

Transpennine Route Upgrade West, B6118 Colne Bridge Road Overbridge (MVL3/107)

Bradley, Kirklees, West Yorkshire

Historic Building Investigation and Recording

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Transpennine Route Upgrade, Colne Bridge Road Overbridge

Historic Buildings Investigation and Recording

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SUMMARY

In April 2023, Oxford Archaeology (OA) was commissioned by BAM Nuttall to undertake an Historic Investigation and Building Recording of the Grade II Listed B6118 Colne Bridge Road Overbridge (MVL3/107), Bradley, Kirkstall, West Yorkshire. The work, which was a condition of Listed Building Consent, was undertaken ahead of the proposal to partially demolish the overbridge and construct a replacement structure offline and adjacent to the east of the historic structure, as part of a series of works along the Transpennine Route Upgrade (TRU). The survey was carried out on the 29th November 2023.

The survey showed that Colne Overbridge (MVL3/107) was constructed between 1846 to 1849 for the Manchester & Huddersfield Railway and later expanded, between 1881 and 1884, with the widening of the railway for the London and North Western Railway (LNWR). Consultation of historic documentation, and the results of the building survey revealed the overbridge underwent two phases of development. The original 1840s bridge, which the survey suggested comprised three spans, was of masonry construction with the later 1880s segmental pedestrian arch constructed of brick and faced in masonry, sympathetic to the original design. Although modest in appearance, architectural features such as blunted rusticated V-jointed voussoirs, ashlar string-coursing and pilasters, provided the overbridge with an aesthetic quality that lifted it above the purely functional.

Colne Overbridge (MVL3/107) was an example of an original component of the Transpennine Route and is a product of the 'Heroic Age' of railway building during the period of 'railway mania' during the 1840s and 1850s. It preserved within its fabric evidence of the railway's expansion during the mid-nineteenth century and reflected the social, technological and economic development of the period. Although relatively small in stature compared to other structural components of the Transpennine Route, it retained its original function as an access bridge over the railway between the Deighton and Bradley districts of Huddersfield.

1 INTRODUCTION

1.1 Project Background

1.1.1 In April 2023, Oxford Archaeology (OA) was commissioned by BAM Nuttall to undertake an Historic Investigation and Building Recording of the Grade II listed B6118 Colne Bridge Road Overbridge (MVL3/107) (NHLE 1450265; NGR SE 17595 20273; Fig 1). Colne Overbridge (also referred to as 'CO' and 'overbridge') was constructed between 1846 and 1849 for the Manchester & Huddersfield Railway, and was widened during the expansion of the railway in the 1880s by the London and North Western Railway (LNWR). The overbridge comprises an important element of the infrastructure of the original Transpennine Route whose significance results from its constituent role as part of the extensive infrastructure required for such railway lines constructed during the nineteenth century (Network Rail 2022a).

1.1.2 Colne Bridge Road Overbridge (MVL3/107) is subject to Listed Building Consent following the proposal to partially demolish the overbridge and construct a replacement structure offline and adjacent to the east of the historic structure (Network Rail 2021). This forms part of an agreed mitigation strategy within a programme of works along the Transpennine Route Upgrade (TRU) granted by the Conservation Officers at Kirklees Council, acting on advice of the Senior County Archaeologist at West Yorkshire Archaeological Advisory Service (WYAAS), subject to the completion of a Level 3 historic building survey in accordance with the Historic England (2016) guidance *Understanding Historic Buildings: A Guide to Good Recording Practice*. The necessary fieldwork was completed on the 29th November 2023.

1.2 Aims and Objectives

1.2.1 The principal aim of this report is to document the current form and survival of B6118 Colne Bridge Road Overbridge (MVL3/107) (NHLE 1450265) prior to any alteration or removal of materials, in order to provide a lasting record of the structure's present state. To achieve these aims the following objectives were proposed:

- To record Colne Bridge Road Overbridge to a Level 3 standard as defined in the WSI (Network Rail 2022a; Appendix B), in line with Historic England (2016) Standards;
- 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 Archaeological Data Service (ADS) and submit details of the project to the Online Access to Index of Archaeological Investigations (OASIS) Project.

1.3 Location

- 1.3.1 Colne Bridge Road Overbridge (MVL3/107) is a four span masonry arched bridge located close to the settlements of Colne Bridge and Bradley, approximately 4.5km to the north-east of Huddersfield, Kirklees, West Yorkshire (SE 17595 20273) (Network Rail 2021). The overbridge carries a road over the railway and is an important local distributor road within Kirklees, linking the east of Huddersfield with Kirkheaton (*ibid*). The overbridge lies approximately 0.5km to the north-east of the former Bradley Junction and Station, 0.65km to the north-east of Wheatley's (Colliery Lane) Overbridge (NHLE 1450537) and 0.2km to the west of the River Colne.
- 1.3.2 The solid geology of the site is mapped as mudstone, siltstone and sandstone of the Pennine Lower Coal Formation formed in the Carboniferous Period (BGS 2024). The soils are mapped as slowly permeable seasonally wet acid loamy and clayey soils (Cranfield University 2024).

2 METHODOLOGY

2.1 Introduction

- 2.1.1 A Level 3 record is defined in Historic England guidance as: 'an analytical record' which will produce an analysis of the structure's development and use and discuss in detail the evidence on which this analysis is based (Historic England 2016). The detailed methodology is contained within the Written Scheme of Investigation (WSI; Network Rail 2022a).

2.2 Measured Survey

- 2.2.1 **Analytical / Descriptive Record:** written records using OA's *pro-forma* record sheets were made of all principal building elements, including any features of historical or architectural significance. Particular attention was paid to the relationship between those areas of the building where its development, and any alterations, could be observed.
- 2.2.2 **Drawings:** plans and elevations supplied by the client in PDF format formed the basis for the drawn record and were checked for accuracy before being enhanced with pertinent detail. The final plans were created within an industry-standard CAD package (Autocad 2016), enhanced and annotated to show the form and location of all architecturally and historically significant features.
- 2.2.3 **Photographic Record:** a Canon EOS 2000D digital SLR (24 megapixel) camera, with a selection of lenses, was used for the photographic record. The record comprises landscape and detailed photography; the detailed photographs of archaeological features incorporated a scale bar where appropriate. Archive photographic locations are presented on Fig 3. Archival images comprise jpgs and Canon RAW format files (cr2) saved as 8-bit TIFFs. The data is stored on two separate servers on different sites, with appropriate back-up and disaster plans in place.
- 2.2.4 **Archive:** a full professional archive has been compiled in accordance with current ClfA (2020b) and Historic England guidelines (2015). On completion of the project, the paper and digital archive will be deposited with the West

Yorkshire Historic Environment Record (HER). The digital archive will be submitted to the Archaeological Data Service (ADS) and details of the project will be entered to the Online Access to Index of Archaeological Investigations (OASIS).

3 BACKGROUND HISTORY

3.1 Introduction

3.1.1 A detailed historical background of the Transpennine Route and B6118 Colne Bridge Road Overbridge (MVL3/107) (NHLE 1450265) was produced for the Heritage Assessment (Network Rail 2021) and WSI (Network Rail 2022a; *Appendix B*), and as such, is not fully reproduced here. What is presented is an historic map regression depicting the development of the overbridge and the surrounding area. The overbridge was constructed by engineer Alfred Stanistreet (A.S.) Jee between 1846 to 1849 and is thought (Network Rail 2022a) to have originally been built as a double-span overbridge to carry the Kirkheaton Bradley Road (B6118) over the Huddersfield and Manchester Railway, using a northern continuation of the embankment from the adjacent Sir John Ramsden's Canal Bridge No. 3 (NHLE 1221180), and the early/mid-eighteenth century Colne Bridge (NHLE 1134290) further to the south. The overbridge underwent a programme of extension in the 1880s, with a subsidiary southern span being added when the line was widened by the London and Northwestern Railway (LNWR) (*ibid*). This development impacted much of the original infrastructure of the Transpennine Route as the railway network was expanded to accommodate additional tracks.

3.2 Map Regression

3.2.1 The earliest map to depict B6118 Colne Bridge Road Overbridge (MVL3/107) is the first edition 6-inch Ordnance Survey (OS) map of 1854 (surveyed 1848 to 1850) (Plate 1). It is shown as a narrow structure passing over two tracks of the Huddersfield and Manchester Railway forming part of the larger Colne Bridge Lane. Immediately to the north-west is Colne Bridge House and extending eastwards from the northern end of the lane is a tram road. The northern end of Colne Bridge Lane is adjoined to the main 'Birstall and Huddersfield Trust' road and beyond this is the Bradley Branch railway line. To the south-east, the overbridge provides access to the industrial complex of Colne Bridge Mills (Cotton) and the Sir John Ramsden Canal. Within this area is Colne Bridge, other structures, including a Public House, and a mill race. To the south-west is Gibson Bridge, Bradley Junction and Station and Colliery Bridge (Wheatley's Overbridge) (NHLE 1450537), another example of an A.S. Jee overbridge on this section of railway. Located to the north is the River Calder.

3.2.2 The surrounding area comprises agricultural land, private dwellings and industrial structures including collieries and coal pits. The nearest urbanisation is located at Deighton to the south-west where a series of structures including a school, Methodist Chapel and presumably domestic dwellings are sited on either side of Deighton Lane.

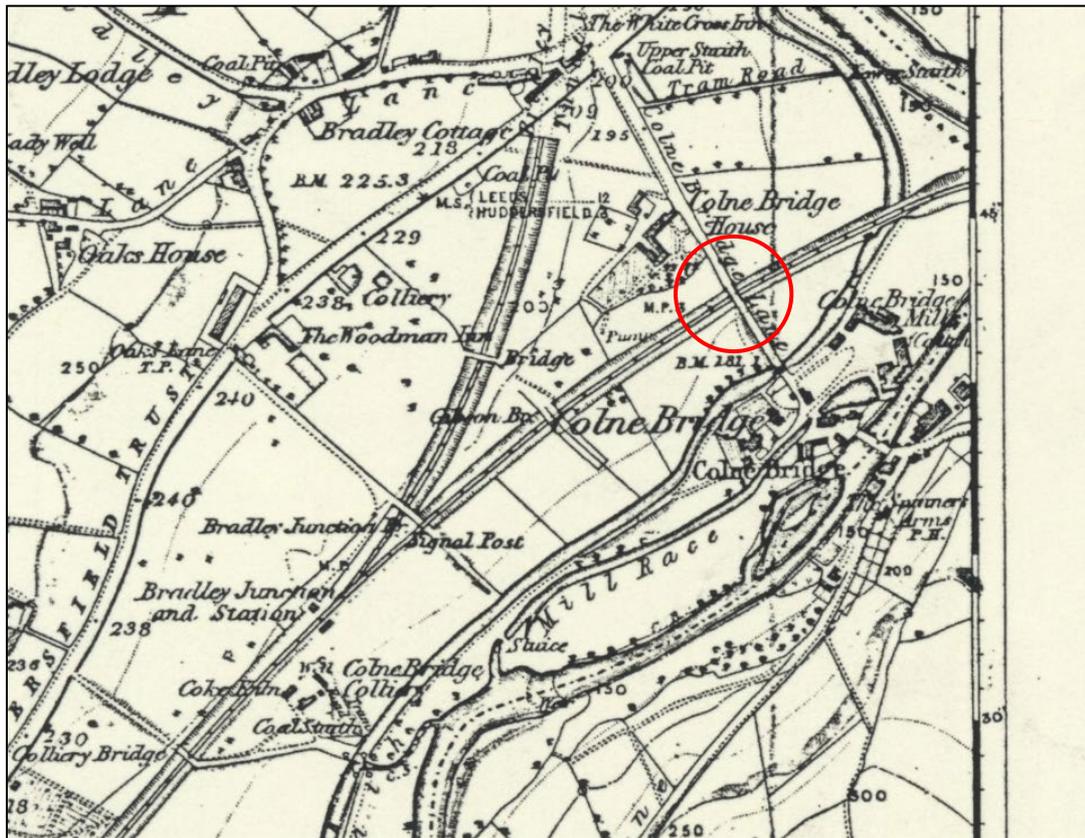


Plate 1: Excerpt of 6-inch OS map of Yorkshire Sheet 246 (surveyed 1848 to 1850, published 1854) showing Colne Bridge Road Overbridge (MVL3/107) in red circle

- 3.2.3 The OS map of 1893 (surveyed 1892) documents the expansion of the railway by the LNWR during the 1880s and Colne Bridge's expansion (Plate 2). The overbridge is shown to have been extended at the south-eastern end where it spans four tracks of the Huddersfield and Manchester Line with the pedestrian access arch at the eastern end possibly being present. The eastern embankment has also been widened to accommodate the additional tracks. Despite this map being of greater detail than that of the map of 1854, no architectural detailing or other features of the overbridge can be discerned. The road over the overbridge has been renamed to 'Colne Bridge Road' with the former 'Birstall and Huddersfield Trust' road renamed to 'Leeds Road North' after the turnpike trusts was dissolved and road taken into local government control.
- 3.2.4 The development of the area to the south-east is evident with the addition of several structures associated with Colne Bridge Mills (Cotton) with the area immediately to the south appearing to have increased in size with additional domestic dwellings and a chapel. To the north-west of the overbridge, the urbanisation of Bradley is evident with the addition of domestic structures. To the south-west, Bradley Junction and Station is shown to have been extended comprising four platforms with the extension of the Colliery Bridge (Wheatley's Overbridge) (NHLE 1450537) depicted following LNWR's railway expansion.

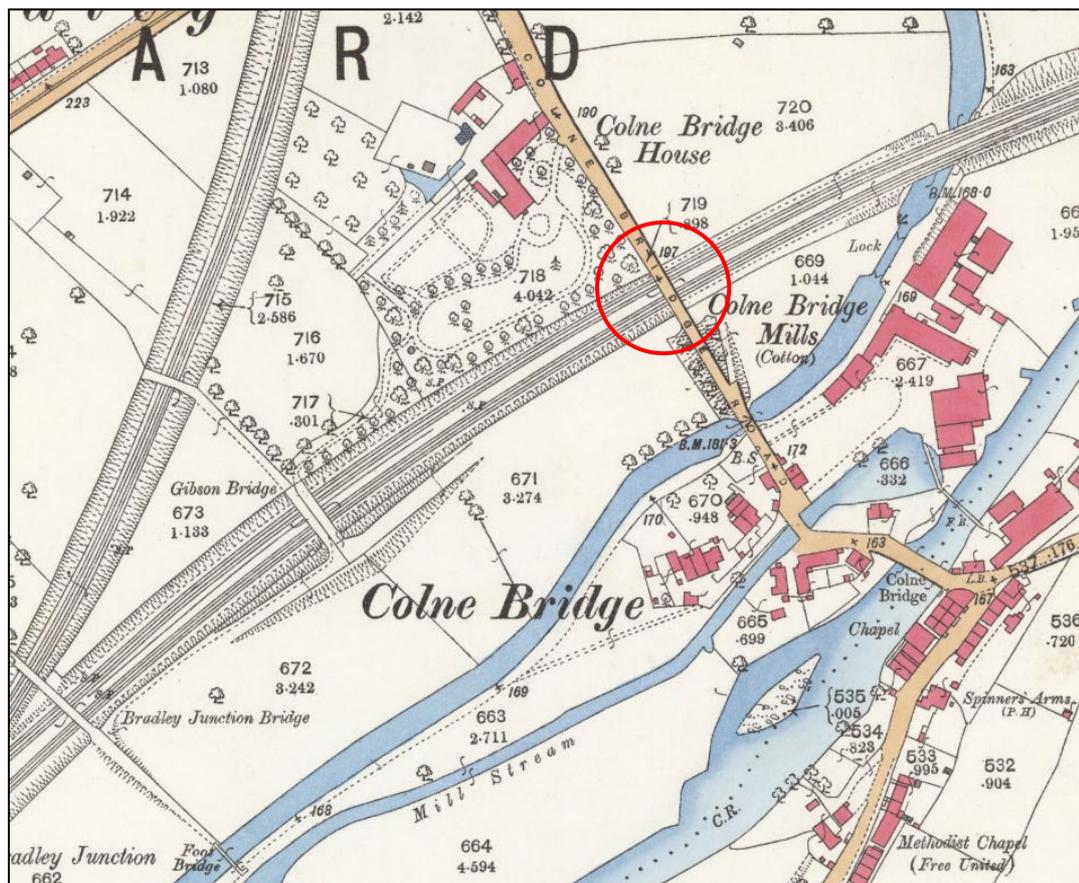


Plate 2: Excerpt of 25-inch OS map of Yorkshire CCXLVI.8 (surveyed 1892, published 1893) showing Colne Bridge Road Overbridge (MVL3/107) in red circle

- 3.2.5 The available OS maps from the early twentieth century show no further development to the overbridge and only minor changes to the surrounding area. The OS map of 1907 (revised 1905) shows the field immediately to the north of the overbridge to be used as a cricket ground with a Sewage Works (Huddersfield Corp.) now present to the north-east. The OS map of 1933 (revised 1930) shows no alterations to the overbridge but immediately against its south-eastern edge, a large complex of industrial structures including two chimneys are present, extending along the southern edge of railway line to the south-west (Plate 3).



Plate 3: Excerpt of the 25-inch OS map of Yorkshire CCXLVI.8 (revised 1930, published 1933) showing Colne Bridge Road Overbridge (MVL3/107) in red circle

4 BUILDING RECORD

4.1 Outline Description

4.1.1 B6118 Colne Bridge Road Overbridge (MVL3/107) was a four-span segmental masonry arched overbridge that carried the B6118 across the railway and a pedestrian walkway (Network Rail 2021). The masonry construction was of quarry-faced sandstone laid in regular coursing and bedded in an original lime mortar with areas of modern concrete strap pointing. It was approximately 40m long and was aligned north-west/south-east. For the purpose of description, this has been simplified to east/west with its two external elevations referred to as north and south. The following section describes the overbridge's appearance and includes photographs taken during the survey on 29th November 2023.

4.1.2 Colne Bridge Road Overbridge (MVL3/107) was constructed in two phases. Originally built between 1846 – 1849 as a double-span overbridge, it was later extended by the LNWR between 1881 – 1884 to a three-span length with an additional subsidiary southern span, allowing it to cross four railway tracks and a path (Network Rail 2021). The later alteration was undertaken in a sympathetic manner, maintaining the same style as the original 1840s bridge making it difficult to determine where the alteration was made (*ibid*). Although the structure was modest in its appearance it contained architectural detailing comprising blunted rusticated V-jointed voussoirs, ashlar impost bands, ashlar string-course, pilasters and a parapet. The substructure was made of quarry-faced sandstone and comprised abutments and two central piers.

4.2 External Descriptions

Northern elevation

4.2.1 The northern elevation faced towards the direction of Dewsbury (Plates 4 and 5). Two tracks passed beneath the central arch (Span 2) with an overgrown embankment beneath the western arch (Span 1), a vehicle access trackway beneath the eastern arch (Span 3) and a pathway beneath the far eastern pedestrian arch (Span 4) (Plate 6). Each of the four arches comprised blunted rusticated V-jointed voussoirs with central keystone springing from squared ashlar impost bands (Network Rail 2021). Present on the voussoirs of the pedestrian arch, eastern pilasters and the spandrel wall between the pilasters, were a series of small circular indentations/holes which presumably were used to aid in lifting and placing the stones. Above was a double string course with the top band being moulded ashlar. Above this was the parapet with the bottom two courses being of greater size than the blocks above, topped with squared coping with a possible alteration present at the western end (Plate 7). Between Span 3 and on either side of Span 4 were three rock-faced pilasters, double string-coursing with ashlar moulded band and squared coping. Projecting from the far eastern pilaster was a raked quarry-faced sandstone wing wall with squared coping (Plate 6). It was unclear whether there was a pilaster or pilasters at the western end due to vegetation coverage. The substructure comprised abutments and central piers with tooled margins.



Plate 4: Span 1 (right) and Span 2 (centre) at western end of northern elevation. View facing west (IMG_0400)



Plate 5: Span 3 (centre) and Span 4 (left) at eastern end of northern elevation. View facing south-west (IMG_0399)



Plate 6: Pedestrian arch (Span 4). View facing south-west (IMG_0407)



Plate 7: Alteration at western end of parapet (marked by arrow). View facing west (IMG_9938)

Southern elevation

- 4.2.2 The southern elevation faced towards the direction of Huddersfield and was almost identical in appearance to that of the northern elevation, comprising the same architectural features and detailing (Plates 8 & 9; see *Section 4.2.1* for description). Span 1 was largely covered by vegetation obscuring a clear view, with the pedestrian arch being largely inaccessible and the attached projecting wing wall covered by vegetation. The eastern pier of Span 2 was built upon a projecting plinth (Plate 10) and a plinth was also present at the base of the eastern abutment of Span 3 (Plate 11). Whilst this was not visible on the ground, satellite mapping (Google Earth) indicated the presence of a projecting squared coping suggesting there was a pilaster located at the western end (Plate 12).



Plate 8: Spans 1, 2 and 3 of southern elevation with 1m scale. View facing north (IMG_0412)



Plate 9: Eastern end of southern elevation with 1m scale. View facing north-east (IMG_0410)



Plate 10: Plinth beneath eastern pier (marked by arrow). View facing north (IMG_0416)

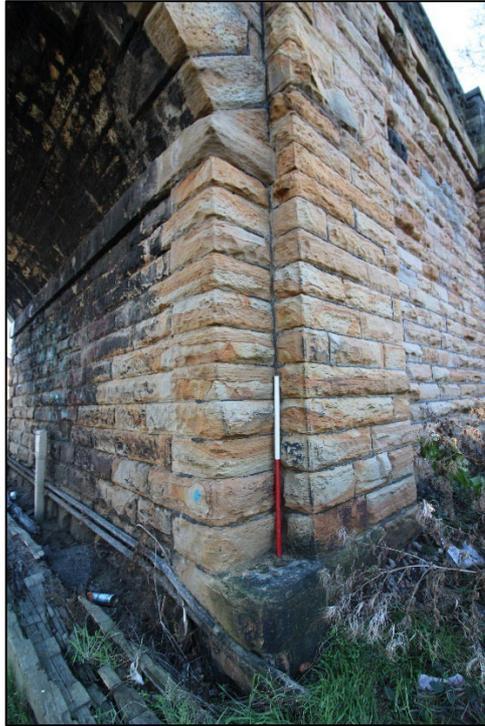


Plate 11: Plinth beneath eastern abutment with 1m scale. View facing east (IMG_0417)

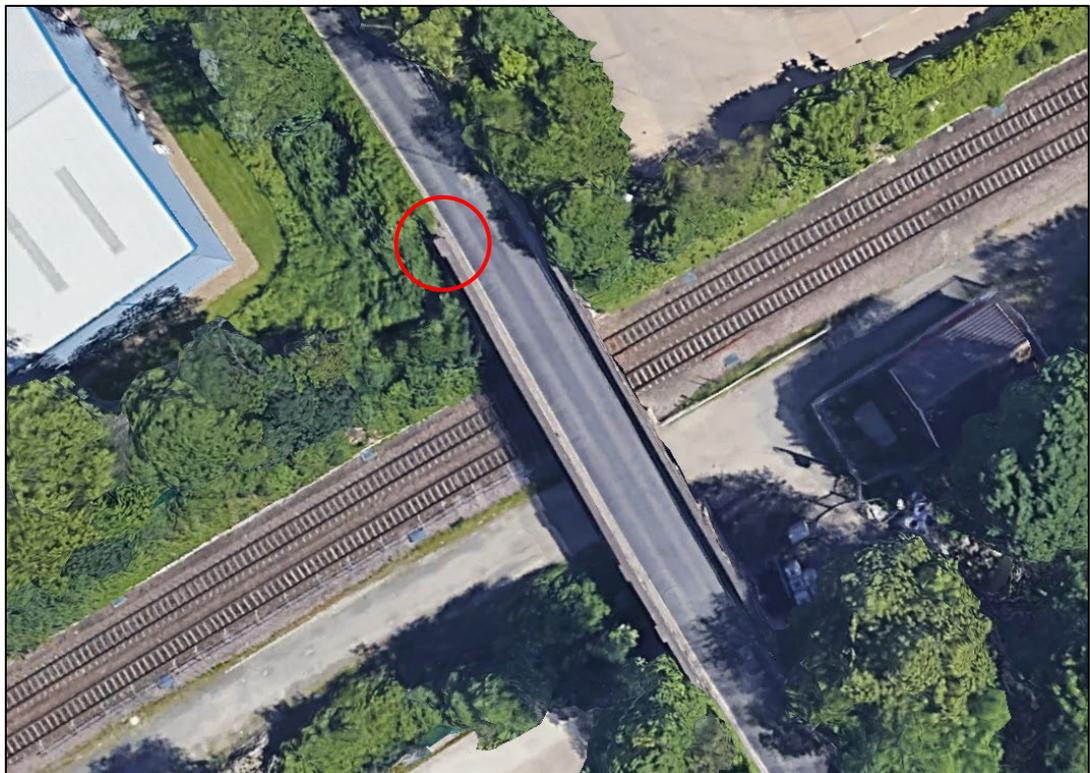


Plate 12: Aerial view of overbridge with possible pilaster at north-western end (marked by red circle) (©Google Earth)

4.3 Internal Description

- 4.3.1 Access beneath the Spans 1, 2 & 4 was prohibited due to safety concerns. Access beneath Span 3 showed it to be constructed entirely of masonry. At the base of the western pier was the projecting plinth with the moulded ashlar impost band above (Plate 13). The eastern abutment had a moulded ashlar impost band but did not have a projecting plinth running along its length. The underside of the arch had on its edges the base of the rusticated V-jointed voussoirs with the space between constructed of coursed masonry comprising narrow rectangular sandstone blocks (Plate 14). It was presumed the blocks were bonded with a lime mortar but this could not be confirmed. Spans 1 and 2 appeared to be constructed in the same manner as Span 3 (Plate 15). There was no evidence of the later 1880s extension present within Span 3.
- 4.3.2 Evidence of the 1880s extension was discerned from the eastern pedestrian archway (Span 4). Above the internal moulded ashlar impost bands and between the edges of the base of the rusticated V-jointed voussoirs, the underside of the arch was constructed of brick, laid to a combination of stretcher and header bond, faced in sandstone to sympathetically tie in with the original 1840s structure (Plate 16). The difference in material construction probably marked the later 1880s expansion, similar to the later brick extension faced in sandstone on the underside of Wheatley's (Colliery Lane) Overbridge (MVL3/107) (NHLE 1450537) (OA 2023).



Plate 13: Western pier within Span 3 with 1m scale. View facing west (IMG_0422)



Plate 14: Underside of Span 3 (IMG_0420)



Plate 15: Underside of Span 2. View facing west (IMG_0421)



Plate 16: Brick underside of pedestrian arch (Span 4). View facing south-west (IMG_0408)

5 DISCUSSION

5.1 Introduction

5.1.1 The following discussion draws upon both the historic background and archaeological evidence identified during the historic building survey to produce a narrative of the origins of B6118 Colne Bridge Road Overbridge (MVL3/107) (NHLE 1450265). It is followed by a discussion of the overbridge's function, over time, and heritage significance.

5.2 Origins, function and development

5.2.1 The Transpennine Route, constructed between 1836 to 1849, reflected the 'Railway Mania' of the mid-Victorian period as an amalgam of lines were created at different times by different railway companies between Manchester and York (Alan Baxter 2019; Network Rail 2021). Colne Bridge Road Overbridge (MVL3/107), located on the section of the Transpennine Route built by the Manchester & Huddersfield Railway (1846 to 1849), was constructed under the oversight of the principal engineer Alfred Stanistreet (A.S.) Jee (1816-1858), forming one of a number of Jee-engineered overbridges on the railway between Huddersfield and Dewsbury.

5.2.2 Alongside an accurate date for the overbridge's construction (1846 to 1849), its early depiction on the OS map of 1854 (surveyed 1848 to 1850) illustrates its original form over two tracks. Whilst it is thought the overbridge was originally built as a double-span, extended during the 1880s to include two additional spans (Network Rail 2021), this is difficult to determine architecturally, with only the segmental brick arch of the pedestrian arch offering evidence of its extension. It could therefore be argued the original structure may have comprised three arches, with the central arch (Span 2) accommodating the railway with Spans 1 and 3 either side accommodating trackways and providing architectural symmetry. The classical design of the overbridge gives it aesthetic quality. The blunted rusticated V-jointed voussoirs, ashlar impost bands, ashlar string-course and pilasters elevate the structure above the purely functional.

5.2.3 The original function of the overbridge was to carry the Kirkheaton Bradley Road (B1668) over the Huddersfield and Manchester Railway, using a northern continuation of the embankment from the adjacent Sir John Ramsden's Canal Bridge No.3 (NHLE 1221180) (National Rail 2021). The two eastern wing walls retained the man-made embankment behind the eastern abutment providing additional support and stability to the arched structure (Medium 2023).

5.2.4 Small circular indentations/holes on the V-jointed voussoirs of the pedestrian arch (Span 4), eastern pilasters and spandrel wall between the pilasters evidenced the method in which the stones were lifted, using some form of pincer equipment/crane. The lack of visible indentations/holes on the stones of Spans 1, 2 and 3, suggested these stones were likely lifted using a different method, possibly with tied rope.

5.2.5 The Colne Overbridge underwent two phases of development. Originally thought to be built as a double-span overbridge (1846 to 1849), the structure was expanded on its eastern side during the early-mid 1880s as the LNWR widened the railway to accommodate two additional tracks beneath a possible

newly constructed arch (Span 3). Historic OS mapping from 1893 (surveyed 1892) clearly depicts this expansion, along with the widening of the eastern embankment along the eastern edge.

5.2.6 Evidence of the 1880s expansion was only partially visible within the fabric of the structure, with the underside of the pedestrian Span 4 constructed of brick with the exterior faced in quarry-faced sandstone, sympathetically in-keeping with the original 1840s structure. It seems probable that that the 1840s structure originally comprised three spans with the only addition being the pedestrian arch of Span 4. Aside from the difference in material construction with Span 4 being of brick, denoting the later extension, the presence of small circular indentations/holes at the eastern end of the overbridge on the face of the V-jointed voussoirs, pilasters and spandrel wall between the pilasters, could suggest that only the far eastern end of the structure was the later addition.

5.2.7 The sympathetic addition of the 1880s extension was consciously designed and constructed to retain the original aesthetic. Located approximately 0.65km to the south-west of the overbridge, Wheatley's (Colliery Lane) Overbridge (MVL3/103) (NHLE 1450537), also engineered by A.S. Jee, was constructed in the same manner. Other structures along the Transpennine Route which display examples of sympathetic alterations/extensions include Huddersfield Viaduct (MVL3/92) (NHLE 1223531), extended during the 1880s using brick faced in sandstone; and Wheatley's Viaduct (MVN2/196) (NHLE 1450703) jointly engineered by George Stephenson and Thomas Gooch and extended during the 1880s maintaining a unified character on both sides of the structure (Network Rail 2022b).

5.3 Conclusion

Documented evidence of the construction of the Colne Bridge Road Overbridge (MVL3/107) (NHLE 1450265) between 1846 and 1849 by the railway engineer A.S. Jee (1816-1858), alongside its depiction on the OS map of 1854, marks the structure out as an original component of the Transpennine Route and the Manchester & Huddersfield Railway, connecting it to the period of 'railway mania' of the 1840s (*ibid*). The survival of the overbridge, its sympathetic 1880s extension, and its continued use, reflects the engineering achievements of the Victorian period and provides a tangible link to the 'Heroic Age' of railway building (Baxter 2019). Of local significance, the bridge perpetuates the pre-existing route of the road that it carries, crossing the adjacent listed bridges over the St John Ramsden Canal of 1775 and the early/mid eighteenth-century Colne Bridge. Although the overbridge is only a small structure compared to the dominant large-scale, multi-spanned viaducts and bridges located at various sections throughout the Transpennine Route, the Colne Road overbridge is a landmark structure within the area of Bradley and contributes to the area's local character.

APPENDIX A BIBLIOGRAPHY

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- Network Rail, 2021 *The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order, B6118 Bridge Road Overbridge (MVL3/107) Heritage Assessment*, unpublished document
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- Network Rail 2022b *Written Scheme of Investigation – Wheatley's Viaduct (MVN2/196)*, unpublished document



Figure 1: Site location

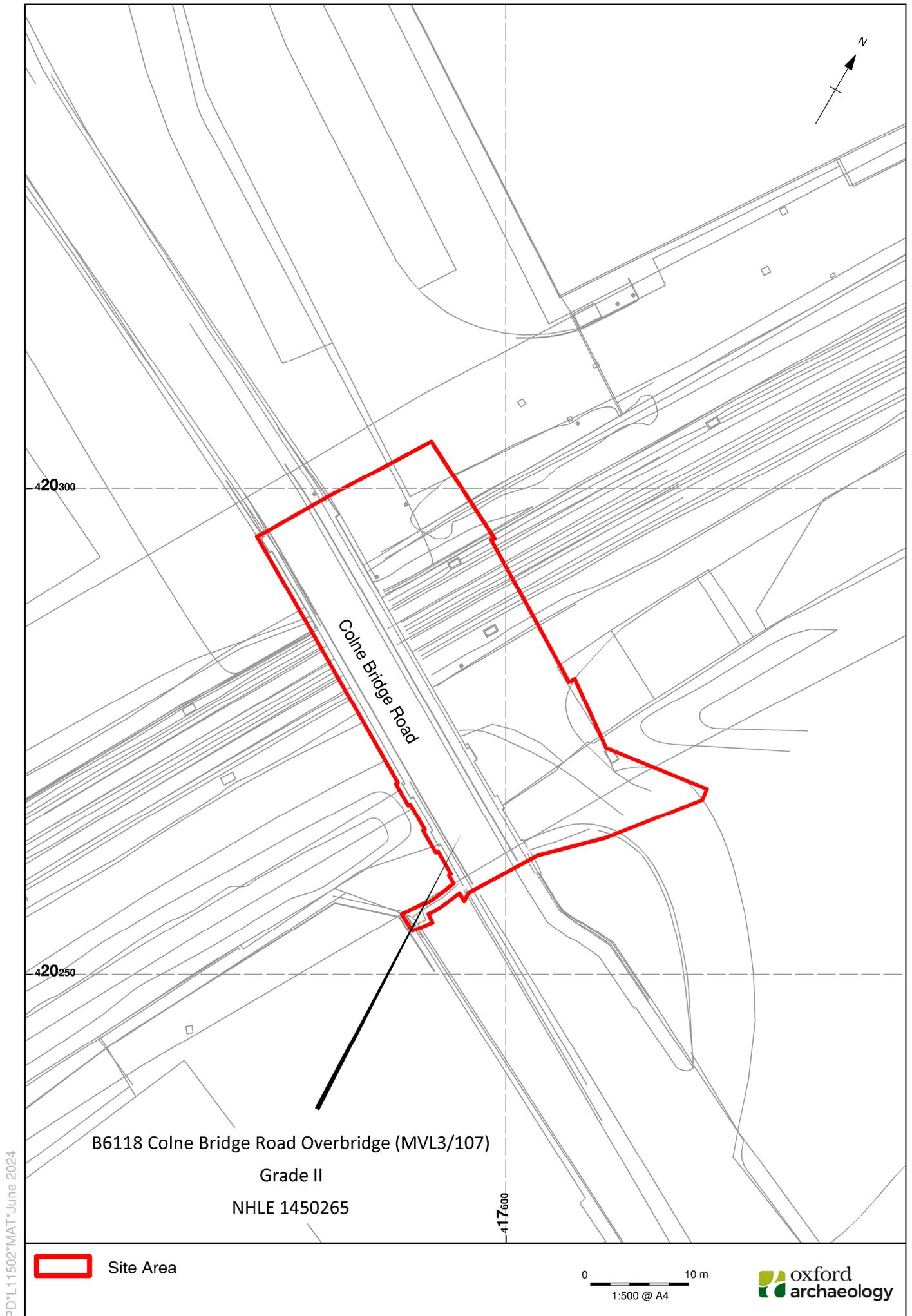


Figure 2: Listed Building Map of Surrounding Area

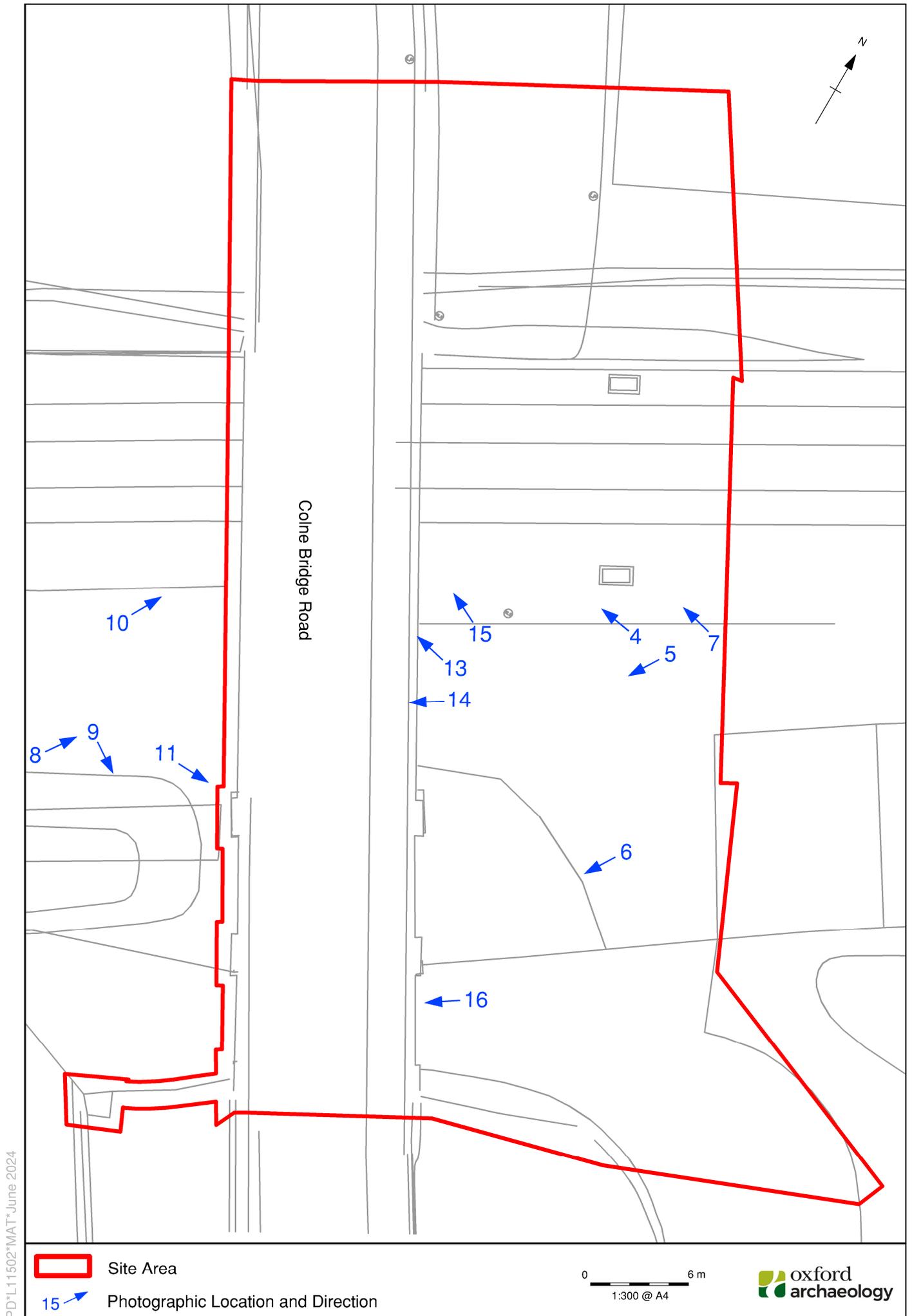


Figure 3: B6118 Colne Bridge Road Overbridge (MVL3/107) Photographic plan

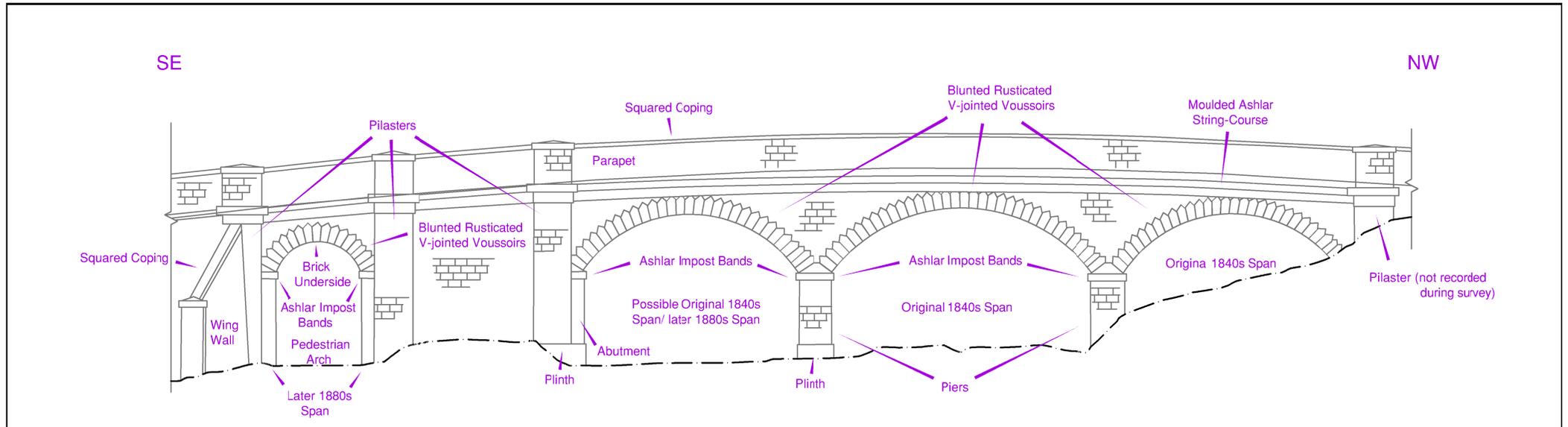


Figure 4: B6118 Colne Bridge Road Overbridge (MVL3/107) Annotated North-Eastern Elevation

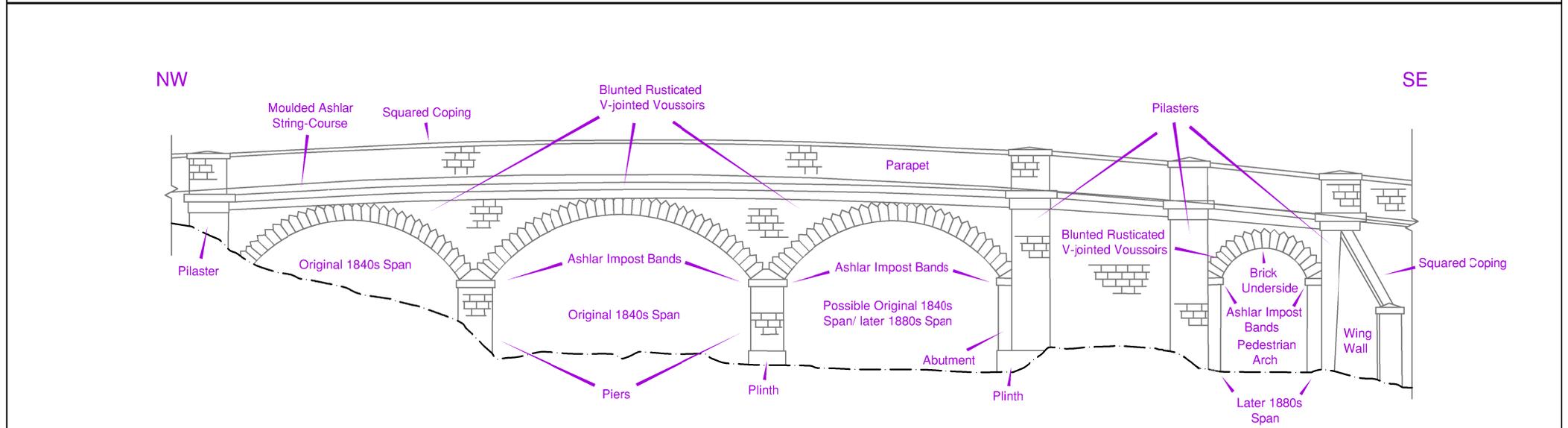


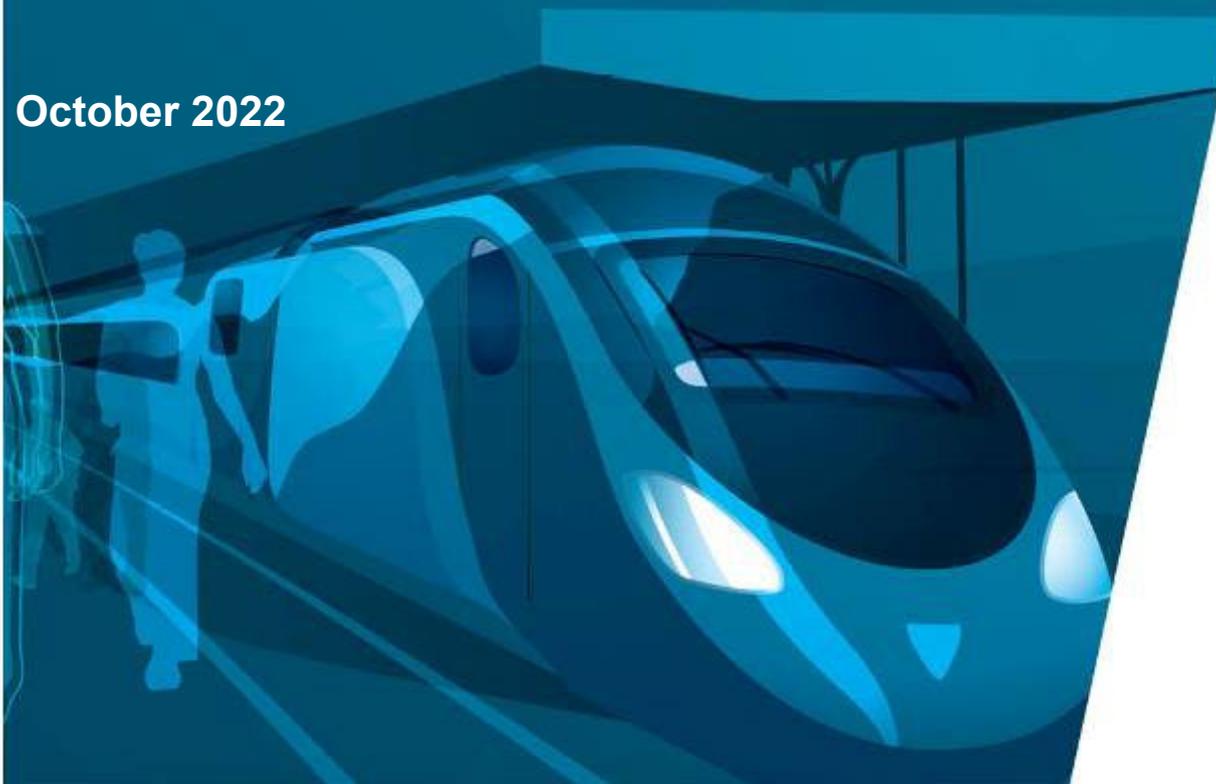
Figure 5: B6118 Colne Bridge Road Overbridge (MVL3/107) Annotated South-Western Elevation

APPENDIX B WRITTEN SCHEME OF INVESTIGATION

Transpennine Route Upgrade
Written Scheme of Investigation –
B6118 Colne Bridge Road Overbridge
(MVL3/107)

Network Rail

October 2022



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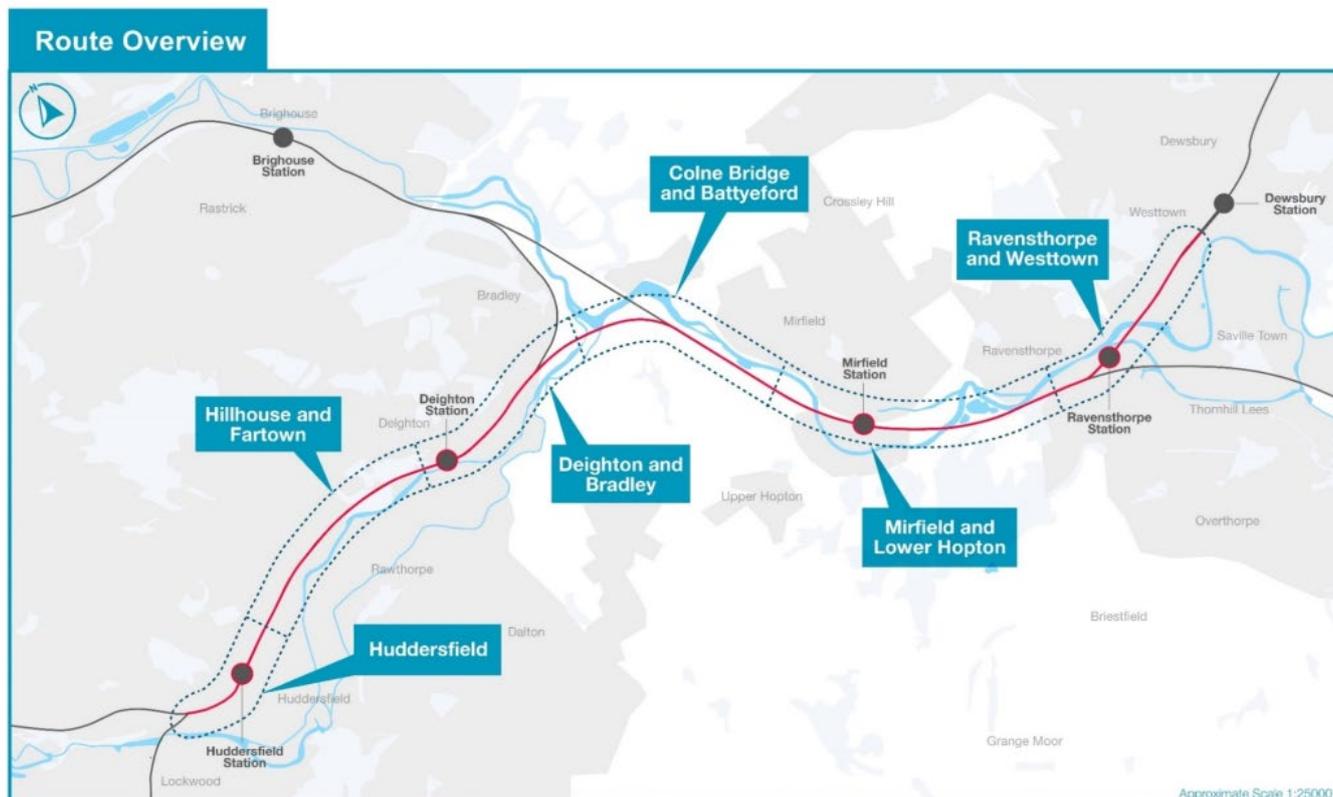
1. INTRODUCTION

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

- 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 B6118 Colne Bridge Road Overbridge (MVL3/107) is situated in Route Section 4 – Colne

Bridge and Battyeford.

- 1.1.4 The Written Scheme of Investigation (WSI) covers historic building recording (HBR) taking place on the Grade II Listed B6118 Colne Bridge Road Overbridge (MVL3/107). This document sets out the methodology for historic building recording to Level 3 standard.
- 1.1.5 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.
- 1.1.6 The requirement for historic building recording of this structure was identified in the Heritage Assessment² submitted in support of the Listed Building Consent application and forms part of the agreed mitigation under the Transport and Works Act Order (TWAo) and Listed Building Consent granting the scheme consent. Prior to being formally submitted to discharge the relevant listed building consent condition, a copy of this WSI has been sent for review to the Conservation Officers at Kirklees Council and the Senior County Archaeologist at West Yorkshire Archaeology Advisory Service.

1.2 Aims and Objectives

- 1.2.1 Historic building recording of bridges and railway stations proposed for alterations and removal was identified in the Environmental Statement³ for the scheme. The requirement for historic building recording of this structure was identified as a requirement to discharge Condition 2 attached to the granted Listed Building Consent for the structure. The wording of the condition is as follows:

2. (Historic Structures Recording) *No works of demolition shall take place until an approved methodology for full structure recording including the appropriate level of recording has been approved in writing with the local planning authority. Subsequent recording will take place prior to demolition and be deposited with the West Yorkshire Archive Service and West Yorkshire Historic Environment Record in accordance with the timescales agreed in the approved methodology.*

- 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:
- To record B6118 Colne Bridge Road Overbridge (MVL3/107), to a Level 3 standard, as defined in Section 5.2 of this WSI, in line with the Historic England guidance on recording within *Understanding Historic Buildings: A Guide to Good Recording Practice*⁴;

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 B6118 Colne Bridge Road Overbridge (MVL3/107) – Heritage Assessment*.

³ Network Rail, 2020. *Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order application Environmental Statement, Volume 2i – Scheme-wide Assessment, Chapter 6 – Historic environment*

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. HISTORICAL BACKGROUND

Historical Background – Transpennine Route

- 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 railways⁵.
- 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 B6118 Colne Bridge Road Overbridge (MVL3/107) comprises an important element of the

⁵ Alan Baxter Associates, 2019. *TransPennine Route Upgrade Route-wide Statement of Significance*. 14.

supporting infrastructure which was constructed as part of this railway development.

- 2.1.7 Under- and overbridges formed integral parts of the railway's development. Whilst elements of the supporting infrastructure are often modest or functional structures, their significance results from their constituent role as part of the extensive infrastructure required for such railway lines constructed during the 19th century.

Historical Background – B6118 Colne Bridge Road Overbridge (MVL3/107)

- 2.1.8 B6118 Colne Bridge Road Overbridge (MVL3/107) is located on the section of the Transpennine Route constructed by the Manchester & Huddersfield Railway between 1846 and 1849. This section of line was widened during the expansion of the railway by the London and North Western Railway (LNWR) in the 1880s and 1890s. As discussed below, it is noteworthy that this widening of the structure was conducted in a sympathetic manner.
- 2.1.9 The bridge was designed by the noted railway engineer Alfred Stanistreet Jee and was constructed between 1845-1849. It is thought to have been originally built as a double-span overbridge to carry the Kirkheaton Bradley Road (B6118) over the Huddersfield and Manchester Railway, using a northern continuation of the embankment from the adjacent Sir John Ramsden's Canal Bridge No. 3 (Grade II Listed, NHLE 1221180). The bridge was then believed to have been extended by the LNWR between 1881-1884 to a three-span length with an additional subsidiary southern span, allowing it to cross four railway tracks and a path.

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, 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 of the Grade II Listed B6118 Colne Bridge Road Overbridge (MVL3/107) as set out in Table 4-1 below. This structure is shown on the following Drawings, submitted as part of the Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order submission and the associated Listed Building Consent application for B6118 Colne Bridge Road Overbridge (MVL3/107):

- Planning Drawing (151667-TSA-W3-000-DRG-T-LP-162939)
- Existing Plan (151667-TSA-33-MVL3-DRG-T-LP-163400)
- Existing and Proposed Elevations and Sections (151667-TSA-33-MVL3-DRG-T-LP-163402, 151667-TSA-33-MVL3-DRG-T-LP-163403).

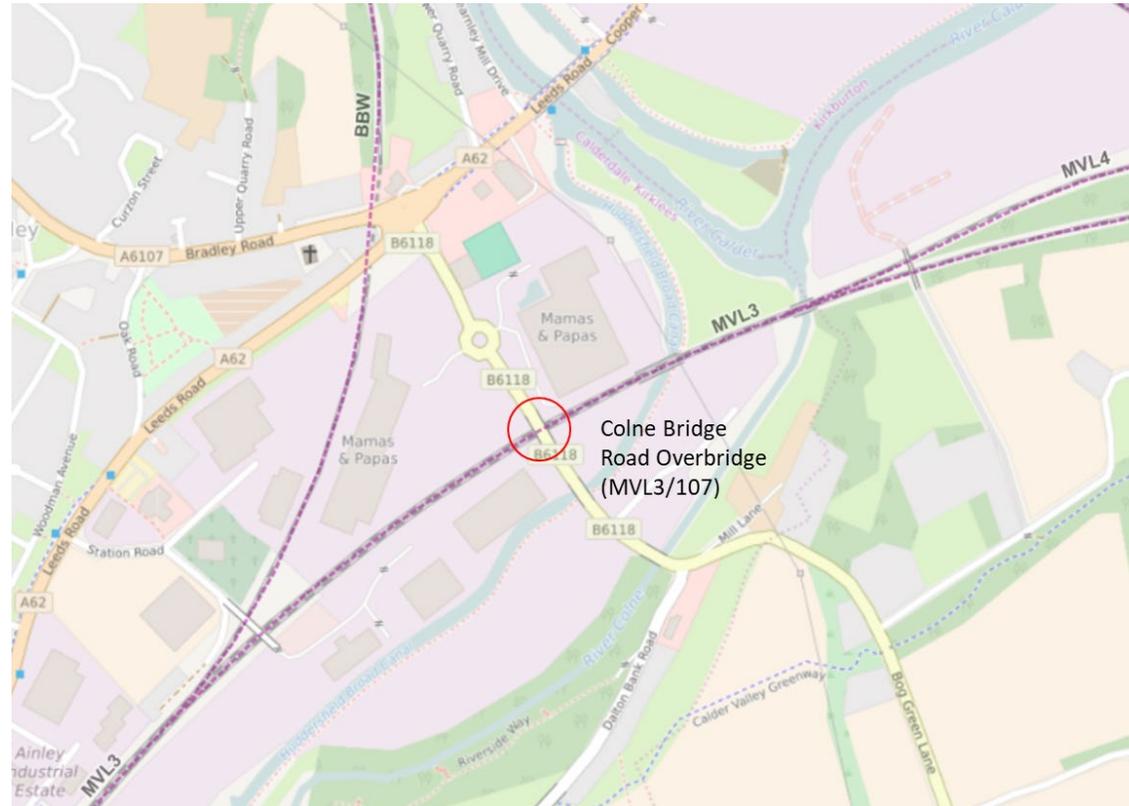
4.1.2 Engineering drawings showing the detailed design developed during the period following the approval of the Order will be provided to the building recorder where appropriate.

Table 4-1 Structures to be recorded

Asset Reference	Asset name	NGR	Route Section	Summary Description	Level
MVL3/107	B6118 Colne Bridge Road Overbridge	SE 17715 20147	Colne Bridge and Battyeford	<p>Description: Overbridge originally built between 1849-49 by A. S. Jee for the Huddersfield & Manchester Railway, as a double-span masonry overbridge carrying the Kirkheaton to Bradley road over the railway, using a northern continuation of the embankment from the adjacent Huddersfield Broad Canal Bridge No 3. The bridge was then believed to have been extended to a three-span length with an additional subsidiary southern span, by the LNWR between 1881 and 1884, allowing it to cross four railway tracks and a path. The bridge has the appearance of having been built in one phase.</p> <p>Setting: Set in a railway context in a semi-rural environment with wooded land both sides of the bridge as well as adjacent industrial development. Experienced by those traveling over it in wider context of historic transport infrastructure alongside the Huddersfield Broad Canal.</p>	Level 3

Asset Reference	Asset name	NGR	Route Section	Summary Description	Level
				<p>Significance: The bridge derives significance from its historical interest as an original 1840s overbridge constructed during the Heroic Age (1841-50) of railway building on what is now one of the main railway lines in northern England; and designed by the noted railway engineer A. S. Jee. It has architectural interest as a triple-span segmental arch bridge with a fourth subsidiary arch, demonstrating a high level of craftsmanship in its construction, detail and dressing; the lengthening in the early 1880s was undertaken sympathetically, with little impact on its visual character. It also has group value with the other listed structures designed by Jee on the Huddersfield & Manchester Railway line.</p>	

4.1.3 The location of this structure is shown in the location plans in Inserts 4-1 and 4-2 below, with photographs of the structure included in Inserts 4-3 to 4-4.



Insert 4-1 B6118 Colne Bridge Road Overbridge (MVL3/107) Location Plan.



Insert 4-2 B6118 Colne Bridge Road Overbridge (MVL3/107) Location Plan showing nearby heritage assets (note none of these are to be included in the recording).



Insert 4-3 B6118 Colne Bridge Road Overbridge (MVL3/107), aerial view (showing north-east elevation).



Insert 4-4 B6118 Colne Bridge Road Overbridge (MVL3/107), south-west elevation.

Access requirements

- 4.1.4 The asset covered in this WSI is accessible from the public highway or public footpaths. Where access may be required off public rights of way to view certain areas of the asset, the details of this are provided below.
- 4.1.5 Due to the access restrictions for B6118 Colne Bridge Road Overbridge (MVL3/107), liaison with the TRU Alliance, **must** be undertaken to arrange a suitable date to undertake the survey.
- 4.1.6 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.
- 4.1.7 B6118 Colne Bridge Road Overbridge (MVL3/107) carries the B6118 over the railway, connecting the settlements of Bradley and Kirkheaton. Though a B-road, the B6118 carries a considerable amount of traffic, including HGVs. The highway over B6118 Colne Bridge Road Overbridge (MVL3/107) is of sub-standard width, and care must be taken if passing over it, either by vehicle or by foot.
- 4.1.8 The surveys of the bridge will be able to be conducted partly from the footway alongside the B6118 on either approach to the structure, and partly from third party land parcels on the north-east and north-west of the structure. Liaison to agree access arrangements with third party landowners will be undertaken by the TRU Alliance or its representatives. Full details of access arrangements will be provided advance of the survey being undertaken, the building recorder on site will need to adhere to any access parameters agreed with these landowners who may have health and safety protocol in place.
- 4.1.9 Vehicle access for the survey will be via the B6118, with safe parking located within the third party land referred to above in paragraph 4.1.7, to be agreed in advance of the survey being undertaken.
- 4.1.10 Specific requirements for access procedures will be included in the relevant Work Package Plans (WPPs) and Task Brief Sheets (TBSs) for the surveys (see below, Section 6.2).

5. METHODOLOGY

5.1 Documentary research

- 5.1.1 Documentary research shall be undertaken to supplement currently known information already contained within the Environmental Statement for the Order Scheme and the Heritage Assessment produced to accompany the Listed Building Consent application. 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 3 standard

- 5.2.1 A Level 3 record is defined in the Historic England guidance as: “*an analytical record*” which will produce an analysis of the structure’s development and use and discuss in detail the evidence on which this analysis is based. The record may contain some discussion of the structure’s stylistic or historic context.

Drawn record

- 5.2.2 A drawn record shall be prepared of Colne Bridge Road Overbridge (MVL3/107). 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, these 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.
 - Measured cross-sections or long-sections to illustrate the vertical relationships within the structure (for example heights of parapets, the form of the deck (if known));
 - Measured drawings to show the form of any architectural decoration or small-scale functional detail not easily captured by photography;
 - A site plan relating the overbridge to the wider landscape and surrounding structures;
 - A plan or plans identifying the location and direction of accompanying photographs;
 - Copies of earlier drawings i.e. from the construction of the overbridge, phases on notable alteration etc. (available from NRG);
 - Three-dimensional projections when these are of value in understanding the overbridge; and;
 - Phased drawings, if deemed relevant, can be undertaken to show the changes over time to the overbridge. Successive phases of a structure’s development may be shown by graded tone (dark to light, with the darker being the earlier) or by colour, by sequential diagrams or by annotation.
- 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 the overbridge will be supplied by Network Rail and may be employed as the basis for the drawn record, subject to verification and checking for accuracy. In the case

of B6118 Cole Road Bridge Overbridge (MVL3/107) existing measured plans of the bridge are available, including:

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

Photographic record

- 5.2.5 A photographic record of the structure will be made using a high resolution DSLR camera with a minimum of 10 megapixel resolution to capture colour images, using a tripod where necessary. Cameras with an FX sensor, which is close to equivalency with 35mm film, are preferable to DX sensor equipped cameras. The photographic record of the site shall be used to amplify and illuminate the archive drawings and supplement and verify the written record.
- 5.2.6 As a minimum the photographic record will include:
- General views of the bridge 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 bridge, 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 bridge (i.e. over and/or under the deck / arch);
 - Any external architectural detail, structural, functional or decorative, which is relevant to the bridge's design, development or use and which does not show adequately on general photographs;
 - Any dates or other inscriptions; any signage, makers' plates or graffiti which contribute to an understanding of the bridge. A transcription should be made wherever characters are difficult to interpret; and
 - Copies of maps, drawings, views and photographs, illustrating its development (As available from NRG via Network Rail or Kirklees Archives).
- 5.2.7 Care should be taken to ensure sharply focused well composed photographs are taken and when appropriate the camera should be set up and levelled on a tripod, for example when recording facades and larger interior spaces. The use of perspective shift lenses or pan and tilt adaptors may be necessary in some situations to achieve an acceptable image. Alternatively, lens distortion may be removed post-capture by software but this must be recorded in the photographic catalogue and details of the software used given in the report. Original pre-correction images should be included in the site archive. Photographs should be taken with a low ISO setting and low shutter speed to reduce noise in the images captured. All photographs will have a suitable scale (for example, 2m rather than 1m ranging pole, 10cm scales for detail) clearly visible in each photo.
- 5.2.8 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

- 5.2.9 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. The contractor must include metadata embedded in the image file. This metadata must include the following: the commonly used name for the site being photographed, the relevant centred OS grid coordinates for the site to at least six figures, the relevant township name (**Huddersfield**) the date of photograph, the subject of the photograph, the direction of shot and the name of the organisation taking the photograph.

Written record

- 5.2.10 A written record of the overbridge will be made on site. This will include the following:
- The precise location of the structure as an address and in the form of a National Grid reference (NGR);
 - A note of any statutory designation (i.e. Listing, Conservation Area);
 - The date when the record was made, the name(s) of the recorder(s) and the location of any archive material; and
 - A summary statement describing the building's type or purpose, historically and at present, its materials, possible date(s), including any evidence of phasing, and notable aspects of its setting, so far as these are apparent from the inspection.
- 5.2.11 The written recording of the structure, 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.

5.3 Post-Fieldwork reporting

- 5.3.1 A single historic building report shall be provided presenting the results of the Level 3 Historic Building Recording. As a minimum this report shall include:
- A non-technical summary of the results (an 'abstract');
 - Acknowledgements to all those who have made a significant contribution to the making of the record, or who have given permission for copyright items to be reproduced;
 - 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 longer summary statement. This account should summarise the structure's form, function, date and sequence of development. The names of architects, builders, patrons etc. should be given. Its purpose is to serve as an introduction to the more detailed body of a record that may follow, for users who may need a summary of the report's findings;
 - Interpretation of the results and assessment of the significance of the findings of the historic building recording on a local, regional and national basis;

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

- A summary of the findings of any specialist reports (for example paint analysis);
- 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 3 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;
- A glossary of architectural or other technical terms likely to be unfamiliar to readers;
- 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.

5.3.2 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.
- A contents list; a list of illustrations or figures;
- 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 Listed Building Consent application, including the wording of the relevant condition; and
- Primary Record Numbers (PRN) referenced for structures recorded in the West Yorkshire HER (where applicable).

5.3.3 A draft of the report shall be submitted to the Project Heritage Lead for comment no later than four weeks after the completion of the fieldwork. Any comments provided shall be addressed within 5 working days of receipt and a revised draft submitted for approval. This revised draft will subsequently be submitted to Kirklees Council and West Yorkshire Archaeology Advisory Service (WYAAS) for comment and any comments provided by the Council or WYAAS shall be addressed within 5 working days of receipt.

5.3.4 When submitted to Kirklees Council for comment, the draft report should be submitted to the appropriate Conservation Officer responding to all discharge of condition applications for this

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

structure. Contact details will be provided to the building recorder in advance of submission of the draft report.

5.4 Submission of report

5.4.1 When complete the historic building recording report shall be submitted to the Project Heritage Lead 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).

5.4.2 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 5.6 for further details).

5.5 Copyright

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

5.5.2 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.

5.6 Archiving

5.6.1 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* (ClfA 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.

5.6.2 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 the Project Heritage Lead for its transfer to the final repositories.

5.6.3 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.

5.7 Programme

5.7.1 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	B6118 Colne Bridge Road Overbridge	Winter 2022

Stage of Works	Timings
Submission of draft report to Project Heritage Lead for comment	4 weeks after completion of fieldwork
Project Heritage Lead 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 comments
Kirklees Council review of draft report	2 weeks from submission of draft report
Submission of final report to Project Heritage Lead (which will deposit with Kirklees Council; digital copy with West Yorkshire Historic Environment Record (HER), West Yorkshire Archive Service and the Archaeology Data Service (ADS), OASIS	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 BAM Nuttall, 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 conservation officers, or their representatives on this project

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 ½ day 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 and Employer prior to starting on site. No work shall be undertaken on site until these documents have been approved by the Employer. 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 will 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 Employer 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 C OASIS FORM

OASIS Summary for oxfordar2-527688

OASIS ID (UID)	oxfordar2-527688
Project Name	Transpennine Route Upgrade West, B6118 Colne Bridge Road Overbridge (MVL3/107) Bradley, Kirklees, West Yorkshire Historic Building Investigation and Recording
Sitename	Colne Bridge Road Overbridge
Sitecode	CBR24
Project Identifier(s)	L11502
Activity type	Buildings Recording And Investigation
Planning Id	
Reason For Investigation	Planning: Listed Building Consent
Organisation Responsible for work	Oxford Archaeology (Lancaster)
Project Dates	11-Apr-2023 - 04-Oct-2024
Location	Colne Bridge Road Overbridge SE 17595 20273 53.678629 , -1.7351084 12 Fig : 417595 , 420273
Administrative Areas	Country : England County/Local Authority : Kirklees Local Authority District : Kirklees Parish : Kirklees, unparished area
Project Methodology	Colne Bridge Road Overbridge (MVL3/107) is subject to Listed Building Consent following the proposal to partially demolish the overbridge and construct a replacement structure offline and adjacent to the east of the historic structure (Network Rail 2021). This forms part of an agreed mitigation strategy within a programme of works along the Transpennine Route Upgrade (TRU) granted by the Conservation Officers at Kirklees Council, acting on advice of the Senior County Archaeologist at West Yorkshire Archaeological Advisory Service (WYAAS), subject to the completion of a Level 3 historic building survey in accordance with the Historic England (2016) guidance Understanding Historic Buildings: A Guide to Good Recording Practice. The necessary fieldwork was completed on the 29th November 2023.

Project Results	<p>The survey showed that Colne Overbridge (MVL3/107) was constructed between 1846 to 1849 for the Manchester & Huddersfield Railway and later expanded, between 1881 and 1884, with the widening of the railway for the London and North Western Railway (LNWR). Consultation of historic documentation, and the results of the building survey revealed the overbridge underwent two phases of development. The original 1840s bridge, which the survey suggested comprised three spans, was of masonry construction with the later 1880s segmental pedestrian arch constructed of brick and faced in masonry, sympathetic to the original design. Although modest in appearance, architectural features such as blunted rusticated V-jointed voussoirs, ashlar string-coursing and pilasters, provided the overbridge with an aesthetic quality that lifted it above the purely functional.</p> <p>Colne Overbridge (MVL3/107) was an example of an original component of the Transpennine Route and is a product of the 'Heroic Age' of railway building during the period of 'railway mania' during the 1840s and 1850s. It preserved within its fabric evidence of the railway's expansion during the mid-nineteenth century and reflected the social, technological and economic development of the period. Although relatively small in stature compared to other structural components of the Transpennine Route, it retained its original function as an access bridge over the railway between the Deighton and Bradley districts of Huddersfield.</p>
Keywords	Overbridge - POST MEDIEVAL - FISH Thesaurus of Monument Types
Funder	Private or public corporation BAM Nuttall on behalf of TRU Alliance
HER	West Yorkshire HER - unRev - STANDARD
Person Responsible for work	Paul Dunn
HER Identifiers	
Archives	

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