

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

Condition 8: Archaeology – Stage 1

Document Ref: 151667-TSA-00-TRU-REP-W-EN-001281

Network Rail

November 2022



Contents

1. INTRODUCTION	4
1.1 Background	4
2. APPROACH TO DISCHARGE	5
3. INFORMATION INCLUDED IN THIS SUBMISSION	6
3.1 Purpose of this document.....	6
4. CONSTRUCTION METHODOLOGY	8
4.1 (a) (i) The area of the former Union Dyeware Mills (HER 6671).....	8
4.2 (a) (ii) The area of the former goods yard at Huddersfield Station (HER 6525).....	8
4.3 (a) (iv) The area including the pillbox at Woodend Road (HER 6588).....	9
4.4 (a) (v) The cropmark site to the south-west of Ravensthorpe Road (HER 642)	9
4.5 (b) Listed Buildings of Thornhill Lees Hall and associated area of medieval settlement (HER 2636)	10
4.6 (b) The Heaton Lodge Curve new land take - Iron Age beehive quern at Bog Hall (HER 2105)	10
5. CONSULTATION WITH WYAAS	12
5.1 Agreement of Scope of Archaeological Works	12
5.2 Written Schemes of Investigation	16
6. CONTRACTOR QUALIFICATIONS	17
6.1 Qualified Archaeological Contractor	17
7. CONCLUSION	18
7.1 Summary.....	18
APPENDIX A – GUIDANCE DOCUMENTS	19

Inserts

Insert 5-1 Aerial photo of the former goods storage area at Huddersfield Station with the area identified for watching brief highlighted in orange.....12

Insert 5-2 A satellite image of the area including the pillbox at Woodend Road with the area identified for potential watching brief highlighted in orange

Insert 5-3 A satellite image of the Ravensthorpe Road Cropmark Site with the area identified for watching brief shown in orange and the area for geophysical survey shown in blue

Insert 5-4 A satellite image showing the extent of the Lees Hall Compound site with the identified for geophysical survey shown in blue.....	15
Insert 5-5 A satellite image of the area of the Heaton Lodge curve with the areas identified for geophysical survey shown in blue, watching brief shown in orange, and trial trenching shown in purple	16

1. INTRODUCTION

1.1 Background

- 1.1.1 The Scheme is part of a wider programme of works under the Transpennine Route Upgrade (TRU) which will improve the Transpennine railway between Manchester, Huddersfield, Leeds and York and improve connections between key towns and cities across the north of England.
- 1.1.2 Planning Direction for the Huddersfield to Westtown (Dewsbury) section of the TRU was received from the Department for Transport, referenced TWA/21/APP/03, dated 13 October 2022.
- 1.1.3 This document sets out details in relation to Condition 8 of the Deemed Planning Permission.

2. APPROACH TO DISCHARGE

- 2.1.1 This is a Scheme-wide document for the Huddersfield to Westtown (Dewsbury) section of the TRU in relation to the areas of archaeological interest identified in Condition 8(a) and (b) of the Deemed Planning Permission. This document relates to:
- The area of the former Union Dyeware Mills (HER 6671) (Condition 8(a)(i));
 - The area of the former goods yard at Huddersfield Station (HER 6525) (Condition 8(a)(ii));
 - The area including the pillbox at Woodend Road (HER 6588) (Condition 8(a)(iv));
 - The cropmark site to the south-west of Ravensthorpe Road (HER 642) (Condition 8(a)(v));
 - The Heaton Lodge Curve new land take - Iron Age beehive quern at Bog Hall (HER 2105) (Condition 8(b)); and
 - Listed Buildings of Thornhill Lees Hall and associated area of medieval settlement (HER 2636) (Condition 8(b)).
- 2.1.2 It should be noted that the information required to discharge Condition 8 in relation to the area of the former Hillhouse Sidings (including the site of the White Stone Engine Shed) (HER 18375) (Condition 8(a)(iii)) was submitted to discharge Condition 21 of the Planning Permission for the Hillhouse Compound (reference 2021/62/94337/W) (granted 30 March 2022). This was submitted to Kirklees Council on 12 September 2022.

3. INFORMATION INCLUDED IN THIS SUBMISSION

3.1 Purpose of this document

- 3.1.1 This document was produced to support the discharge of Condition 8 (Archaeology) of the Deemed Planning Permission. This condition is intended to address the potential for impacts on buried archaeological remains during the construction of the Scheme.
- 3.1.2 The condition is discharged via engagement with the West Yorkshire Archaeological Advisory Service (WYAAS), in consultation with Kirklees Council, to ensure that the significance of the historic environment is properly assessed and preserved and to ensure that the development is carried out in accordance with paragraphs 189 and 199 of the National Planning Policy Framework (2012), and policy LP35 of the Kirklees Local Plan.
- 3.1.3 This document sets out the following information prepared in respect of Condition 8:
- The construction methodology proposed in relation to the use of each site discussed;
 - The consultation undertaken with WYAAS;
 - The process of production, review and approval of archaeological Written Scheme of Investigations (WSIs) for each site where archaeological investigation is required; and
 - Evidence of suitable qualifications and approval of archaeological contractors engaged to undertake required archaeological investigation.
- 3.1.4 The wording of Condition 8 attached to the Deemed Planning Permission for the Order is as follows:

8. Archaeology

(a) No stage of the development (including preliminary works) in the areas listed below is to commence, until a construction methodology has been submitted to and approved in writing by the local planning authority, in order to assist in identifying any likely impacts on areas of heritage interest. It shall then be agreed in writing with the local planning authority (in consultation with West Yorkshire Archaeology Advisory Service (WYAAS)) whether a written scheme of investigation is required to be submitted in relation to the following sites:

- i. The area of the former Union Dyeware Mills (HER PRN: 6671)*
- ii. The area of the former goods yard at Huddersfield Station (HER PRN: 6525)*
- iii. The area of the former Hillhouse Sidings (including the site of the White Stone Engine Shed) (HER PRN: 18375)*
- iv. The area including the pillbox at Woodend Road (HER PRN: 6588)*
- v. The cropmark site to the south-west of Ravensthorpe Road (HER PRN: 642)*

(b) No development (including preliminary works) is to commence within the areas of archaeological interest identified in Table 23-1 to Chapter 23 of Volume 2i of the Environmental Statement and/or in any areas that have been determined to require a written scheme of investigation in accordance with (a) above until a written scheme of investigation for such areas has been submitted to and approved in writing by the local planning authority.

(c) The approved scheme must identify areas where field work and/or a watching brief are required and the measures to be taken in order to protect, record or preserve any significant archaeological remains that may be found.

(d) Any archaeological field works or watching brief required by the approved scheme must be undertaken by a suitably qualified person or body approved by the local planning authority.

- 3.1.5 The following presents the evidence to verify that all archaeological investigation works to be carried out have been defined proportionately to the construction methodology for the site and will be carried out according to a WSI approved by WYAAS. Additionally, that all works to be carried out will be done so by a qualified sub-contractor following the most up to date guidance for industry standards and best practices.

4. CONSTRUCTION METHODOLOGY

4.1 (a) (i) The area of the former Union Dyeware Mills (HER 6671)

Site overview

- 4.1.1 The approximately 4,000m² site is situated to the north of Longroyd Lane between its junction with the A62 Manchester Road and Paddock railway viaduct, with access to the site from Longroyd Lane.
- 4.1.2 The former dyeworks mill site was built in the late 19th century. The asset first appears on late 19th and early 20th century mapping. There may be potential for buried archaeological remains associated with Union Dyeware Mills. The site today comprises areas of hard standing with no extant remains present. The presence of hard standing is a likely indication that any remains directly associated with the asset may have already been disturbed; however, there may be some limited potential for buried remains of the mill buildings to survive below ground level.

Compound construction

- 4.1.3 This area will be used as a temporary construction compound during construction of the Scheme. This compound area will be constructed atop the existing hard standing, with no ground disturbance occurring as a result.

4.2 (a) (ii) The area of the former goods yard at Huddersfield Station (HER 6525)

Site overview

- 4.2.1 The approximately 7,000m² former goods storage area to the northwest of Huddersfield Station, and south of Fitzwilliam Street with access to the main station site.
- 4.2.2 Used as a goods yard, originally for coal, from Huddersfield Station's construction in the late 1840s. A series of fires, and needs for expansion, led to redevelopment in the 1870s. Most of the late-19th century features of the site survive in reasonable condition, albeit the tracks of the historic sidings have been removed and/or buried by later use of the site.
- 4.2.3 In addition to a number of small ancillary buildings, the principal visible features consist of two Grade II listed goods warehouses (NHLEs 1228533 and 1287149), a hydraulic accumulator tower and associated pump house (also Grade II listed, NHLE 1289593).

Compound construction

- 4.2.4 The area of the former goods yard will be used as a construction compound to facilitate construction of the Scheme at Huddersfield Station. This will include areas of permanent works required for the alterations to the Station as part of the Scheme.
- 4.2.5 The construction compound area will be constructed atop the existing hard standing areas of the former goods yard, with very limited ground disturbance.
- 4.2.6 In the area of the current maintainer's yard, in the northeastern corner of the former goods yard, a sub-surface attenuation tank (linked to the proposed new drainage scheme for the station) will be constructed, with localised excavations to an appropriate depth to facilitate this.

4.3 (a) (iv) The area including the pillbox at Woodend Road (HER 6588)

Site overview

- 4.3.1 The approximately 3,135m² site is situated to the southwest of the end of Woodend Road. The railway is c. 25m north of the site area. The northernmost extent of the site area is adjacent to an overbridge (no longer in use) that crosses the railway
- 4.3.2 The remains of a pillbox are indicated on mapping adjacent to the railway line off Woodend Road. The pillbox site offers good view of the surrounding area and appears to have sat within a wider complex of military defences, including observation trenches. The extent of survival of any remains associated with the asset are unclear; however, the asset is significant due to its historical connection to the Second World War.
- 4.3.3 There may be some potential for buried archaeological remains related to these defences to survive within the Scheme boundary, notably the potential for remains of the pillbox and possible associated home guard observation trench features. The HER record notes the pillbox was likely demolished but there is a possibility that remains could be left in situ.

Compound and Scheme construction

- 4.3.4 This area will be used as a temporary compound during construction of the Scheme. There will be groundworks required to facilitate the sites conversion and use into a temporary compound site.
- 4.3.5 The construction compound area will be constructed atop a mix of hard standing areas currently used for parking for the adjacent playing field and a vegetated area which slopes up to the overbridge. There will be some regrading of this slope to facilitate the provision of the compound.

4.4 (a) (v) The cropmark site to the south-west of Ravensthorpe Road (HER 642)

Site overview

- 4.4.1 The approximately 48,250m² site is situated to the south of the Transpennine railway adjacent to Ravensthorpe Road, which is to the northeast, and approximately 125m to the southwest of the existing Ravensthorpe railway station. The Cropmark itself is within the southern section of the site located approximately 100m from the western site boundary and 50m north of the southern site boundary. Additionally, the site is approximately 540m west of the Thornhill Lees Hall medieval settlement.
- 4.4.2 This is the cropmark site of a possible large irregularly shaped enclosure and linear features, extending across a large field to the south of the River Calder. Two or three parallel linear features are located to the north of the enclosure, running approximately east to west. The setting of the asset located close to but upslope from the River Calder has the potential to contribute to its significance.
- 4.4.3 Discussion and communication with WYAAS helped to identify that the cropmarks recorded at the site are located a considerable distance (over 150m) south of the railway.

Compound and Scheme construction

- 4.4.4 The site area is earmarked both for use as temporary compound and works areas (containing vehicle parking, materials storage, welfare facilities and access for construction of the Scheme) as well as permanent land take for construction of earthworks west of the planned new Ravensthorpe Station site. The temporary compound area will be in the

southern part of the site, in the vicinity of the cropmarks, with the permanent earthworks constructed in the northern part of the site.

- 4.4.5 To the west of the proposed temporary compound, works will be undertaken to reprofile the existing cutting down to the railway to facilitate the provision of the realigned railway lines to allow for four tracking, as well as works required in relation to utility diversions.
- 4.4.6 To prepare the temporary compound area, which currently comprises an undeveloped arable field, for use as a construction compound, the area will undergo a topsoil strip, with subsequent construction of surfacing for access, vehicle parking and materials storage on top of the exposed sub-soil.

4.5 (b) Listed Buildings of Thornhill Lees Hall and associated area of medieval settlement (HER 2636)

Site overview

- 4.5.1 The approximately 24,900m² site is located c. 265m southeast of Ravensthorpe Station south of the Wakefield rail lines and north of Ravensthorpe Road with Lees Hall Road to the east. The site is located approximately 40m west of the Thornhill Lees Hall and c. 390m east of the Ravensthorpe Road cropmark site.
- 4.5.2 The site area is located to the southwest of Thornhill Lees Hall, a historic complex containing Grade I, II* and II Listed Buildings. Records suggest Thornhill Lees Hall was likely the nucleus of a documented medieval settlement with the potential for archaeological remains dating from this period in areas of surrounding land which has undergone little development. The area of the Lees Hall construction compound sits within an area identified on the West Yorkshire Historic Environment Record (HER) as a probable site of a documented medieval settlement dating from the 13th to 15th centuries.

Compound construction

- 4.5.3 The site area is earmarked for use as vehicle parking, welfare facilities, materials storage and access to the route works. To prepare the area, which currently comprises an undeveloped pasture field, for use as a construction compound, the area will undergo a topsoil strip, with subsequent construction of surfacing for vehicle parking and materials storage on top of the exposed sub-soil.
- 4.5.4 There is potential that the construction of the compound area or site works will have an impact to any as yet unknown archaeological deposits, primarily as a result of any topsoil strip required to construct the compound.

4.6 (b) The Heaton Lodge Curve new land take - Iron Age beehive quern at Bog Hall (HER 2105)

Site overview

- 4.6.1 The site area consists of an approximately 93,565m² area located between the Transpennine railway to the north and Helm Lane to the south with a c. 4,225m² extension area further southwest, south of Helm Lane and east of Bog Green Lane. The quern stone was found approximately 500m southwest of the site area near the farm complex to the east of Bog Green Lane.
- 4.6.2 There is an area of archaeological potential associated with prehistoric settlement remains to the west and post medieval industrial deposits to the east.

- 4.6.3 Core samples from GI/SI surveys carried out on site show evidence of industrial deposits including ash, slag, and brick which is expected given the areas industrial past. There is also evidence of alluvial deposits where the site nears the River Calder, which may indicate potential for prehistoric settlement activity (based on trends from other archaeological investigations along the Calder Valley).

Compound and Scheme construction

- 4.6.4 The Heaton Lodge curve construction programme includes areas of both permanent construction works and temporary compound activities.
- 4.6.5 Permanent works consist of significant earthworks and construction of the cutting for the new alignment of the railway around the Heaton Lodge curve, as well as permanent utilities diversions within the area (high pressure gas mains).
- 4.6.6 The Paul Lane compound site area is earmarked for use as vehicle parking, welfare facilities, materials storage and access to the route works. To facilitate the construction of these temporary areas, a topsoil strip will be necessary, with the depth of groundworks in these areas ranging from 600mm to 1000mm with subsequent construction of surfacing for vehicle parking and materials storage on top of the exposed sub-soil.

5. CONSULTATION WITH WYAAS

5.1 Agreement of Scope of Archaeological Works

5.1.1 The information regarding the construction methodology for the areas of archaeological interest for Stage 1 outlined above, as well as evidence of the archaeological potential and likely level of impact from the proposed works, were provided to David Hunter, Senior Archaeological Officer, WYAAS. Details of the requirements for archaeological investigation, based on this information and evidence, was discussed and agreed with WYAAS accordingly.

5.1.2 Engagement with WYAAS will be ongoing. Where appropriate, for example if agreed methodologies demonstrate a lack of potential archaeology, agreement on revised approaches to further investigation, such as a reduction in the level of archaeological mitigation (e.g. stepping down from a watching brief in response to fieldwork findings) may be sought. Any such changes would be agreed with WYAAS as appropriate.

(a) (i) The area of the former Union Dyeware Mills (HER 6671)

5.1.3 Due to the lack of impact to the area as a result of construction and operation of the Scheme, it was determined that no archaeological investigation will be required. This was confirmed with David Hunter, Senior Archaeological Officer, WYAAS during a meeting on 2 February 2022.

(a) (ii) The area of the former goods yard at Huddersfield Station (HER 6525)

5.1.4 Given the fixed area and singular construction disturbance in excavating for the installation of attenuation tanks (shown in orange in Figure 5-1 below), it is proposed that this area be covered by a watching brief. This watching brief will be carried out to a determined terminal depth when there is no longer likelihood of encountering archaeological remains. This terminal depth will be agreed upon with WYAAS and confirmed in the approved WSI.



Insert 5-1 Aerial photo of the former goods storage area at Huddersfield Station with the area identified for watching brief highlighted in orange

(a) (iv) The area including the pillbox at Woodend Road (HER PRN: 6588)

- 5.1.5 Currently there is no known extant remains of the pillbox visible. Vegetation clearance may provide a clearer view of any remains near the ground surface. Given the unknown extent, if any, of any extant remains, it is proposed to have a watching brief in the areas where there will be ground disturbance (shown in Insert 5-2).
- 5.1.6 Following the vegetation clearance any new evidence will be assessed to determine if any changes or reduction to scope, to be agreed with WYAAS, would be warranted.



Insert 5-2 A satellite image of the area including the pillbox at Woodend Road with the area identified for potential watching brief highlighted in orange

(a) (v) The cropmark site to the south-west of Ravensthorpe Road (HER 642)

- 5.1.7 Given the extent of the permanent land take in this area, WYAAS identified that the requirement would be for an archaeological watching brief during ground reduction along the edge of the railway cutting (shown in orange in Insert 5-3).
- 5.1.8 The temporary compound area would see ground disturbance in the southern section of the site area. Given the presence of the crop mark within the site boundary, and the medieval settlement near Thornhill Lees approximately 500m to the northwest, geophysical survey will be undertaken for this area (shown in blue in Insert 5-3) to identify any further anomalies potentially associated with the cropmark or settlement in the area. This will then identify areas to focus any necessary trial trenching over areas of construction impact associated with the scheme with a 5% sample size. If the findings of the geophysical survey do not warrant further intrusive investigation, a watching brief of construction works for the temporary compound area would be considered appropriate.
- 5.1.9 Based on the methodology proposed for the works, WYAAS have confirmed the archaeological investigation required for this area comprises:
- Geophysical survey of approximately 29,150m² of the site; followed by (if required)
 - Targeted trial trenching of a 5% sample (if required), and/or

- Watching brief.



Insert 5-3 A satellite image of the Ravensthorpe Road Cropmark Site with the area identified for watching brief shown in orange and the area for geophysical survey shown in blue

(b) Listed Buildings of Thornhill Lees Hall and associated area of medieval settlement (HER 2636)

- 5.1.10 The agreed required archaeological investigation for the site would comprise geophysical survey followed by intrusive archaeological investigation, if or where required. This intrusive investigation is likely to be evaluative trenching at a 5% sample, and subsequent Strip, Map, Sample of targeted to areas of the highest archaeological potential. If the findings of the geophysical survey do not warrant further intrusive investigation, a watching brief of construction works would be considered appropriate.
- 5.1.11 Based on the methodology proposed for the works, WYAAS have confirmed the archaeological investigation required for this area comprises:
- Geophysical survey of approximately 26,835m² of the site (shown in blue in Insert 5-4); followed by (if required)
 - Targeted trial trenching of a 5% sample (if required), and/or
 - Strip, Map, Sample / Watching brief.



Insert 5-4 A satellite image showing the extent of the Lees Hall Compound site with the identified for geophysical survey shown in blue

(b) The Heaton Lodge Curve new land take - Iron Age beehive quern at Bog Hall (HER 2105)

- 5.1.12 In instances where there is minimal impact, a watching brief could suffice, or non-intrusive geophysical survey could be used to target any areas of archaeological interest which could then be mitigated using trial trenching prior to construction. This is the case in relation to both permanent works for the railway cutting and the temporary compound construction works. Any potential archaeological deposits affected will need investigation, recording, and possibly mitigation
- 5.1.13 Given the ephemeral nature of prehistoric deposits and their general sparsity, the approach to these areas usually err on the side of caution.
- 5.1.14 Based on the methodology proposed for the works, WYAAS have confirmed the archaeological investigation required for this area comprises:
- Geophysical survey of approximately 43,320m² of the site (shown in blue in Insert 5-5); followed by (if required)
 - Targeted trial trenching of a 5% sample (if required) (of the area shown in orange in Insert 5-5), and/or
 - Watching brief (of the area shown in orange in Insert 5-5).



Insert 5-5 A satellite image of the area of the Heaton Lodge curve with the areas identified for geophysical survey shown in blue, watching brief shown in orange, and trial trenching shown in purple

5.2 Written Schemes of Investigation

Production of WSIs

- 5.2.1 WSIs will be produced by the appointed Archaeological Contractor, outlining the scope of the required archaeological investigation for each area of interest, in line with what has been agreed with WYAAS. Each WSI will lay out the aims and objectives, methodologies, monitoring, reporting, industry standards, and legislation that will guide the programme of archaeological investigation.
- 5.2.2 The methodology in each WSI will identify areas where fieldwork is required and the measures to be taken in order to protect, record or preserve any significant archaeological remains that may be found, in line with the wording of section c) of Condition 8 of the Deemed Planning Permission.

Approval of WSIs by WYAAS

- 5.2.3 Each WSI will be submitted by the appointed Archaeological Contractor to WYAAS and the LPA for their review and approval. Comments and suggested amendments will be provided by David Hunter via email, phone or in person, and these amendments will subsequently be completed by the appointed Archaeological Contractor.

6. CONTRACTOR QUALIFICATIONS

6.1 Qualified Archaeological Contractor

- 6.1.1 The archaeological investigation within Stage 1, as outlined in this document, will be undertaken by a suitably professionally qualified Archaeological Contractor.
- 6.1.2 The appointed Archaeological Contractor will be a Chartered Institute for Archaeologists (CIfA) Registered Organisation, and will have a proven track record of carrying out archaeological works throughout the UK to positive outcomes. Being registered with CIfA demonstrates that the Archaeological Contractor are committed to upholding industry standards and providing comprehensive investigation.
- 6.1.3 Copies of the WSIs will be submitted to WYAAS for approval prior to any works starting on site.
- 6.1.4 In producing the WSIs and undertaking the subsequent required archaeological investigations, the appointed Archaeological Contractor will be conversant of industry best practice and guidance, to which they are required to adhere as a CIfA Registered Organisation to maintain their required professional standards. A list of this guidance is provided in Appendix A.

7. CONCLUSION

7.1 Summary

- 7.1.1 As stated, this document is submitted in relation to Condition 8 of the Deemed Planning Permission for the Order.
- 7.1.2 This document outlines the approach to archaeological investigation required within the Order Scheme area.
- 7.1.3 The information contained within this document addresses the requirements of part a) of the condition in providing summary of the construction methodology, parts b) and c) of the condition in outlining the process of production, review and approval of WSIs and part d) of the condition in evidencing the qualifications and suitability of any archaeological contractors undertaking the works.

APPENDIX A – GUIDANCE DOCUMENTS

In preparing their WSI ASWYAS referred to the following guidance documents to ensure all work was carried out to the highest professional standard.

- Chartered Institute for Archaeologists, 2020, Standard and Guidance for an Archaeological Excavation.
- Chartered Institute for Archaeologists, 2020c, Standard and Guidance for the Collection, Documentation, Conservation and Research of Archaeological Materials.
- Historic England, 2006, Management of Research Projects in the Historic Environment. The MoRPHE Project Managers' Guide.
- Historic England, 2008, Management of Research Projects in the Historic Environment (MoRPHE). PPN 3: Archaeological Excavation.
- Historic England, 2011, 'Environmental Archaeology: A Guide to the Theory and Practice of Methods, from Sampling and Recovery to Post-excavation.

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