the same style as the abutments continue beyond the buttress capitals on the northern side of the structure, connecting the bridge with the later former Midland Railway bridge (see below). There is some evidence of repairs to the masonry abutments, for example immediately below the string course of the north-eastern buttress.

Curved wingwalls extend from each abutment, in the same quarry-faced gritstone masonry. These are topped with chamfered coping stones and terminate in smaller piers of a similar style to the buttresses of the bridge, topped with low pyramidal coping stones. The ends of each wing wall were obscured by vegetation at the time of recording.

The structure features graffiti of apparently different dates, albeit all recent (later 20th and 21st century), both on the abutments, notably the inner abutment walls and on the deck parapets (both interior and exterior).

[18] Network Rail NRG Archives, 997707LNE.
[19] Network Rail NRG Archives, 997707LNE and 997708LNE.
[20] Ibid.

The railway underneath the overbridge comprises two tracks, set on a track bed of stone ballast. On either side of the tracks is a cess, with some evidence of drainage or cabling, covered in concrete slabs, on the southern side of the railway. There is no demarcated access track alongside the railway on either side of the tracks or structure. A lineside waymarking sign is located on either side of the bridge adjacent to the rails, facing toward the direction of travel; the sign on the eastern side of the structure reads: “Bridge MVL 3-98 27m 17ch”. On both sides of the structure, the railway is bounded by steel fencing. This comprises palisade fencing, with additional mesh fencing attached to the eastern corner of the northern abutment.

From the footpath of Fieldhouse Lane, the approach to the overbridge comprises an inclined embankment up to the deck of the structure from the south, with the approach from the north characterised by the former Midland Railway masonry bridge located immediately north of the structure. The footpath on the southern approach features large stone cobbles irregularly set into the footpath surface. It is unclear whether these are an historic feature of Fieldhouse Lane contemporary to the construction of the overbridge; however, they do not appear to be a recent addition. A steel handrail borders the footpath up the incline on its western side. The footpath on the northern side of the structure over the former Midland Railway bridge has a compacted mud surface with grass and vegetation either side, which partly screens the parapets of the Midland Railway bridge. The parapets of the former Midland Railway bridge are constructed of similar quarry-faced gritstone to the abutments of Fieldhouse Overbridge (MVL3/98) with flat stone copers, and pyramidal coping stones at each end of the parapets.

Plate 5-1 - Fieldhouse Overbridge (MVL3/98), general view of eastern elevation. Note the incline in the palisade fencing across the structure from left to right (south to north), evidencing the incline of the ground level over the bridge.

Plate 5-2 - Northern abutment of overbridge.

Plate 5-3 - General view of northern side of bridge deck, from south-west.

Plate 5-4 - General view of walkway over bridge deck, from south-east.

Plate 5-5 - Western part of bridge deck, fenced off due to structural condition, from south.

Plate 5-6 - Northern parapet of bridge, viewed from south.

Plate 5-7 - General view of underside of bridge deck from south-eastern corner of abutment, showing main cross girders (right) and longitudinal girders at southernmost end of span (left) (Network Rail Inspection Report, November 2020).

5.2. Setting

The setting of Fieldhouse Overbridge (MVL/98) is relatively secluded and localised, largely due to the surrounding vegetation on the approaches along the footpaths of Fieldhouse Lane and the Birkby-Bradley Greenway and the parapets and fencing along the structure, which limit views towards, across and from the structure. The experience of the overbridge was constrained to the movement over the structure's deck along the footpath, and visibility of the bridge from the approaches immediately before and after the deck. Given the constraints of the recording, it was not possible to capture the impression of the bridge for those traveling underneath by train, however the slight curvature of the track would suggest that only very brief glimpsed views of the bridge (likely limited largely to the abutments) would be discernible for train passengers. Though views towards the northern elevation of the bridge were photographed during the recording of the structure, these were from areas of the surrounding woodland which could not be considered to be easily or regularly publicly accessible, and therefore wouldn't be considered a common feature of the experience of the bridge.

Though the views towards, across and from the bridge were limited, the continued use of the footpath of Fieldhouse Lane, including the survival of the adjacent Midland Railway bridge across which those using Fieldhouse Overbridge (MVL3/98) also travel, do suggest legibility of the historic setting of the overbridge. However, there is little in the surroundings of the structure to evidence the former industrial use of the land immediately adjacent to the structure, which would have formed a prominent element of the setting of the structure in the decades after its construction in the later 19th century.

Plate 5-8 - Southern approach to overbridge.

Plate 5-9 - Northern approach to overbridge, viewed from north. Note the former Midland Railway overbridge in the foreground.

6. Conclusion

Fieldhouse Overbridge (MVL3/98) dates to the 1880s, constructed by the LNWR to replace a previous bridge constructed on the site during the 1840s which was demolished. The overbridge is fairly typical of a railway structure constructed during the second half of the 19th century. The wrought iron deck was of common design and though the abutments were constructed with quarry-faced stone with curved wingwalls, perhaps as a reference to the style of earlier structures on this railway, the overall design was indicative of overbridges of this period. The bridge had undergone few alterations, however those changes which had been made, notably the addition of palisade security fencing and concrete walkway, had degraded the legibility of the 1880s bridge design.

Fieldhouse Overbridge (MVL3/98) represents a surviving example of a bridge dating to the later consolidation (1850s to 1870s) and completion (1870s to 1914) ages of railway development, with its wrought iron deck on masonry abutments considered to be of standard design; and is therefore of little historic interest. Although it has been altered in the latter 20th and early 21st century, there is evidence for the LNWR design approach to constructing these bridges; the heritage significance of which is enhanced by the survival of historic drawings of the original designs. The evidence of this historic building recording concludes that the structure is of minimal heritage interest.

7. Publication and Archive Deposition

Copies of this report will be provided to Network Rail and Kirklees Council. A digital copy of the report will also be submitted to the West Yorkshire HER, along with the appropriate digital project archive material, as well as to the West Yorkshire Archive Service (as advised by Kirklees Council). The report will also be published as grey literature through the Archaeology Data Service (ADS) and will be submitted to the OASIS project. It is not foreseen that further publication will be undertaken.

The recording archive will comprise all written, photographic and drawn records, including photo indices. It is to be consolidated after completion of this project, within one year of completion of the recording fieldwork.

8. Bibliography

Alan Baxter Associates, 2017. *TransPennine Route Statement Of History and Significance*.

Alan Baxter Associates, 2019. *TransPennine Route Upgrade Route-wide Statement of Significance*.

Historic England, 2017 (Revised). *Infrastructure: Transport, Listing Selection Guide*.

Network Rail, 2021. *Transpennine Route Upgrade, Written Scheme of Investigation – Historic Building Recording of Fieldhouse Overbridge (MVL3/98), Ridings Underbridge (MVL3/99) and Peels Pit Underbridge (MVL3/100)*.

Appendices

Appendix A. Photographic Survey

A.1. Additional Photographs

Plate A-1 - Western section of overbridge deck, viewed from east, from walkway.

Plate A-2 - Western section of overbridge deck, viewed from east, from walkway.

Plate A-3 - Western section of overbridge deck, viewed from north.

Plate A-4 - Eastern section of overbridge deck, viewed from north.

Plate A-5 - Southern abutment of overbridge, viewed from north-east.

Plate A-6 - General view of the underside of the deck, showing corrosion and loss of deck plates between main cross girders (Network Rail Inspection Report, November 2020).

A.2. Locations of Photographs

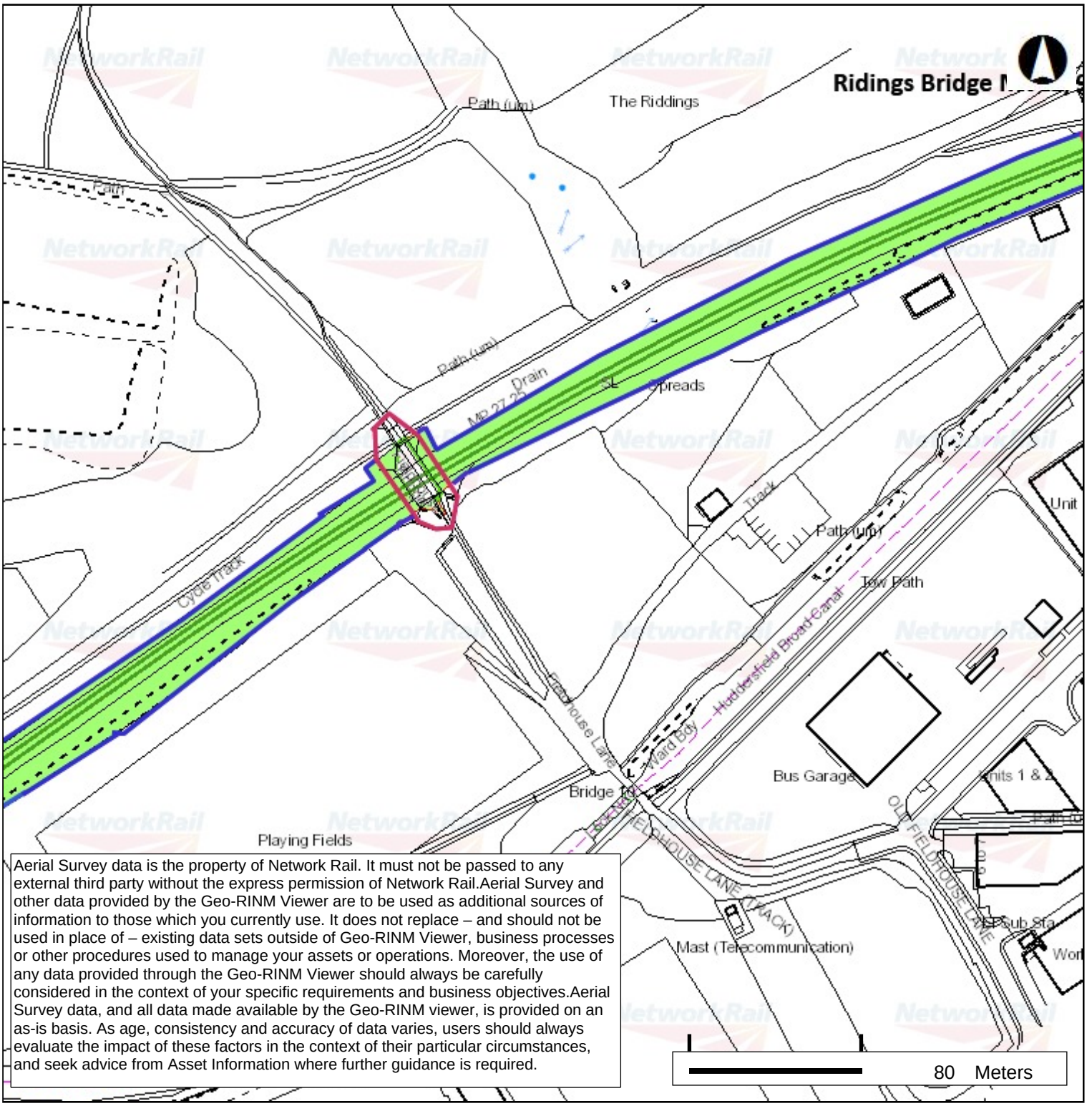
A.3. Photographic Register

Table A-1 - Photographic Register - Fieldhouse Overbridge (MVL3/98)

Reference	File Name	Description	Taken From	Date
Plate 5-1	DSC_0129	Fieldhouse Overbridge (MVL3/98), general view of eastern elevation	E	8/2/2022
Plate 5-2	DSC_0133	Northern abutment of overbridge	ESE	8/2/2022
Plate 5-3	DSC_0109	General view of northern side of bridge deck, from south-west	SE	8/2/2022
Plate 5-4	DSC_0111	General view of walkway over bridge deck, from south-east	SE	8/2/2022
Plate 5-5	DSC_0116	Western part of bridge deck, fenced off due to structural condition, from south	S	8/2/2022
Plate 5-6	DSC_0117	Northern parapet of bridge, viewed from south	SSE	8/2/2022
Plate 5-7	N/A	General view of underside of bridge deck from south-eastern corner of abutment	ESE	12/12/2020
Plate 5-8	DSC_0108	Southern approach to overbridge.	SSE	8/2/2022
Plate 5-9	DSC_0125	Northern approach to overbridge, viewed from north.	NNW	8/2/2022
Plate A-1	DSC_0119	Western section of overbridge deck, viewed from east, from walkway.	E	8/2/2022
Plate A-2	DSC_0120	Western section of overbridge deck, viewed from east, from walkway.	E	8/2/2022
Plate A-3	DSC_0122	Western section of overbridge deck, viewed from north.	NNW	8/2/2022
Plate A-4	DSC_0124	Eastern section of overbridge deck, viewed from north.	NNW	8/2/2022
Plate A-5	DSC_0135	Southern abutment of overbridge, viewed from north-east.	ENE	8/2/2022
Plate A-6	N/A	General view of the underside of the deck	E	12/12/2020

Appendix B. Drawings/Figures

B.1. Location Plan



Aerial Survey data is the property of Network Rail. It must not be passed to any external third party without the express permission of Network Rail.Aerial Survey and other data provided by the Geo-RINM Viewer are to be used as additional sources of information to those which you currently use. It does not replace – and should not be used in place of – existing data sets outside of Geo-RINM Viewer, business processes or other procedures used to manage your assets or operations. Moreover, the use of any data provided through the Geo-RINM Viewer should always be carefully considered in the context of your specific requirements and business objectives.Aerial Survey data, and all data made available by the Geo-RINM viewer, is provided on an as-is basis. As age, consistency and accuracy of data varies, users should always evaluate the impact of these factors in the context of their particular circumstances, and seek advice from Asset Information where further guidance is required.

Please note that this map is not suitable for legally binding documents. If you require a map for a legally binding document, please contact the land information team: landinformation@networkrail.co.uk

NetworkRail

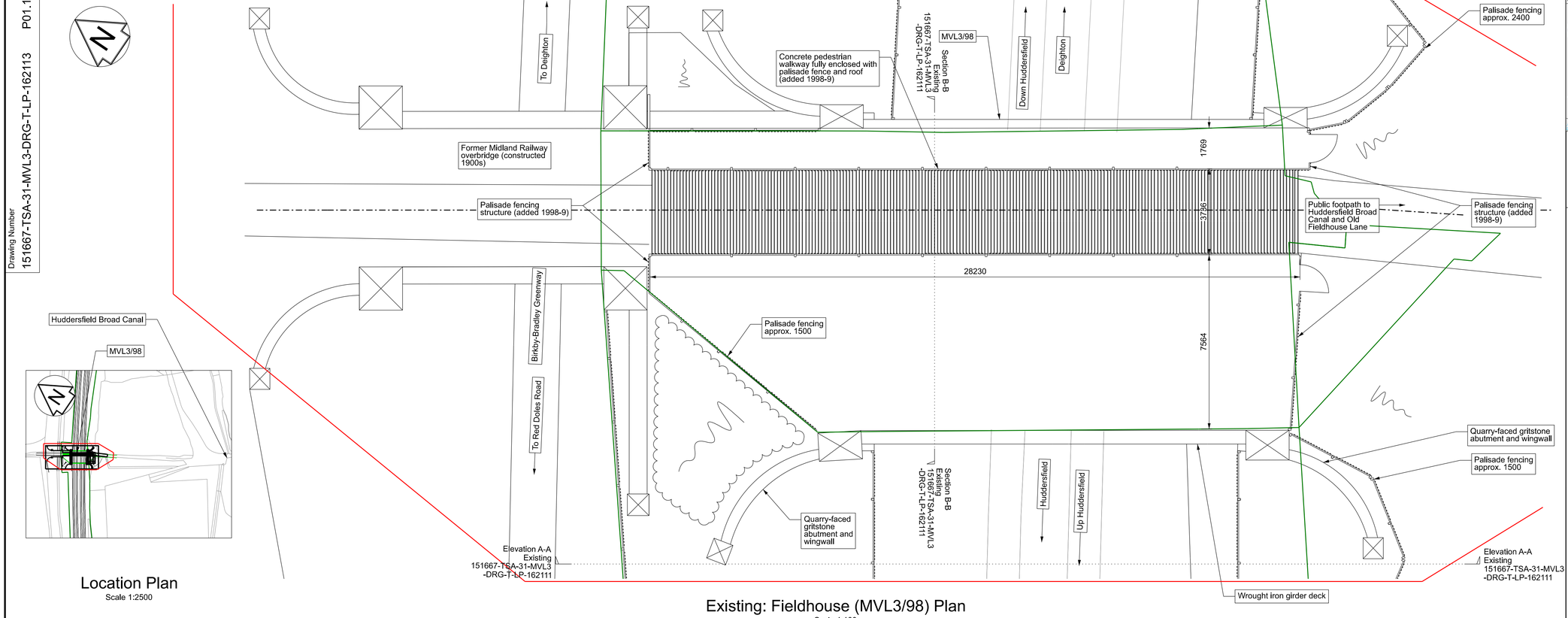
Fieldhouse Bridge MVL1/98
Location Plan

Scale	1 : 2,500
Plot Date	23/04/21 14:16
Printed By	

Output created from GeoRINM Viewer

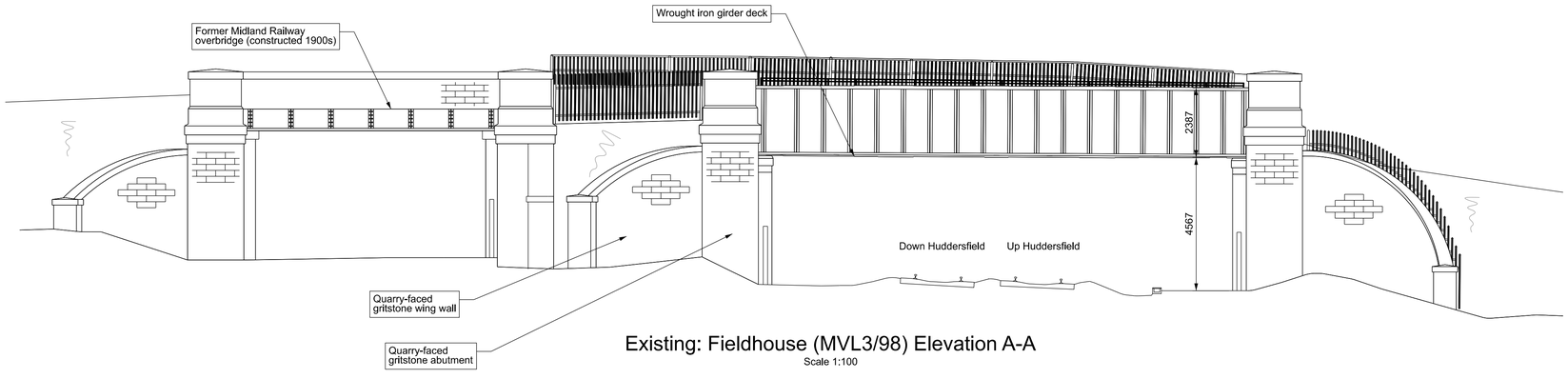
B.2. Recording Drawings

Drawing Number
151667-TSA-31-MVL3-DRG-T-LP-162113 P01.1

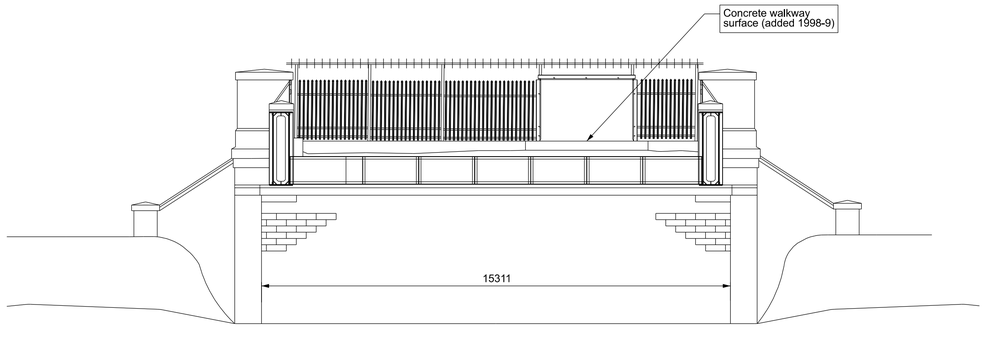


Location Plan
Scale 1:2500

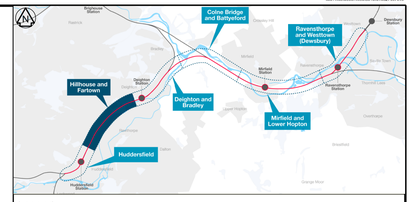
Existing: Fieldhouse (MVL3/98) Plan
Scale 1:100



Existing: Fieldhouse (MVL3/98) Elevation A-A
Scale 1:100



Existing: Fieldhouse (MVL3/98) Section B-B
Scale 1:100



Legend
- Existing Network Rail Boundary
- Prior Approval Works Boundary
- Proposed Rail Infrastructure

Notes
1. All dimensions are in millimetres unless stated otherwise.
2. Do not scale from this drawing.

MVL3-98 Routeview image looking towards Ravensthorpe

0 2 4 6 8 10m
SCALE 1:100

0 50 100 150 200 250m
SCALE 1:2500

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01.1	13/05/21	First Issue	JB		

Status: Initial Status WIP
Suitability: S0

NetworkRail

Authorised | Signed | Date

Contractor(s): TRU West Alliance

Location: STALYBRIDGE STN - HEATON LODGE JN (HUDD-MANC LINE)

Type: CAD Drawing | Sub-type:
Role: Town and Country Planner | Sub-Role: General
Zone: Hillhouse and Fartown
Phasing: | Grip Stage:

Project: Transpennine Route Upgrade

Contract No.: 151667

Contract Title: West of Leeds

Drawing Title: Fieldhouse Overbridge (MVL3/98) Historic Building Survey Recording Existing Plan, Elevation and Section

		Signed	Date
Designed			13/05/21
Drawn	J.Brint		13/05/21
Checked			
Approved			

Scale(s): As Shown
ELR & Mileage: 7.163 to 29.0957
Alternative Reference:
Sheet: of
Drawing Number: 151667-TSA-31-MVL3-DRG-T-LP-162113
Revision: P01.1

Sheet Size A1 594 x 841

Appendix C. Written Scheme of Investigation

Transpennine Route Upgrade

Written Scheme of Investigation – Historic Building Recording of Fieldhouse Overbridge (MVL3/98), Ridings Underbridge (MVL3/99) and Peels Pit Underbridge (MVL3/100)

Network Rail

December 2021

Contents

Tables

Inserts

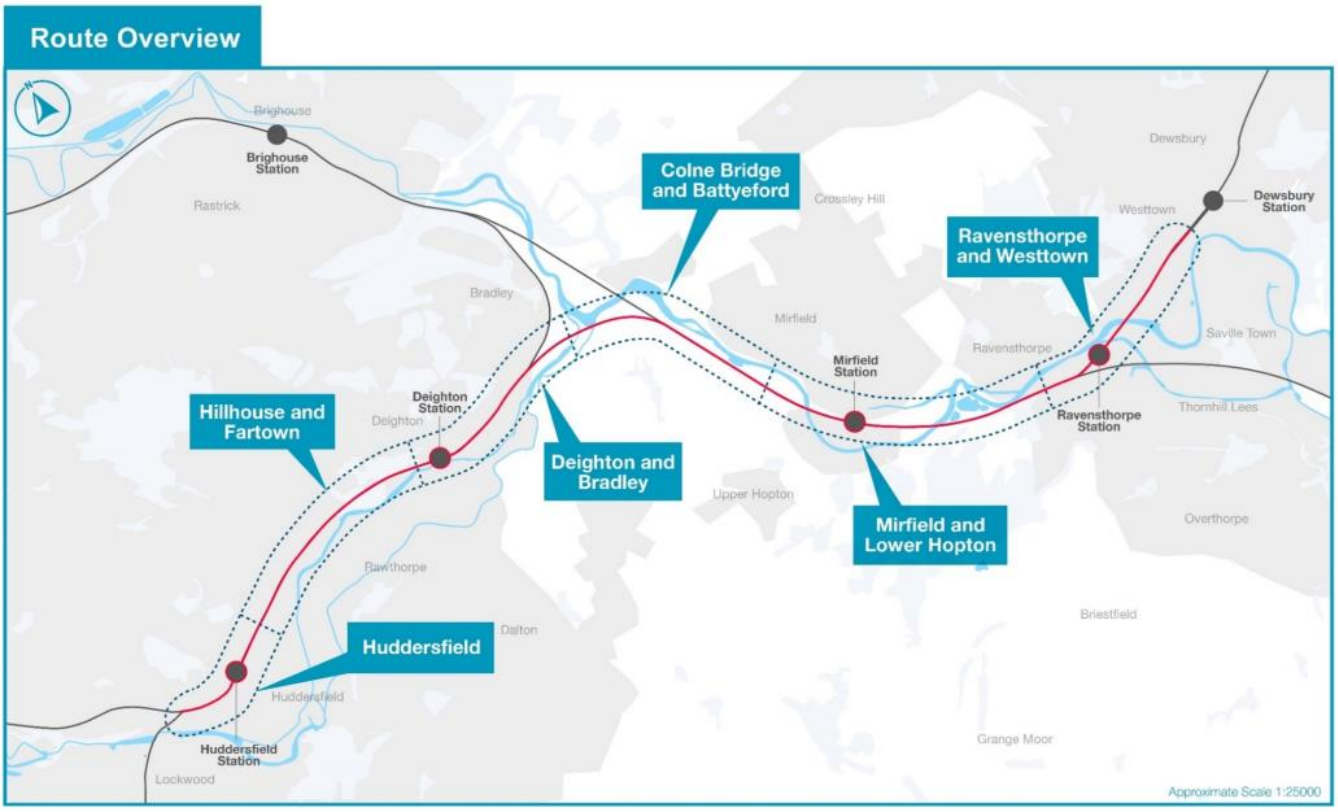
1. INTRODUCTION

1.1 The Scheme

1.1.1 The objective of the Transpennine Route Upgrade (TRU) is to improve the Transpennine railway between Manchester, Huddersfield, Leeds and York and improve connections between key towns and cities across the north of England. The works to which this document relate lie within the Huddersfield to Westtown (Dewsbury) section of the TRU, which will contribute to the overall TRU aims of increasing service capacity and offering journey time benefits. This will deliver four tracking and upgrading of the existing railway line including track realignment, electrification of the line, increase in line speeds and remodelling and replacement of stations, as well as various other engineering works necessary to realise the benefits of the scheme including alterations to, or replacement or demolition of, existing bridge structures.

1.1.2 For the purposes of engineering and construction, this section of TRU has been split into six sub-sections ("Route Sections") as set out below and presented indicatively in Insert 1-1. The location of the structures subject to recording as outlined below is identified in terms of these Route Sections.

- Route Section 1 – Huddersfield;
- Route Section 2 – Hillhouse to Fartown;
- Route Section 3 – Deighton and Bradley;
- Route Section 4 – Colne Bridge and Battyeford;
- Route Section 5 – Mirfield and Lower Hopton; and
- Route Section 6 – Ravensthorpe and Westtown



Insert 1-1 Route overview of the Huddersfield to Westtown (Dewsbury) section of the Transpennine Route Upgrade (TRU), showing Route Sections.

1.1.3 The Written Scheme of Investigation (WSI) covers historic building recording taking place on the specified railway bridges located within Route Section 2 – Hillhouse and Fartown of the wider Scheme. This document sets out the methodology for historic building recording to Level 2 standard of:

- Fieldhouse Overbridge (MVL3/98),
- Ridings Underbridge (MVL3/99) and
- Peels Pit Underbridge (MVL3/100).

1.1.4 The methodology for recording has been developed in accordance with the guidance set out in Historic England's Understanding Historic Buildings: A Guide to Good Recording Practice[1], which provides best practice guidance for historic building recording.

1.2 Aims and Objectives

1.2.1 Historic building recording of bridges and railway stations proposed for alteration or removal was identified in the Environmental Statement[2] for the scheme. The requirement for historic building recording of these structure was identified as a requirement to discharge Condition 1 attached to each of the granted Prior Approvals for the structure. The wording of the condition is the same for all three structures and is as follows:

> *1. No works including any works of demolition shall commence until the existing structure has been subject to historic recording in accordance with Level 2 of Historic England's A Guide to Good Recording Practice. The details required shall include:*
>
> - *A drawn record including sketch and measured drawings*
> - *A photographic record of the elevations and all details.*
> - *A written record.*
>
> *Thereafter the record shall be submitted to and approved in writing by the Local Planning Authority before works commence.*
>
> ***Reason**: To produce an analysis of the development and use of the structure and to accord with Policy LP35 of the Kirklees Local Plan, chapter 16 of the National Planning Policy Framework and Historic England's A Guide to Good Recording Practice.*

1.2.2 The aims of the historic building recording are:

- To document the current form and survival of historic railway structures proposed for alteration or removal on the Huddersfield to Westtown (Dewsbury) section of TRU; and
- To provide an objective documentary record of the structures.

1.2.3 The objectives of the recording works are:

[1] Historic England, 2016. *Understanding Historic Buildings: A Guide to Good Recording Practice*
[2] Network Rail, 2020. *Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order application Environmental Statement, Volume 2i – Scheme-wide Assessment, Chapter 6 – Historic environment*

- To record the historic railway bridges, to a Level 2 standard, as defined in Section 5 of this WSI, in line with the Historic England guidance on recording within Understanding Historic Buildings: A Guide to Good Recording Practice[3];
- To disseminate the results of the recording works through deposition of an ordered digital archive and detailed report with the West Yorkshire Historic Environment Record (HER) and West Yorkshire Archive Service, in accordance with the requirements of the West Yorkshire Archaeological Advisory Service (WYAAS); and
- To disseminate the results of the recording works through deposition of digital data and report with the Archaeology Data Service (ADS) and submit details of the project to the Online Access to Index of Archaeological Investigations (OASIS) Project.

[3] Historic England, 2016. *Understanding Historic Buildings: A Guide to Good Recording Practice*

2. HISTORICAL BACKGROUND

2.1.1 The Transpennine Route between Huddersfield and Westtown was constructed and opened between 1836 and 1849. The route today comprises sections of rail line developed by different railway companies, characteristic of the wider Transpennine Route between York, Selby and Manchester. The complex chain of companies and projects is a typical product of the "Railway Mania" of the mid-1840s, the height of a period of commercial confidence and expansion in the railways[4].

2.1.2 Between Huddersfield and Westtown, the Transpennine Route is made up of sections of:

- The Manchester & Leeds Railway, constructed 1836-39, between Ravensthorpe and Heaton Lodge;
- The Leeds, Dewsbury & Manchester Railway, constructed 1845-47, between Westtown (Dewsbury) and Ravensthorpe; and
- The Manchester & Huddersfield Railway, constructed 1846-49, between Heaton Lodge and Huddersfield.

2.1.3 The line formed a new, more direct route to the West Riding from Manchester, in competition to the earlier Manchester & Leeds Railway which had been constructed through the Calder Valley in the late 1830s. The more direct route was enabled partly through the advances in tunnel construction and large-scale engineering technology, notably realised through the construction of the 3-mile Standedge Tunnel under the Pennine watershed to connect the line between the Upper Thame and Colne Valleys. Between Huddersfield and Westtown (Dewsbury), the line is partly characterised by such examples of large scale and/or pioneering engineering structures, including tunnels, viaducts and both masonry and cast-iron bridges.

2.1.4 The development and expansion of the railways and their associated infrastructure during the first half of the 19th century, was characterised by the considerable influence on those towns which experienced the development of this new mode of transport. The railways resulted in place-making and industrial growth, as towns benefited from the connections and influences which they brought with them. The Transpennine Route between Huddersfield and Westtown (Dewsbury) certainly had an influence on towns, forming an additional infrastructure element of the expansion of settlements such as Mirfield already underway as a result of the growth of textile, mining and maltings industries. The prime example of this is seen through Huddersfield Station, a magnificent exercise in architectural patronage, which itself influenced the growth and development of the town centre and shaped the character of Huddersfield's architecture. Other stations along the route are more minor examples and have been altered or rebuilt during their lifetime.

2.1.5 With the continued growth of the network and expansion in volume of passenger and freight traffic during the second half of the 19th century, the LNWR embarked on widening the Transpennine Route between Ravensthorpe and Stalybridge during the 1880s and 1890s. A number of the stations and structures along the Route were altered during this period to accommodate the widening of the line.

2.1.6 The bridges proposed for historic building recording under this WSI comprise elements of the supporting infrastructure which was constructed as part of the railway development. Comprising over- and underbridges, these structures formed an integral part of the railway's development. Whilst these are often modest or functional structures, their significance

[4] Alan Baxter Associates, 2019. *TransPennine Route Upgrade Route-wide Statement of Significance*. 14.

results from their constituent role as part of the extensive infrastructure required for such railway lines constructed during the 19th century.

3. STANDARDS AND GUIDANCE

3.1.1 The archaeological buildings investigation, recording and reporting shall be undertaken in accordance with the following standards and guidance:

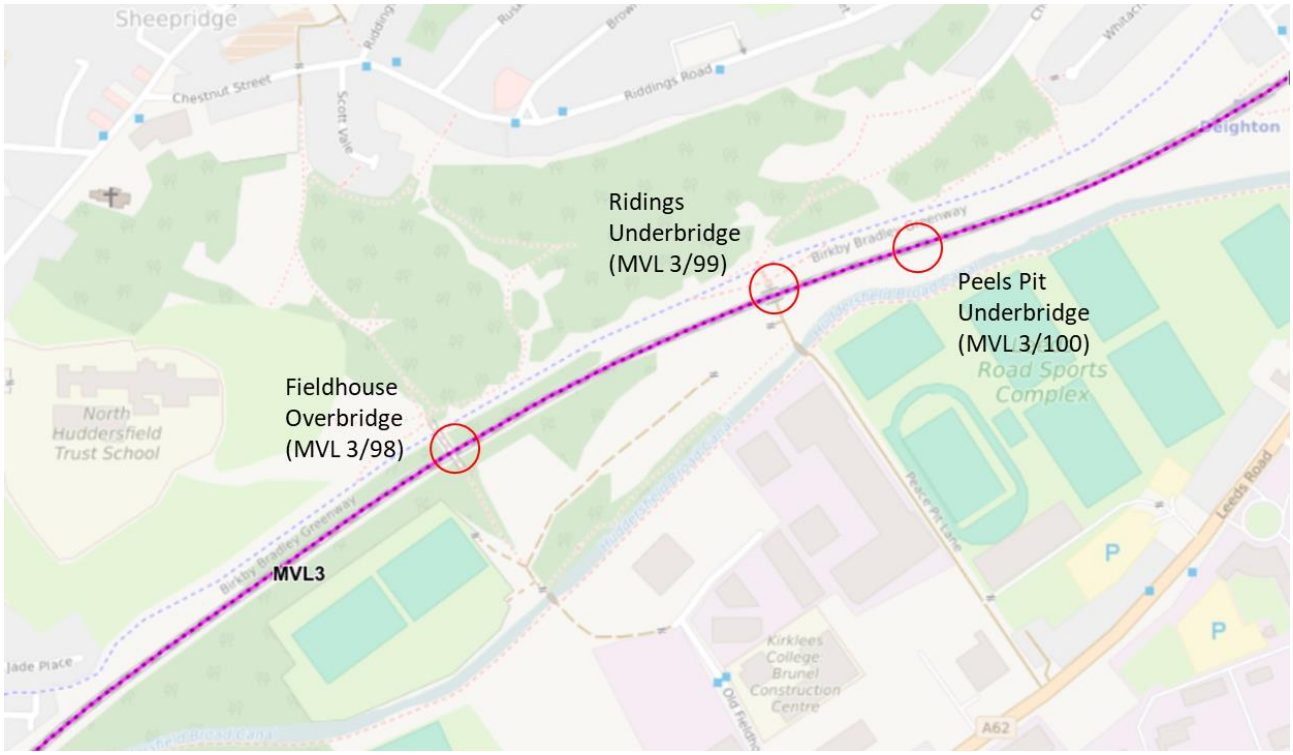
- Chartered Institute for Archaeologists, 2014a (Revised 2021). Code of Conduct;
- Chartered Institute for Archaeologists, 2014b. Standard and Guidance for the archaeological investigation and recording of standing buildings or structures;
- Chartered Institute for Archaeologists, 2014c. Standard and Guidance for the creation, compilation, transfer and deposition of archaeological archives;
- Department of Housing, Communities and Local Government [now Department for Levelling Up, Housing and Communities], 2019 (Revised 2021). National Planning Policy Framework;
- English Heritage [now Historic England], 2008. Conservation Principles Policies and Guidance: For the sustainable management of the historic environment;
- Historic England, 2015a. Historic Environment Good Practice Advice in Planning: Note 2 – Managing Significance in Decision-Taking;
- Historic England, 2015b. Digital Image Capture and File Storage Guidelines for Best Practice;
- Historic England, 2016. Understanding Historic Buildings: A guide to good recording practice;
- Historic England, 2017 (Second Edition). Historic Environment Good Practice Advice in Planning: Note 3 – The Setting of Heritage Assets; and
- Institute of Historic Building Conservation (IHBC), 2007. Code of Conduct.

4. SCOPE OF WORKS

4.1.1 Historic building recording, as outlined in this WSI, is required to be undertaken at the following structures:

- Fieldhouse Overbridge (MVL 3/98)
- Ridings Underbridge (MVL 3/99); and
- Peels Pit Underbridge (MVL 3/100).

4.1.2 The locations of these structures are shown in the location plan in Insert 4-1 below, with photographs of the structures included in Inserts 4-2 to 4-4.



Insert 4-1 Location of structures subject to historic building recording as defined within this WSI.

Insert 4-2 Fieldhouse Overbridge (MVL 3/98) – north-eastern elevation.

Insert 4-3 Ridings Underbridge (MVL 3/99) – southern elevation.

Insert 4-4 Peels Pit Underbridge (MVL 3/100) – southern elevation.

4.1.3 Details of the three structures referred to in this WSI are set out in Table 4-1 below. These structures are shown on the following Drawings submitted as part of the Network Rail's Prior Approval applications for each structure:

- Fieldhouse Overbridge (MVL 3/98):
  - Planning Drawing (151667-TSA-W3-000-DRG-T-LP-162935)
  - Existing and Proposed Plan (151667-TSA-31-MVL3-DRG-T-LP-162113)
  - Existing and Proposed Elevations (151667-TSA-31-MVL3-DRG-T-LP-162114)
- Ridings Overbridge (MVL 3/99):
  - Planning Drawing (151667-TSA-W3-000-DRG-T-LP-162936)
  - Existing and Proposed Plan (151667-TSA-31-MVL3-DRG-T-LP-162122)
  - Existing and Proposed Cross-Sections (151667-TSA-31-MVL3-DRG-T-LP-162123)
- Peels Pit Underbridge (MVL 3/100):
  - Planning Drawing (151667-TSA-W3-000-DRG-T-LP-162936)
  - Existing and Proposed Plan (151667-TSA-31-MVL3-DRG-T-LP-162132)
  - Existing and Proposed Elevations (151667-TSA-31-MVL3-DRG-T-LP-162133)

Table 4-1 Structures to be recorded

Asset Reference	Asset name	NGR	Route Section	Summary Description	Level
MVL 3/98	Fieldhouse Overbridge	SE 1567 1877	Hillhouse and Fartown	Description: Built 1881-83 by LNWR, single span overbridge with wrought iron girders with masonry abutments and wingwalls. This structure is of late date and standard design, it is as such of minimal interest. Setting: Set in a railway context in a rural environment with wooded land both sides of the bridge which carries pedestrians over the railway Significance: The bridge draws some significance from its setting in a railway context.	Level 2
MVL 3/99	Ridings Underbridge	SE 1598 1893	Hillhouse and Fartown	Description: Single span semi-circular stone underbridge built by the Huddersfield and Manchester Railway in 1845-9 during the heroic phase of railway building. It was later widened by the LNWR (1881-83), widening features wrought iron girders resting on engineering brick abutments, parapets, and wingwalls. The underbridge still carries the Transpennine railway over the footpath and so retains its historic purpose and legibility in the environment, it has however been unsympathetically and substantially altered during the widening works and as such is of minimal interest. Setting: Set in a railway context, the bridge accommodates pedestrians passing under the lines from the suburban environment of Leeds Road to the wooded land north-west of the railway. Significance: The bridge draws limited significance from its association with the heroic phase of railway building, its continued use on the live railway aids its historical legibility. The later widening of the bridge	Level 2

Asset Reference	Asset name	NGR	Route Section	Summary Description	Level
				serves to minimise the aesthetic value of the structure and limits the evidential value it draws from its heroic era material structure.	
MVL 3/100	Peels Pit Underbridge	SE 1614 1898	Hillhouse and Fartown	Description: Single span semi-circular stone underbridge built by the Huddersfield and Manchester Railway in 1845-9 during the heroic phase of railway building which has been later widened by the LNWR (1881-83), resulting in a substantial rebuild of the abutments and wing walls in engineering brick. These alterations have been undertaken in an unsympathetic fashion and as such the structure is of minimal interest. Setting: the structure is set in a railway context carrying the Transpennine route. The bridge is partially infilled and impassable with no direct access route to the structure. Significance: The structure draws limited significance from its setting. The partial infilling of the bridge and its inaccessibility limits its aesthetic and communal values. That the structure remains extant offers a limited evidential value to the construction methods of the heroic phase of railway building and later widening techniques.	Level 2

Access requirements

4.1.4 The assets covered in this WSI are at least partly accessible from the public highway or public footpaths. Where access may be required off public rights of way to view certain areas of the assets, the details of this are provided below.

4.1.5 If the railway corridor is to be accessed, track access must be in place prior to undertaking the survey and will be arranged. **Track access should be considered as only to be utilised if absolutely essential to the survey**. Other approaches should be exhausted in planning before the need for track access is confirmed.

4.1.6 There are additional access requirements / restrictions at the assets detailed below.

Fieldhouse Overbridge (MVL 3/98)

4.1.7 Fieldhouse Overbridge (MVL 3/98) accommodates a footpath over the railway line, connecting Fieldhouse Lane and the canal towpath to the south-east with the Birkby Bradley Greenway to the north-west. The footpath crosses the structure by way of an enclosed deck.

4.1.8 The surveys of the bridge will be able to be conducted from the public right of way over the structure. No third party land or trackside access will be required.

4.1.9 Vehicle access will be from the south of the structure on Old Fieldhouse Lane, parking to the south of the structure and walking along public right of way HUD/42/10 to access Fieldhouse Overbridge (MVL 3/98).

4.1.10 Specific requirements for access procedures will be included the relevant Work Package Plans (WPPs) and Task Brief Sheets (TBSs) for the surveys (see below, Section 6.2).

Ridings Underbridge (MVL 3/99)

4.1.11 Ridings Underbridge (MVL 3/99) accommodates a footpath under the railway line, connecting Peace Pit Lane and the canal towpath to the south-east with the Birkby Bradley Greenway to the north-west.

4.1.12 The surveys of the bridge will be able to be conducted from the public right of way under the structure. No third party land or trackside access will be required.

4.1.13 Vehicle access will be from the south of the structure on Peace Pit Lane, parking to the south of the structure and walking along public right of way HUD/44/30 to access MVL3/99 Ridings Underbridge.

4.1.14 Specific requirements for access procedures will be included the relevant Work Package Plans (WPPs) and Task Brief Sheets (TBSs) for the surveys (see below, Section 6.2).

Peels Pit Underbridge (MVL 3/100)

4.1.15 Peels Pit Underbridge (MVL 3/100) is located approximately 150m north-east of Ridings Underbridge (MVL 3/99). The underbridge is partially infilled on the north-western side. At this side of the structure, it is not possible to access the underbridge.

4.1.16 On the south-eastern side, the structure is accessed through third party land parcel(s) belonging to Kirklees Council, located between the railway and the Huddersfield Broad Canal. The south-eastern arch of the structure is fenced off to prevent trespass.

4.1.17 Due to the access restrictions for Peels Pit Underbridge (MVL 3/100), liaison with the TRU West Alliance, facilitated via Network Rail, ***must*** be undertaken to arrange a suitable date to

undertake the survey.

4.1.18 In advance of accessing Peels Pit Underbridge (MVL 3/100), an access licence will require to be agreed with Kirklees Council to walk through land owned by the Council (land plots 29756 and 29780). Vegetation clearance may also be required in advance of access. This would need to be undertaken by the TRU West Alliance team.

4.1.19 To access Peel's Pit Underbridge (MVL3/100), vehicles shall park in land plot 29756, ensuring that access to Kirklees Council Depot is not obstructed and sufficient clearance for pedestrians to pass by is provided, and then access via foot through land plots 29756 and 29780 (see Figure 4-5).

4.1.20 Two sets of gates are located on Kirklees Council's land. Previously, the gates have been accessible without the requirement for keys. However, if keys are required to access across Kirklees Council's land, they would need to be collected from the Council beforehand.

4.1.21 Access to the underside of the bridge is gated. Network Rail Key 859 is required to access through the gate. This will need to be collected in advance of access, or alternatively make arrangements to meet a TRU West Alliance representative with a key on-site.

4.1.22 Specific requirements for access procedures will be included the relevant Work Package Plans (WPPs) and Task Brief Sheets (TBSs) for the surveys (see below, Section 6.2).

Insert 4-5 Peels Pit Underbridge (MVL 3/100) – walking route through third party land parcels to access structure.

5. METHODOLOGY

5.1 Documentary research

5.1.1 Documentary research shall be undertaken to supplement the information to understand the historical background of the assets and to supplement the information already provided by the Environmental Statement. This shall involve examination of available historic maps, photographs, plans and other records held by the local record office, Network Rail or other archives as required.

5.1.2 Some existing resources will be provided to the Contractor by Network Rail. These are identified in the following sections of this WSI.

5.2 Historic building recording to Level 2 standards

5.2.1 A Level 2 record is defined in the Historic England guidance as: "*a descriptive record*" which will produce an analysis of the building's development and use, but which will not discuss in detail the evidence on which this analysis is based.

Drawn record

Fieldhouse Overbridge (MVL 3/98) and Ridings Underbridge (MVL 3/99)

5.2.2 A drawn record shall be prepared of Fieldhouse Overbridge (MVL 3/98) and Ridings Underbridge (MVL 3/99). As a minimum the drawn record shall include:

- Dimensioned / measured plans of the structure as existing. These will identify evidence for phasing, alteration, structural features of historic significance, evidence for fixtures and fittings etc. All plans will have a grid north point and an appropriate drawn metric scale clearly visible. Existing plans may be used where available. Such available existing plans will be provided by Network Rail (see below, 5.2.4); and
- Measured drawings of significant structural, functional or architectural detail which cannot be captured in a single photograph or are so complex as to render features difficult to interpret in a photograph.

5.2.3 All drawings shall be annotated with information on structural detail, changes in building material, evidence for phasing, function and alteration, and any other relevant architectural detail. All drawings will be produced using drawing conventions as laid out in Understanding Historic Buildings: A guide to good recording practice (Historic England 2016).

5.2.4 Existing plans for each bridge will be supplied by Network Rail and may be employed as the basis for the drawn record. In the case of Fieldhouse Overbridge (MVL 3/98) and Ridings Underbridge (MVL 3/99), existing measured plans of the bridges are available, including:

- Point cloud data from laser scans of the structures (available in CAD and POD format)
- Measured drawings of the structures previously produced for the Prior Approval applications; and
- Archival drawings of the structures from the Network Rail National Records Group (NRG) archives[5].

[5] The drawings available from the NRG Archives may not represent an exhaustive resource. Additional archival documents may be held by NRG which are not included in the set available from Network Rail.

Peels Pit Underbridge (MVL 3/100)

5.2.5 Peels Pit Underbridge is partially infilled and the existing measured drawings of the structure are consequently limited. Access under the structure is also limited. Consequently, the requirements for a drawn record are shaped accordingly.

5.2.6 A drawn record shall be prepared of Peels Pit Underbridge (MVL 3/100). For this structure, the drawn record shall include:

- Roughly dimensioned sketched plan and elevation drawings. These will identify evidence for phasing, alteration, structural features of historic significance, evidence for fixtures and fittings etc. All plans will have a grid north point and an appropriate drawn metric scale clearly visible; and
- Measured drawings of significant structural, functional or architectural detail which cannot be captured in a single photograph or are so complex as to render features difficult to interpret in a photograph.

Photographic record

5.2.7 A photographic record of each structure will be made using a high resolution DSLR camera with a minimum of 10 megapixel resolution to capture colour images, and a 35mm single lens reflex camera to capture black and white prints, using a tripod where necessary. The photographic record of the site shall be used to amplify and illuminate the archive drawings and supplement and verify the written record.

5.2.8 All photographs forming part of the record will be in sharp focus with an appropriate depth of field. All photographs will have a suitable scale (for example, 2m rather than 1m ranging pole, 10cm scales for detail) clearly visible in each photo.

5.2.9 Digital images shall be supplied in RAW and JPG format and shall be taken using the highest resolution possible. All digital photography and subsequent data storage shall follow Historic England guidance provided in *Digital Image Capture and File Storage Guidelines for Best Practice.*[6]

5.2.10 Black and white prints and an illustrative selection of digital images shall be provided in hard copy on silver halide paper as part of the project archive.

5.2.11 A photographic register detailing (as a minimum) location, direction and subject of shot must accompany the photographic record. The position and direction of each photograph and slide should be noted on a plan of each structure.

Fieldhouse Overbridge (MVL 3/98) and Ridings Underbridge (MVL 3/99)

5.2.12 For Fieldhouse Overbridge (MVL 3/98) and Ridings Underbridge (MVL 3/99), as a minimum the photographic record will include:

- General views of each structure in its wider setting and landscape, where these can be safely obtained from public rights of way;
- The overall appearance of the structures, including oblique and parallel shots. Typically a series of oblique views showing all external elevations of the bridge, to give an overall impression of its size and shape. Where an individual elevation embodies complex historical information, views at right angles to the plane of the elevation and detail shots will be required;
- The overall appearance of the principal circulation / accommodation routes over or under the structure (i.e. over or under the deck / arch);

[6] Historic England, 2015b. *Digital Image Capture and File Storage Guidelines for Best Practice.*

- Any external architectural detail, structural, functional or decorative, which is relevant to the structure's design, development or use and which does not show adequately on general photographs; and
- Any dates or other inscriptions; any signage, makers' plates or graffiti which contribute to an understanding of the structure. A transcription should be made wherever characters are difficult to interpret.

Peels Pit Underbridge (MVL 3/100)

5.2.13 As with the drawn record (see above), the limitations of access under Peels Pit Underbridge (MVL 3/100) require the scope of the photographic record to be shaped accordingly.

5.2.14 For Peels Pit Underbridge (MVL 3/100), as a minimum the photographic record will include:

- General views of the structure in its wider setting and landscape, where these can be safely obtained from public rights of way or from third party land where access has been granted;
- The overall appearance of the structure, including oblique and parallel shots. Typically a series of oblique views showing the external elevation of the structure on the non-infilled side, to give an overall impression of its size and shape. If this elevation embodies complex historical information, views at right angles to the plane of the elevation and detail shots will be required;
- Any external architectural detail, structural, functional or decorative, which is relevant to the structure's design, development or use and which does not show adequately on general photographs; and
- Any dates or other inscriptions; any signage, makers' plates or graffiti which contribute to an understanding of the structure. A transcription should be made wherever characters are difficult to interpret.

Written record

5.2.15 A written record of each structure will be made on site. This will include the following:

- The precise location of the building as an address and in the form of a National Grid reference (NGR);
- The date when the record was made;
- The name(s) of the recorder(s); and
- A summary statement describing the building's type or purpose, historically and at present, its materials and possible date(s) so far as these are apparent from the inspection.

5.2.16 The written recording of the structures, historic surfaces and associated heritage assets shall be undertaken using pro forma record forms and should include examinations of the buildings' exterior and interior fabric.

Post-Fieldwork reporting

5.2.17 Three separate historic building reports shall be provided presenting the results of the Level 2 Historic Building Recording, one for each bridge. As a minimum, each report shall include:

- A non-technical summary of the results (an 'abstract');
- A description of the background to and circumstances of the work. This shall include the dates on which the survey was undertaken;
- The structures' location, parish and National Grid References (NGRs);
- Aims and objectives of the historic building recording;
- A description of the methodology used for the survey;

- Historical background;
- A statement which will summarise the building's form, function, date and sequence of development, and identify the architects, builders, patrons and owners if known;
- Interpretation of the results and assessment of the significance of the findings of the historic building recording on a local, regional and national basis;
- Bibliography;
- General and detailed location plans at appropriate scales, showing the location of the building. The general location plan shall be presented at not less than 1:10,000 scale, and detailed location plans shall be presented at not less than 1:100 scale;
- Plan drawings presenting the results of the Level 2 Historic Building Recording. Drawings shall be presented at an appropriate scale and in accordance with the guidance and conventions provided in Understanding Historic Buildings: A Guide to Good Recording Practice.[7] All elevations will have an appropriate drawn metric scale clearly visible and should be cross-referenced to the relevant plans and overall site plan;
- Reproduction of the complete photographic record produced at a high resolution and at sufficient size to make the detail in each photograph fully visible upon reproduction;
- A detailed selection of colour digital photographs to illustrate the written report;
- Fully referenced bibliography and cartographic sources;
- Photographic registers as an appendix in addition to drawn photographic plans detailing the position and direction of each shot at an appropriate scale;
- Index to and location of the archive;
- Copy of this WSI within an appendix; and
- OASIS form within an appendix.

5.2.18 In addition to the specific requirements identified above, the report shall include:

- A title page, which includes the name of the project, the title of the report, the name of the Sub-Consultant.
- The logo of the Client shall appear on the front cover of the report;
- A unique report number or reference;
- Report author(s) and company/organisation details where appropriate;
- Date when the report was completed;
- An accurate 6 figure NGR grid reference centred on the project location;
- Clear reference to the Prior Approval letters for each respective Prior Approval application, including the wording of the relevant condition; and
- Primary Record Numbers (PRN) referenced for structures recorded in the West Yorkshire HER (where applicable).

5.2.19 A draft of the report shall be submitted to Network Rail for comment no later than four weeks after the completion of the fieldwork. Any comments provided by Network Rail shall be addressed within 5 working days of receipt and a revised draft submitted for approval. This

[7] Historic England, 2016. *Understanding Historic Buildings: A Guide to Good Recording Practice*

revised draft will subsequently be submitted to Kirklees Council for comment and any comments provided by the Council shall be addressed within 5 working days of receipt.

5.2.20 When submitted to Kirklees Council for comment, the draft report should be submitted to Nick Grimshaw (Team Leader – Conservation, Design, Ecology & Trees) and David Wordsworth (Team Leader – Major and Mineral Applications).

5.3 Submission of report

5.3.1 When complete the historic building recording report shall be submitted to Network Rail for it to be sent to the following repositories:

- A digital and hard copy of the final report for Kirklees Council;
- A digital copy for West Yorkshire Historic Environment Record (HER), West Yorkshire Archive Service and the Archaeology Data Service (ADS).

5.3.2 In light of the requirement for the completed historic building report to be submitted to West Yorkshire HER, the Contractor must complete the report in accordance with the archiving requirements set out in the building recording specifications of the West Yorkshire Archaeological Advisory Service (WYAAS) (see below, Section 5.5 for further detail).

5.4 Copyright

5.4.1 This document and its contents have been prepared and are intended solely for Client Purpose.

5.4.2 Network Rail assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

5.5 Archiving

5.5.1 Post-fieldwork archiving shall be undertaken in accordance with the requirements of the Standard and Guidance for the creation, compilation, transfer and deposition of archaeological archives (CIfA 2014b), and the requirements of the building recording specification of WYAAS on behalf of West Yorkshire HER. Digital data generated during the recording works, including the full digital photographic archive shall be prepared in accordance with the requirements of the Archaeology Data Service (ADS). Photographs and reports should be archived using the ADS Easy online service.

5.5.2 Immediately upon completion of the finalised report, the report and any data or other documentation produced during the recording works shall be integrated into the site archive. The archive shall be stored in suitable conditions in a secure location until instructions are received from Network Rail for its transfer to the final repositories.

5.5.3 West Yorkshire HER support the Online Access to Index of Archaeological Investigations (OASIS) Project. The overall aim of the OASIS project is to provide an online index to the mass of archaeological grey literature that has been produced as a result of the advent of large-scale developer funded fieldwork. On completion of the report, the Contractor will make a copy accessible to the wider research community by submitting it to the OASIS Project.

5.6 Programme

5.6.1 An outline programme for the historic building recording is provided below:

Table 5-1 Programme for the historic building recording

Stage of Works		Timings
Site works / recording	Ridings Underbridge (MVL 3/99)	January / February 2022
	Fieldhouse Underbridge (MVL 3/98)	
	Peels Pit (MVL 3/100)	
Submission of draft report to Network Rail for comment		4 weeks after completion of fieldwork
Network Rail review of draft report		2 weeks from submission of draft report
Submission of draft report to Kirklees Council for comment		1 week from receipt of Network Rail comments
Kirklees Council review of draft report		2 weeks from submission of draft report
Submission of final report to Network Rail		1 week from receipt of Kirklees Council comments

6. STANDARDS AND RESPONSIBILITIES

6.1 Project role definitions

6.1.1 The following project roles are relevant to this document:

- The Employer means Network Rail, who will appoint the Contractor;
- Project Heritage Lead means the individual appointed by the Employer to fulfil this role;
- Contractor means the archaeological organisation appointed by the Employer to carry out the works as defined in this Written Scheme of Investigation (WSI); and
- The Curator means West Yorkshire HER, West Yorkshire Archaeological Advisory Service (WYAAS) and Kirklees Council archaeological officers and conservation officers, or their representatives on this project

6.1.2 The Contractor will be required to be included on Network Rail's approved suppliers' list.

6.2 Health and safety considerations

6.2.1 All works are to be carried out in accordance with the appropriate Chartered Institute for Archaeologists (CIfA) guidance standards, Health & Safety legislative requirements and TRU project procedures.

6.2.2 Staff undertaking the historic building recording shall undertake a project induction, which will be organised and led by the Employer, subject to the requirements of the TRU project.

6.2.3 The Contractor shall prepare project-specific Health and Safety Work Package Plans (WPPs) and Task Brief Sheets (TBSs), in line with the TRU project procedures for such WPPs and TBSs, and submit these to the Project Heritage Lead for approval via the TRU West Alliance prior to starting on site. No work shall be undertaken on site until these documents have been approved by the TRU West Alliance. If amendments are required to these documents during the works, the Project Heritage Lead and the Employer must be provided with the revised document at the earliest opportunity.

6.2.4 As detailed above, **track access should be considered as only to be utilised if absolutely essential to the survey**. Other approaches should be exhausted in planning before the need for track access is confirmed. Where required, for example at stations and for trackside surveys, work must be carried out under the direction and supervision of a Safe Work Leader (SWL), Separated Zone Working with Site Warden warning.

6.2.5 Any site supervision or accompaniment from the Client team during the survey works will be outlined in the required WPP and TBS documents and must be adhered to.

6.3 Monitoring

6.3.1 The Curators have a statutory duty to monitor fieldwork. Fieldwork may be subject to monitoring visits by the Project Heritage Lead and the relevant Curator(s). The Project Heritage Lead and Curator(s) will have unrestricted access to the records or any other information. The work can be inspected to ensure that it is being carried out to the required standards and that it will achieve the stated objectives in line with the approved WSI.

6.4 Communication and engagement

6.4.1 All enquiries on the archaeological works from Stakeholders and interested parties (including the media) should be referred to the Project Heritage Lead.

6.4.2 If confronted by members of the public, ensure communication is polite and respectful. If staff are abused verbally by members of the public or there is clear intent to harm staff, the

Contractor should take appropriate action by either disengaging in conversation or exiting the site to seek safety. Any such incidents must be reported to the Project Heritage Lead immediately.

6.4.3 Any emergencies, near misses or close calls must be reported in accordance with the procedures set out within the relevant WPP and TBS for the survey works. This will include reporting both to the TRU West Alliance and any on call supervisors for the works.

7. REFERENCES

Chartered Institute for Archaeologists, 2014a. *Code of Conduct*. Available at: https://www.archaeologists.net/sites/default/files/CodesofConduct.pdf

Chartered Institute for Archaeologists, 2014b. *Standard and Guidance for the archaeological investigation and recording of standing buildings or structures*. Available at: https://www.archaeologists.net/sites/default/files/CIfAS&GBuildings_1.pdf

Chartered Institute for Archaeologists, 2014c. *Standard and Guidance for the creation, compilation, transfer and deposition of archaeological archives*. Available at: https://www.archaeologists.net/sites/default/files/CIFAS&GArchives_2.pdf

Department for Communities and Local Government (DCLG), 2019. *National Planning Policy Framework*. Available at: https://www.gov.uk/government/publications/national-planning-policy-framework--2

English Heritage, 2008. *Conservation Principles Policies and Guidance: For the sustainable management of the historic environment*. Available at: https://historicengland.org.uk/advice/constructive-conservation/conservation-principles

Historic England, 2015a. *Historic Environment Good Practice Advice in Planning: Note 2 – Managing Significance in Decision-Taking.* Available at: https://historicengland.org.uk/images-books/publications/gpa2-managing-significance-in-decision-taking/

Historic England, 2015b. *Historic Environment Good Practice Advice in Planning - Note 3: The Setting of Heritage Assets.* Available at: https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/

Historic England, 2015c. *Digital Image Capture and File Storage Guidelines for Best Practice.* Available at: https://historicengland.org.uk/images-books/publications/digital-image-capture-and-file-storage/

Historic England, 2016. *Understanding Historic Buildings: A guide to good recording practice.* Available at: https://historicengland.org.uk/images-books/publications/understanding-historic-buildings/

Institute of Historic Building Conservation (IHBC), 2003. *Code of Conduct.* Available at: http://www.ihbc.org.uk/resources/A4-Code-of-Conduct.pdf

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Appendix D. Prior Approval Letter

Planning and Development Service
Economy and Infrastructure
PO Box B93, Civic Centre 3,
Off Market Street, Huddersfield, HD1 2JR

Enquiries to: Louise Bearcroft

Kirklees Direct
Tel: 01484 414746
Email: louise.bearcroft@kirklees.gov.uk

Tony Rivero,
Network Rail
Floor 4a
George Stephenson House
Toft Green
York
YO1 6JT

Date: 16-Sep-2021
Our Ref: 2021/93051

Dear Sir

Prior approval for alterations to railway bridge under Part 18(a), Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015
Fieldhouse Lane, Huddersfield, HD1 1AG
Application Number: 2021/93051

The Council considers that the works detailed in the above application are permitted development under Part 18(A) of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 and that Prior approval for the development is hereby granted subject to the following conditions:

1. No works including any works of demolition shall commence until the existing structure has been subject to historic recording in accordance with Level 2 of Historic England's A Guide to Good Recording Practice. The details required shall include:

- A drawn record including sketch and measured drawings
- A photographic record of the elevations and all details.
- A written record.

Thereafter the record shall be submitted to and approved in writing by the Local Planning Authority before works commence.
Reason: To produce an analysis of the development and use of the structure and to accord with Policy LP35 of the Kirklees Local Plan, chapter 16 of the National Planning Policy Framework and Historic England's A Guide to Good Recording Practice.

2. No works including any works of demolition shall commence until specifications of all construction and surfacing materials and a methodology for construction has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained thereafter.
Reason: In the interests of visual amenity and the interests of users of the public right of way and the conservation of the Historic Environment and to accord with Policies LP20, LP24 and LP35 of the Kirklees Local Plan.

Yours faithfully

Mathias Franklin
Head of Planning and Development

Appendix E. OASIS Form

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Northern House
7-9 Rougier Street
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