

Transpennine Route Upgrade West, Wheatley's (Colliery Lane) Overbridge (MVL3/103)

Bradley, Kirklees, West Yorkshire

Historic Building Investigation and Recording

October 2024

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of TRU Alliance**

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Transpennine Route Upgrade, Wheatley's (Colliery Lane) Overbridge (MVL3/103)

Historic Buildings Investigation and Recording

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SUMMARY

In April 2023, Oxford Archaeology (OA) was commissioned by BAM Nuttall to undertake Historic Investigation and Building Recording of the Grade II Listed Wheatley's (Colliery Lane) Overbridge (MVL3/103), Bradley, Kirklees, West Yorkshire. The work was stipulated as a condition of Listed Building Consent, undertaken ahead of demolition and replacement of the overbridge as part of a series of works along the Transpennine Route Upgrade (TRU). The survey was carried out on 29th November 2023.

Wheatley's Overbridge (MVL3/103) was constructed between 1845 and 1849, overseen by A. S. Jee, the principal engineer for the Manchester & Huddersfield Railway, with an additional span constructed between 1881 and 1884 for the London and North Western Railway (LNWR). The original 1840s bridge was of masonry construction with the later 1880s arch constructed of brick and faced in masonry, sympathetic with the original design. It is believed the overbridge was constructed to allow access over the railway and down to the Sir John Ramsdens canal, sited alongside the former Colne Bridge Colliery. Although modest in appearance, architectural features such as rusticated V-jointed voussoirs, ashlar string-coursing and end pilasters provided the overbridge with an aesthetic quality that lifts it above the purely functional.

Wheatley's Overbridge (MVL3/103) is 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 preserves within its fabric evidence of the railway's expansion during the mid-nineteenth century and reflects the social, technological and economic development of the period.

Although the overbridge is a diminutive structure compared to the dominant large-scale, multi-spanned viaducts and bridges located at various sections of the Transpennine Route, is a landmark structure within the area of Bradley. It contributes to local character and provides context to the historic environment including Sir John Ramsden's Canal (Huddersfield Broad Canal) and the former Colne Bridge Colliery.

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 Wheatley's (Colliery Lane) Overbridge (MVL3/103) (NHLE 1450537; NGR SE 17099 19855; Figs 1 and 2). Wheatley's Overbridge was constructed between 1845 and 1849, overseen by A. S. Jee, the principal engineer for the Huddersfield & Manchester Railway. An additional span was constructed between 1881 and 1884 for the London and North Western Railway (LNWR).

1.1.2 Wheatley's Colliery Lane Overbridge is the subject of a Listed Building consent condition of the completion of a Level 3 historic building survey following the proposal for its demolition and replacement (Network Rail 2021). This forms part of an agreed mitigation strategy within a programme of works along the Transpennine Route Upgrade (TRU) granted by Kirklees Council, on the advice of West Yorkshire Archaeological Advisory Service (WYAAS). The condition stipulated that a Level 3 survey should be undertaken, in accordance with *Understanding Historic Buildings: A Guide to Good Recording Practice* (Historic England 2016). The fieldwork was completed on the 29th November 2023.

1.2 Aims and Objectives

1.2.1 The principal aim of the survey was to document the current form and survival of Wheatley's (Colliery Lane) Overbridge (MVL3/103) (NHLE 1450537) 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 the overbridge to a Level 3 standard as defined in section 5.2 of the WSI (*Appendix B*), in line with Historic England Standards (2016);
- To disseminate the results of the survey through deposition of a digital archive and report with the West Yorkshire Historic Environment Record (WYHER); 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 Wheatley's (Colliery Lane) Overbridge is a two span, masonry overbridge, located close to the settlements of Deighton and Bradley, c 4km to the north-east of Huddersfield, Kirklees, West Yorkshire (SE 17099 19855; Figs 1 and 2) (Network Rail 2021). The overbridge is a pedestrian and cycle bridge and carries the National Cycle Route 66 over the railway between Huddersfield and Dewsbury (*ibid*). The overbridge lies c 0.3km to the south-west of the modern Bradley Junction Bridge, 0.65km to the south-west of Colne Bridge

Road Overbridge (MVL3/107) (NHLE 1450265) and 0.1km 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 the Historic England guidance as an analytical record which produces an analysis of the structure's development and use and discusses in detail the evidence on which this analysis is based (Historic England 2016). A detailed methodology is contained within the Written Scheme of Investigation (WSI; *Appendix B*).

2.2 Measured Survey

- 2.2.1 **Analytical / Descriptive Record:** written records were made of all principal construction elements, as well as any features of historical or architectural significance. Particular attention was paid to the relationship between those areas of the overbridge where its development, and any alterations, could be observed.
- 2.2.2 **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 and the detailed photographs of archaeological features incorporated a scale bar where appropriate. Archive photographic locations are presented on the relevant plots (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.
- 2.2.3 **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), annotated to show the form and location of all architecturally and historically significant features (Fig 4). Due to the north-eastern and south-western elevations being essentially symmetrical in appearance, only the south-west elevation has been digitised and included within the figures with the annotations provided also applying to the north-eastern elevation (Fig 4).
- 2.2.4 **Archive:** a full professional archive has been compiled in accordance with current ClfA (2020b) and Historic England guidelines (2015). The paper and digital archive will be deposited with the West Yorkshire Historic Environment Record (HER) on completion of the project.

3 BACKGROUND HISTORY

3.1 Introduction

- 3.1.1 A detailed historical background of the Transpennine Route and Wheatley's Overbridge (MVL3/103) (NHLE 1450537) was produced for the Heritage Assessment (Network Rail 2021) and the WSI (*Appendix B*), and as such, is not reproduced here. The overbridge was constructed between 1845 and 1849 and underwent a programme of extension in the early-mid 1880s when the quadrupling of the railway by LNWR resulted in extensive alteration to the original structure (Network Rail 2022). 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 Ordnance Survey (OS) map to depict Wheatley's Overbridge (MVL3/103) is the first edition 6-inch of 1854 (surveyed 1848 to 1850; Plate 1). It is labelled 'Colliery Bridge' and depicted as a narrow structure passing over two tracks of the Huddersfield & Manchester Railway.



Plate 1: Excerpt of 1:10560 OS map of Yorkshire Sheet 246 (Surveyed 1848 to 1850, Published 1854) showing Wheatley's Overbridge (MVL3/103) (in red circle)

- 3.2.2 The 1854 map shows Colne Bridge colliery, named after the settlement to the north-east, to the east of the bridge. The complex includes buildings, a tramway, a coke kiln, a coal stand and a yard with access to the Sir John Ramsden's Canal (Huddersfield Broad Canal) and a lane connecting with the eastern end of the overbridge. On the western side of the overbridge is an

embankment with a minor road or trackway that connects to the Birstall and Huddersfield Trust turnpike road. The colliery was owned by Charles Wheatley J.P, after whom the overbridge (called Colliery Bridge on the historic mapping until at least 1933) was presumably named (Network Rail 2022). To the north are Bradley Junction and Station, and to the south is a separate structure labelled Bradley Station.

- 3.2.3 The surrounding area appears to be largely agricultural with a network of field systems and farms. The nearest urbanisation is Deighton, to the south-west, where a school, Methodist Chapel and houses are sited on either side of Deighton Lane.
- 3.2.4 By the time of the OS map of 1893 (surveyed 1892), the expansion of the railway by LNWR during the early-mid 1880s is evident, with Wheatley's Overbridge shown spanning four tracks of the Huddersfield & Manchester Line (Plate 2). The overbridge appears to have been extended at its eastern end to span the additional tracks and the eastern embankment widened. Attached to the north-western corner are a series of steps which lead down to a pathway to Bradley Junction and Station to the north. The turnpike road to the west, which the overbridge is connected to via an embanked trackway, has been renamed Leeds Road North, and has tramway running through its centre. To the east, Colne Bridge Colliery has disappeared, alongside the road from the eastern side of the bridge, the site depicted as open land with an embanked area (presumably formed of mining waste) around the former site.

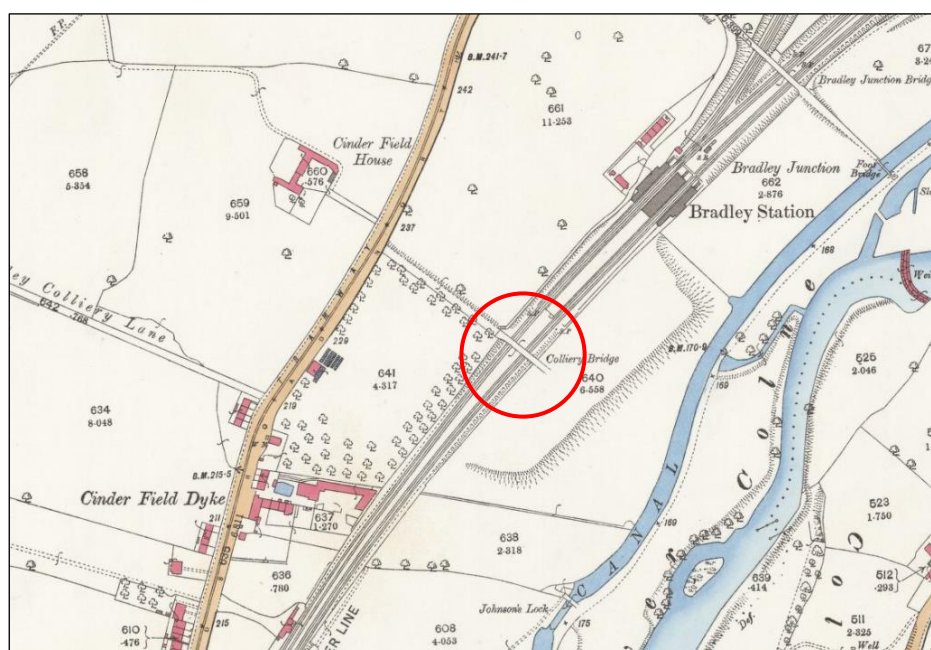


Plate 2: Excerpt of 1:2500 OS map of Yorkshire CCXLVI.8 (Surveyed 1892, Published 1893) showing Wheatley Overbridge (MVL3/103) (in red circle)

- 3.2.5 The OS map of 1907 (revised 1905) shows no further development to the overbridge or the surrounding area. It is not until the OS map of 1918 (revised 1913 to 1914) that a significant development can be seen immediately to the south of the bridge with the construction of the 'M.R. Huddersfield Branch' railway passing from east to west, comprising a viaduct, where it meets and

runs alongside the L&NWR Huddersfield & Manchester Line in the south (Plate 3). The sewage works to the south are also shown to have expanded, now with its north-eastern edge alongside the western bank of the River Colne.

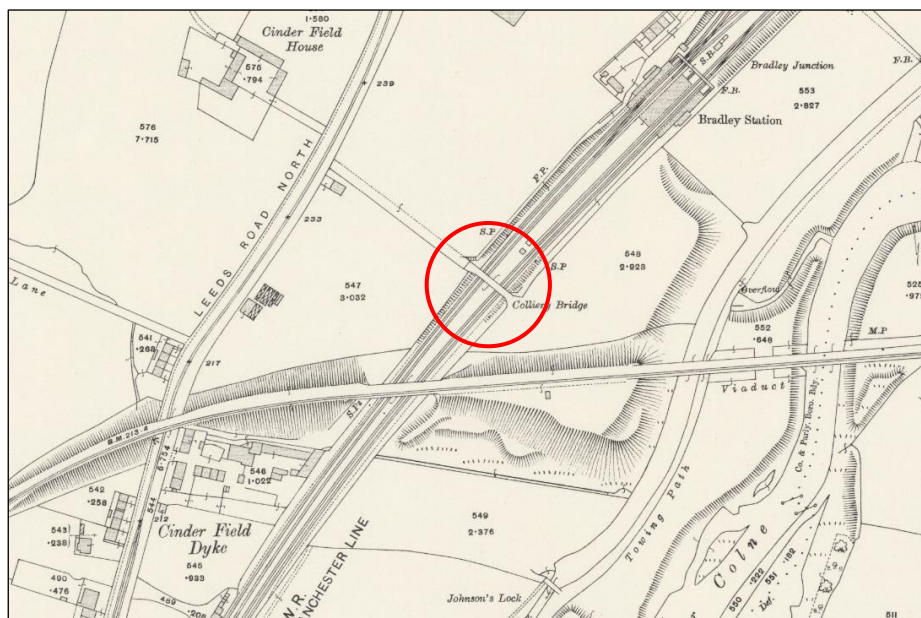


Plate 3: Excerpt 1:2500 OS map of Yorkshire CCXLVI.8 (Revised 1913 to 1914, Published 1918) showing Wheatley's Overbridge (MVL3/103) (in red circle)

- 3.2.6 Additional detail of the overbridge can be discerned from the map of 1918. The bridge's eastern end is depicted with wing walls, with a possible slope on the northern side of the eastern end providing access down to track level.
- 3.2.7 The remaining available historic OS mapping shows no further development to the overbridge. Bradley Junction and Station, located on the northern side of the overbridge closed in 1950, with its platforms being removed prior to 1959 (Huddersfield Exposed 2023). The former station house remains (ibid).

4 BUILDING RECORD

4.1 Outline Description

4.1.1 Wheatley's Overbridge (MVL3/103) (NHLE 1450537) was a double-span masonry arched overbridge approximately 36m across, carrying a pedestrian and cycle bridge over two railway tracks (western span 1) and a vehicle access track (eastern span 2). Whilst the overbridge was aligned north-west/south-east, for the purposes of description, this has been simplified to west/east, with its external elevations being to the north and south. The following section describes and illustrates the overbridge as recorded on 29th November 2023.

4.1.2 Wheatley's Overbridge (MVL3/103) was constructed in two phases. Originally built between 1845 and 1849 as a single masonry arch, it was expanded on its eastern side in the 1880s to include a second span of masonry and brick. The later alteration was constructed sympathetically with original bridge's design and detailing (Network Rail 2021). The masonry construction was of quarry-faced sandstone laid in regular coursing and bedded in lime mortar. Some areas have been repaired using concrete strap pointing. Although the structure was modest in appearance, it incorporated classical detailing including rusticated V-jointed voussoirs, ashlar impost band, ashlar string course, end pilasters, shallow buttresses and a parapet. The substructure was made of quarry-faced sandstone and consisted of two abutments, wing walls and a central pier.

4.2 External Descriptions

Northern elevation

4.2.1 The northern elevation faced towards the direction of Dewsbury and the former site of Bradley Junction and Station. Two railway tracks passed beneath the western span 1 and a vehicle access track beneath the eastern span 2 (Plate 4). The springs of both arches were set above ashlar impost bands above two abutments and a central pier, each containing tooled margins (Plates 5 and 6). Present on the central pier and central spandrel wall, and the eastern abutment and eastern spandrel wall, were two shallow projecting buttresses (the eastern buttress being of a greater width) also with tooled margins. Both arches comprised rusticated V-jointed voussoirs and a central keystone. There were small circular indentations/holes present on the eastern voussoirs, the eastern spandrel wall and the central buttress, which probably indicate how the stones were lifted into position (Plate 7).

4.2.2 Above the arches was an ashlar string course with masonry parapet topped with squared coping stones. There was modern safety fencing attached to the parapet. At either end of the elevation were end pilasters with tooled margins, ashlar string-coursing and squared coping stones. Attached at the far eastern end was a curved masonry wing wall topped with squared coping stones (Plate 8).



Plate 4: Northern elevation. View facing south-west (IMG_0437)



Plate 5: Original western span on northern elevation. View facing west (IMG_0438)



Plate 6: Later eastern span on northern elevation. View facing south-west (IMG_0440)



Plate 7: Voussoirs above eastern arch. View facing south (IMG_9992)



Plate 8: Eastern pilaster and north-facing wing wall. View facing south (IMG_9962)

Southern elevation

- 4.2.3 The southern elevation faced towards the direction of Huddersfield. As it was almost identical in appearance to the northern elevation (Plates 9, 11 & 12; *Section 4.2.1 and 4.2.2*) the descriptions will not be repeated, however, some minor differences were discerned.
- 4.2.4 At the western end of the southern elevation the projecting buttress attached to the western abutment was much less defined compared to that on the northern elevation (Plate 10), due to this section of the overbridge curving out at a slight angle creating a wider entrance for the pedestrian access route above. This angle is clearly depicted on historic OS mapping, where the bridge crossed a cutting on the south side and met with the embanked trackway to the west. At the eastern end of the elevation, the wing wall was more exposed than that on the northern elevation. Here, the masonry could be seen to be reduced in width as it ascended the embankment, with the top section having been altered/repared (Plate 13)



Plate 9: Southern elevation with 1m scale. View facing north-east (IMG_0471)



Plate 10: Original western span and angled western end (left). View facing north-west (IMG_0457)



Plate 11: Later eastern span with 1m scale. View facing north-east (IMG_0441)



Plate 12: Voussoirs and parapet above eastern span. View facing north-east (IMG_0447)



Plate 13: South-facing wing wall. View facing east (IMG_0453)

4.3 Internal Descriptions

Western Span 1

- 4.3.1 Due to safety concerns, access beneath the underside of the western arch was prohibited and only the western half of the span was visible. The western abutment had two squared holes cut into the stone at the lower base, with a portion of the ashlar impost band above having been damaged and/or removed (Plate 14). Graffiti covered the face of the abutment and a modern pipe was attached to its upper section. The eastern abutment of the western arch was not visible.
- 4.3.2 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 rectangular sandstone blocks (Plate 15).



Plate 14: Western abutment beneath western arch. View facing north-west (IMG_0491)



Plate 15: Masonry underside of western arch. View facing west (IMG_9986)

Eastern Span 2

- 4.3.3 Access beneath the eastern span enabled a closer inspection of the arch's construction (Plates 16, 17 and 18). Cement-based strap-pointing was present on the two abutments, and both displayed a series of small circular indentations/holes presumably used to aid lifting the stones. Graffiti was present on the face of the pier and abutment with two circular drainage pipes at the base of the eastern abutment. Above both the pier and abutment were two ashlar impost bands with the one above the eastern abutment appearing damaged.
- 4.3.4 Evidence of the overbridge's 1880s extension was present on the underside of the span, where it was constructed of brick, laid to a combination of stretcher bond coursing with the occasional course of header bond. At either edge of arch were the bases of the rusticated V-jointed voussoirs, evidencing the 1880s extension was faced in sandstone to tie in with the original 1840s structure.



Plate 16: Western abutment of eastern span 2. View facing north-west (IMG_0482)



Plate 17: Eastern abutment of eastern span 2. View facing south (IMG_9955)



Plate 18: Brick underside of eastern span 2 (western end). View facing north-west (IMG_9965)

Upper Bridge Deck

- 4.3.5 Photographs of Wheatley's Overbridge (MVL3/103) were not taken during OA's fieldwork survey on the 29th November 2023. The photographs presented in this report (taken some time prior to the survey by OA) have been provided by AtkinsRéalis, with the following descriptions generated from these images.
- 4.3.6 The surface of the upper bridge deck was of concrete with a pedestrian bench secured above what appeared to be two manhole covers located in the bridge's centre (Plates 19 to 21). Present across both the northern and southern edges were two rows of safety railings/fencing. The earlier of these were steel railings secured into the squared coping of the parapet (unclear of the method, possibly screwed into the stone), with modern fencing set behind the parapet's inner edge bedded into the concrete surface of the bridge deck.



Plate 19: Upper bridge deck, view facing south-east

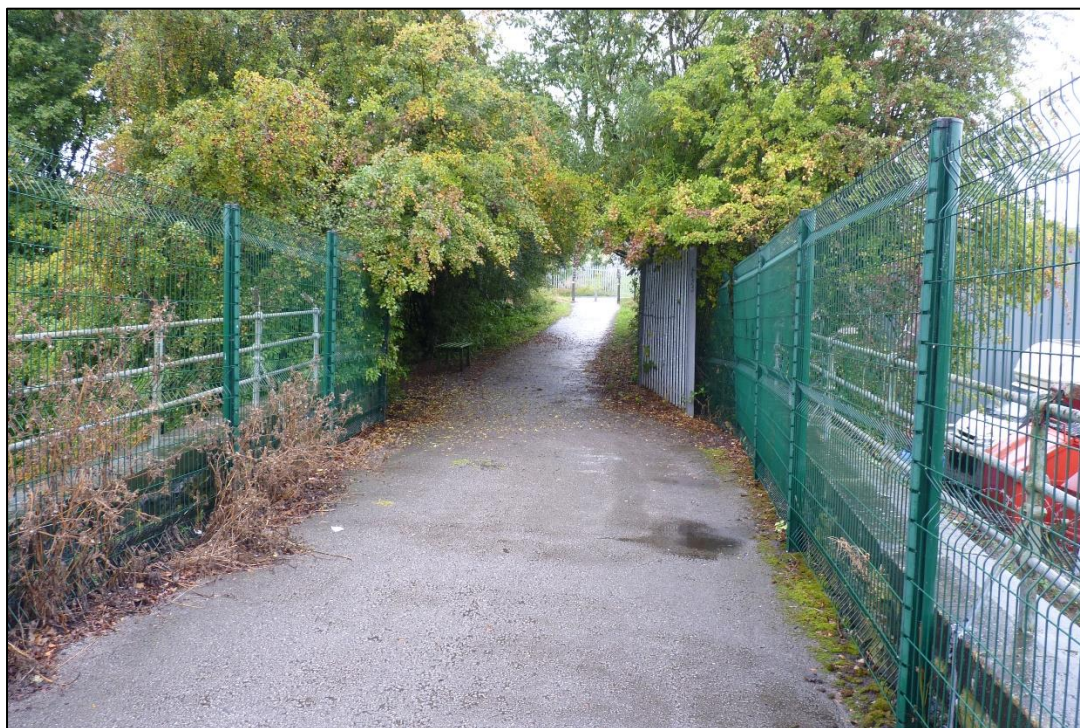


Plate 20: Upper bridge deck, view facing north-west



Plate 21: Pedestrian bench above manhole covers. View facing north-east

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 Wheatley's (Colliery Lane) Overbridge (MVL3/103) (NHLE 1450537). It is followed by a discussion of its function, development 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). Wheatley's Overbridge (MVL3/103), located on the section of the Transpennine Route built by the Huddersfield & Manchester Railway (1846 to 1849), was constructed under the oversight of the principal engineer Alfred Stanistreet (A.S.) Jee (1816-1858), forming one of several Jee-engineered overbridges on the railway between Huddersfield and Dewsbury. Jee was one of the leading railway engineers of the period, who had worked with engineer Joseph Locke (1805-60) on the Sheffield, Ashton-under-Lyne & Manchester Railway before being responsible for the Huddersfield & Manchester Railway (Huddersfield Exposed 2017).
- 5.2.2 Alongside a date for the overbridge's construction (between 1845 and 1849), its depiction on the OS map of 1854 (surveyed 1848 to 1850), illustrates its original form over two tracks. Originally named Colliery Bridge (and labelled as such on historic mapping until at least 1933), it provided access between the Colne Bridge Colliery, Sir John Ramsden's Canal (Huddersfield Broad Canal) and Birstall and Huddersfield Trust turnpike road (later the A62 Leeds Road). Its present name presumably refers to the colliery's owner, Charles Wheatley J.P. (Network Rail 2022). Observations during the building survey recorded the original western span to be constructed of quarry-faced sandstone masonry with the later 1880s extension, present on the OS map of 1893 (surveyed 1892), to be constructed of a combination of quarry-faced sandstone and brick.
- 5.2.3 Despite the Colne Bridge Colliery having closed by the time of the 1893 OS map, the bridge still provided access over the tracks (expanded during the 1880s) connecting the eastern and western sides of the railway. Following the closure of the Midland Railway branch line (M.R. Huddersfield Branch) from Mirfield to Newton Goods Depot Huddersfield (1910-1937), to the south, the overbridge was largely disused until 2000, when it was incorporated, along with the former Midland Railway Branch line (viaduct), into The Calder Valley Greenway, part of Sustrans National Cycle Network (NCN) Route 66 from Manchester to Spurn Head (*ibid*).
- 5.2.4 The use of curved arches enabled the bridge to span the necessary distance for the railway to pass beneath, and made it suitable for carrying heavy loads, exterior support being added by its buttresses. The function of the two eastern curved, wing walls retained the man-made embankment behind the eastern

- abutment (Medium 2023). Small circular indentations/holes found on many of the stones at the eastern end (later extension) of the structure likely evidenced the stones were lifted using some form of pincer equipment/crane. The lack of visible circular indentations/holes on the stones at the western end of the overbridge (original span), suggested these stones may have been lifted using a different method such as rope.
- 5.2.5 In addition to being structural components of the overbridge, the classical adornment of rusticated V-jointed voussoirs, ashlar impost bands and string course, end pilasters and curved wing walls elevate the structure and provide it with a Victorian railway aesthetic. The addition of the 1880s extension was consciously designed to be sympathetic to the bridge's original architecture.
- 5.2.6 Engineer A.S. Jee undertook the detailed supervision of the works on the Huddersfield & Manchester Railway and is responsible for a large number of mainly masonry structures along the route, the majority of which have now been afforded listed status (Alan Baxter 2019; Network Rail 2021), (see *Heritage Assessment* 2021 for the full list of structures). The most notable comparator examples that are similar in form and design characteristics to Wheatley's Overbridge (MVL3/103) include MVL3/7 Heyrod Hall Overbridge (NHLE 1449242), Heyrod Overbridge (MVL3/9) (NHLE 1449241), Roughtown Road Overbridge (MVL3/17) (NHLE 1452405), Wright's Mill Overbridge (MVL3/20) (NHLE 1452406), and MVL2/23 Wright's Overbridge (NHLE 1452409). Located approximately 0.65km to the north-east of Wheatley's Overbridge (MVL3/103), Colne Bridge Road Overbridge (MVL3/107) (NHLE 1450265) shares similar design characteristics and was also sympathetically widened in the 1880s (Network Rail 2021).
- 5.2.7 Wheatley's Overbridge (MVL3/103) derives significance from its group value as it comprises one element of the wider surviving group of structure's associated with A.S. Jee on the Huddersfield & Manchester Railway, and through its shared design characteristics with those structures listed above and within the *Heritage Assessment* (Network Rail 2021).
- 5.2.8 Wheatley's Overbridge underwent two or perhaps three phases of development. Originally constructed as a single arch overbridge over two tracks (1845-1849), the structure was extended on its eastern side during the early-mid 1880s as the LNWR widened the railway to accommodate two additional tracks beneath a newly constructed eastern arch. OS mapping from 1893 (surveyed 1892) clearly depicted this extension, along with the widening of the embankment. Evidence of the 1880s extension was visible within the fabric of the overbridge with the underside of its eastern arch constructed of brick and the exterior elevations faced with quarry-faced sandstone, sympathetically in-keeping with the original structure. Mass-produced bricks would have been cheaper than the sandstone ashlar facing.
- 5.2.9 It was not until the OS map of 1918 (revised 1913 to 1914) that the two wing walls at the eastern end of the bridge were first depicted. It is not clear if these were part of the 1880s extension, or a third phase of development and constructed sometime between the OS maps of 1907 (revised 1905) and 1918 (revised 1913 to 1914).

5.2.10 Modern interventions, included the attachment of modern piping on the western abutment, damage to the impost band beneath both arches, the installation of modern fencing attached to the parapet and cementitious repairs to the stonework and pointing.

5.3 Conclusion

5.3.1 The archaeological historic building investigation of Wheatley's (Colliery Lane) Overbridge (MVL3/103) (NHLE 1450537), with support from historic map regression has illustrated the origins, function and development of the structure. The survival and continued use of the bridge reflects the engineering achievements of the Victorian period and provides a tangible link to the 'Heroic Age' of railway building (Alan Baxter 2019). Documented evidence of the construction of the overbridge (between 1845 and 1849) by the railway engineer A.S. Jee (1816-1858), alongside its early depiction on the OS map of 1854 (survey 1848 to 1850), marks it out as an original component of the Transpennine Route and more specifically, the Huddersfield & Manchester Railway (1846-1849), connecting it to the period of 'railway mania' of the 1840s (*ibid*).

5.3.2 Although Wheatley's (Colliery Lane) Overbridge is a diminutive structure compared to the dominant large-scale, multi-spanned viaducts and bridges located at various sections of the Transpennine Route, is a landmark structure within the area of Bradley. It contributes to local character and provides context to the historic environment including Sir John Ramsden's Canal (Huddersfield Broad Canal) and the former Colne Bridge Colliery.



Figure 1: Site location



 Wheatley's (Colliery Lane) Overbridge (MVL3/103)

0 30 m
1:1200 @ A4



Figure 2: Listed Building Map of Surrounding Area

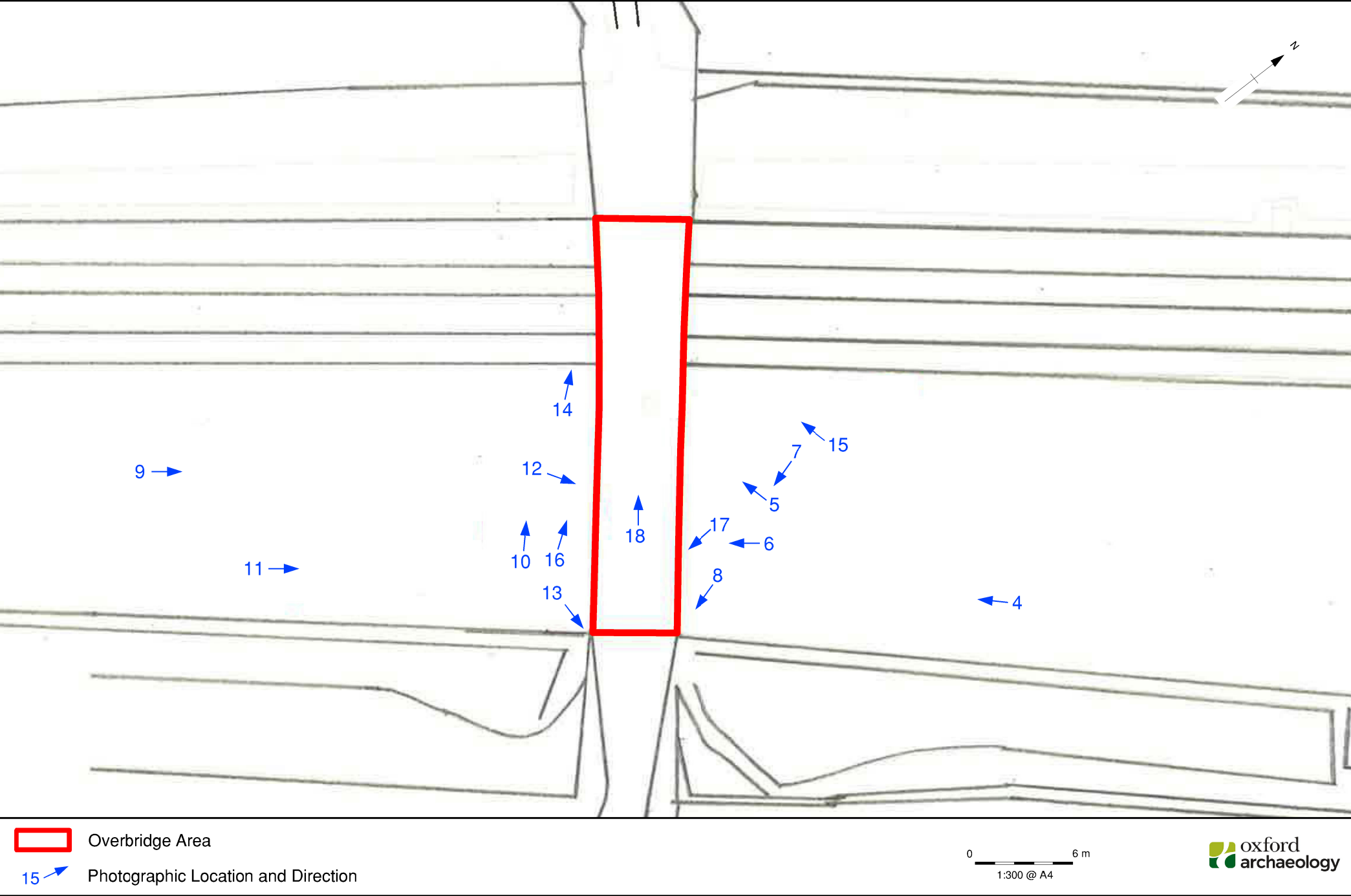


Figure 3: Wheatley's (Colliery Lane) Overbridge (MVL3/103) Photographic plan

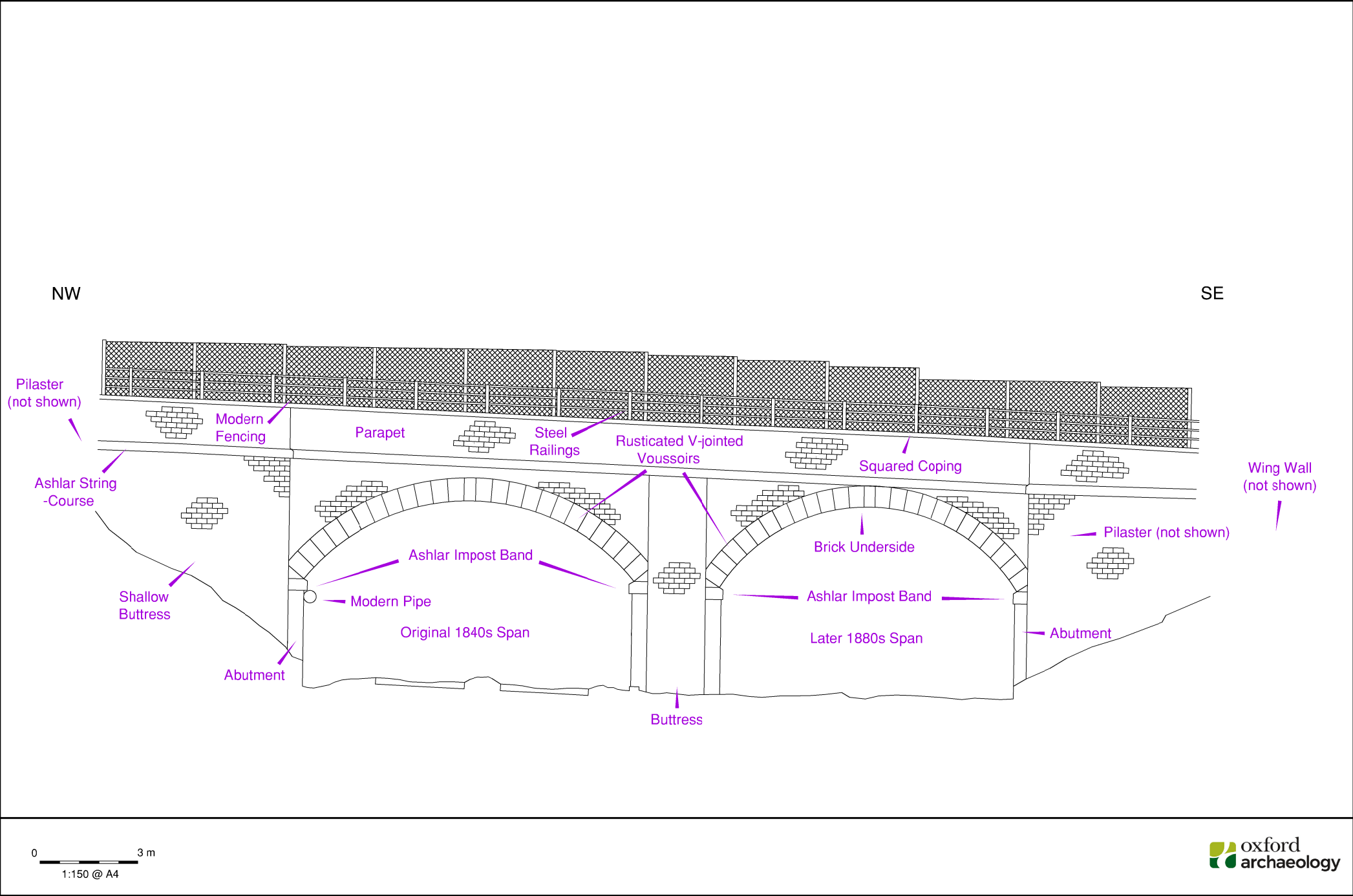


Figure 4: Wheatley's (Colliery Lane) Overbridge (MVL3/103) Annotated South-Western Elevation

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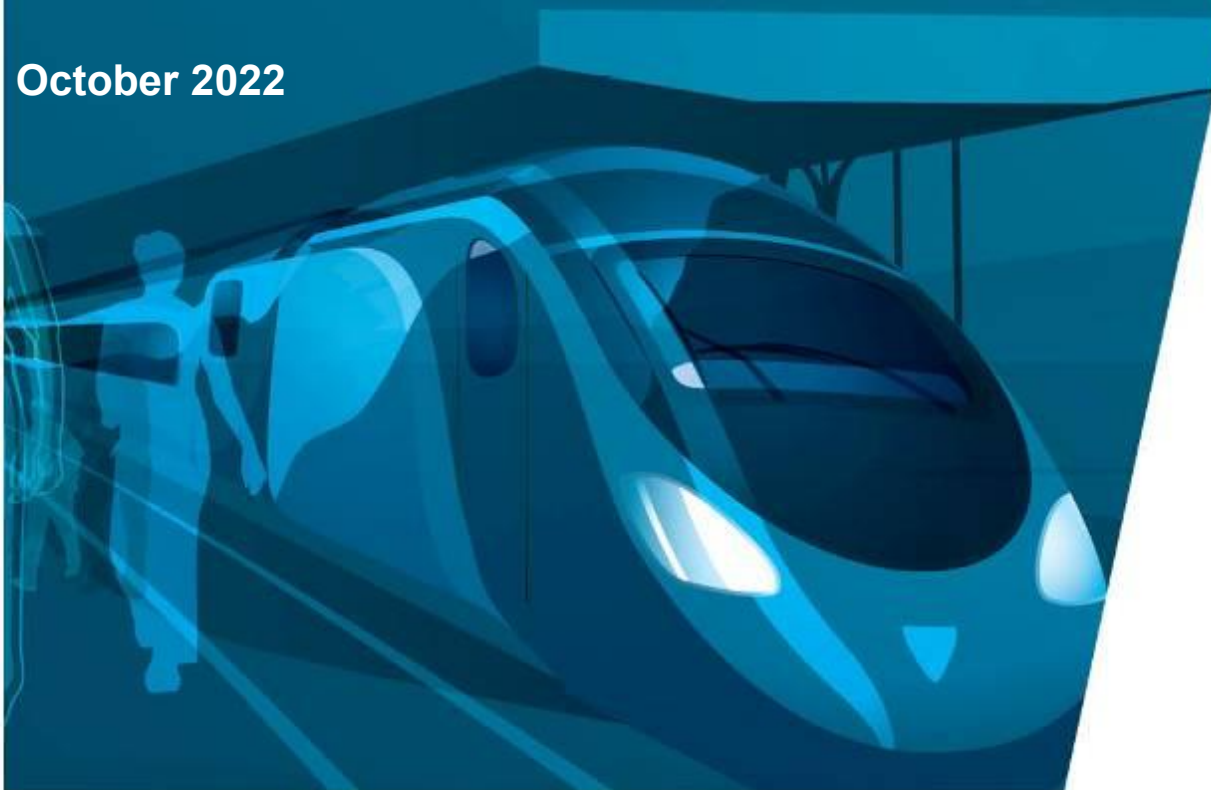
APPENDIX B WRITTEN SCHEME OF INVESTIGATION

Transpennine Route Upgrade

Written Scheme of Investigation – Wheatley's (Colliery Lane) Overbridge (MVL 3/103)

Network Rail

October 2022



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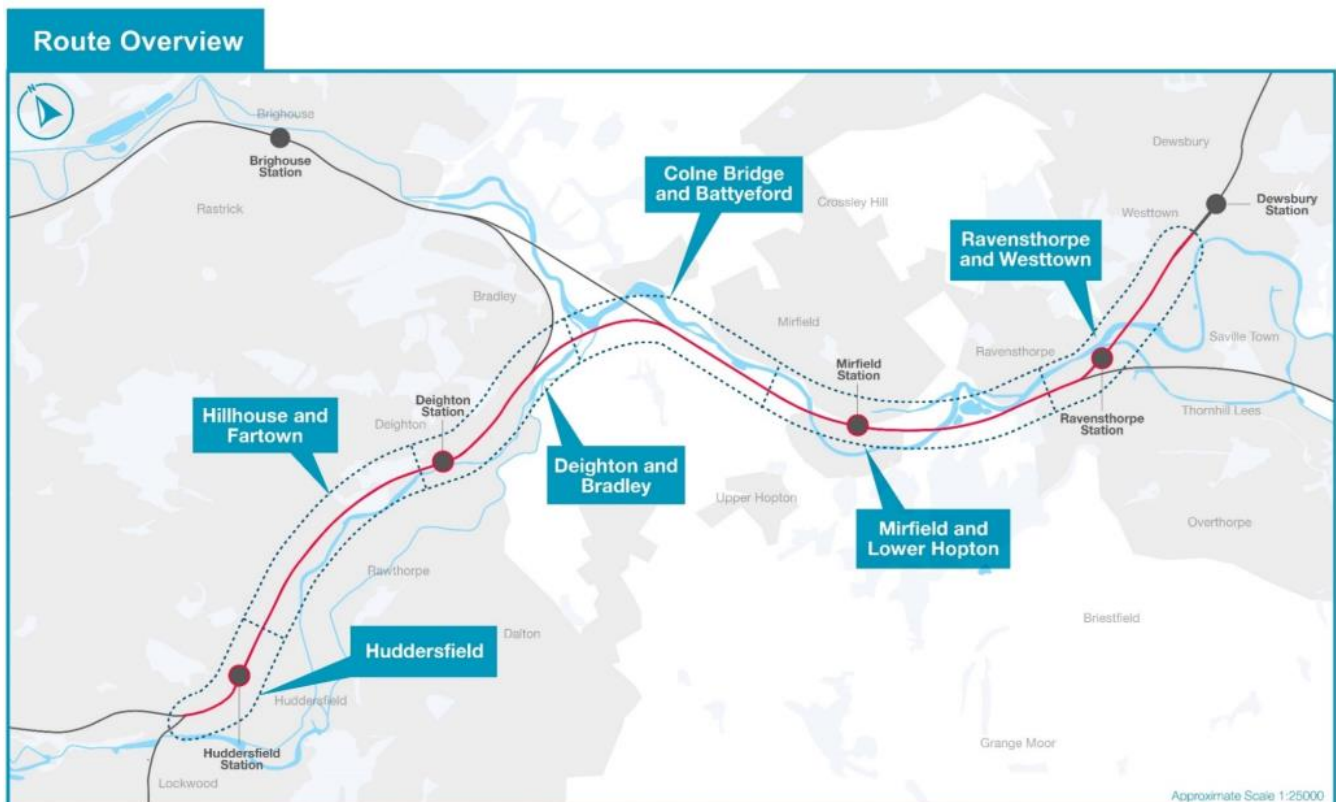
1. INTRODUCTION

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 Wheatley's (Colliery Lane) Overbridge (MVL3/103) is situated in Route Section 3 – Deighton

and Bradley.

- 1.1.4 The Written Scheme of Investigation (WSI) covers historic building recording (HBR) taking place on the Grade II Listed Wheatley's (Colliery Lane) Overbridge (MVL 3/103). 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 these 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 requirements for historic building recording of this structure was identified as a requirement to discharge Condition 3 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 a methodology for full structure 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.*

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.

- 1.2.2 The objectives of the recording works are:

- To record Wheatley's (Colliery Lane) Overbridge (MVL3/103), 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 Wheatley's Overbridge (MVL3/103) – 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 Wheatley’s (Colliery Lane) Overbridge (MVL3/103) comprises an element of the supporting

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

infrastructure which was constructed as part of this railway development.

- 2.1.7 The overbridge comprises an integral part 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 – Wheatley's (Colliery Lane) Overbridge (MVL3/103)

- 2.1.8 Wheatley's (Colliery Lane) Overbridge (MVL3/103) was constructed in 1845-1849, during the Heroic Age (1841-1850) of railway building. The single-span overbridge was designed by A.S. Jee for the Huddersfield and Manchester Railway. A bridge, named as 'Colliery Bridge', is shown in this location on the first edition 1:10,560 Ordnance Survey (OS) map of 1854 (see Insert 2-1 below); the bridge is thought to have been built to allow access down to the canal where there is an industrial complex shown, named on the 1854 map as Colne Bridge Colliery. This colliery is no longer present on mapping by 1890 but is believed to be the source of the bridge's name in reference to the owner of the colliery, Charles Wheatley J.P. The Wheatley family was a wealthy coal mining family, and Charles Wheatley owned several land and coal mines in the area, one of which is believed to be Colne Bridge Colliery, which Wheatley's (Colliery Lane) Overbridge (MVL3/103) served. In 1851, Wheatley had 110 men and 140 boys working in his coal mines. He was operating the Hagg Wood and Whitley Wood day holes in Dewsbury, the Bradley and Helm coal mines in Huddersfield and the Ledgard Bridge and Calder Day Holes at Mirfield.



Insert 2-1 First Edition Ordnance Survey Six-inch map of Yorkshire (surveyed 1848-50, published 1854) showing Wheatley's (Colliery Lane) Overbridge (MVL3/103) (in blue circle)

- 2.1.9 The quadrupling of the railway in the early-mid 1880s by LNWR resulted in extensive alteration to the original bridge structure. This included constructing a second segmental arch allowing the bridge to span four tracks. As discussed below, it is noteworthy that this widening of the structure was conducted in a sympathetic manner.
- 2.1.10 In 1910, the Midland Railway opened a branch line from Mirfield to Newton Goods Depot

Huddersfield; this new line crossing the colliery site and the LNWR mainline just south of Wheatley's (Colliery Lane) Overbridge (MVL3/103), navigating across the River Colne valley by way of a considerable viaduct which is still extant. When the line closed in 1937, Wheatley's (Colliery Lane) Overbridge (MVL3/103) remained largely disused until 2000 when both the bridge and the disused Midland Railway branch line were combined into The Calder Valley Greenway, part of Sustrans National Cycle Network (NCN) Route 66, from Manchester to Spurn Head. A disused bridge abutment (MVL3/106) from the former Midland Railway branch line is also still visible today.

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 Wheatley's (Colliery Lane) Overbridge (MVL 3/103) 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 Wheatley's (Colliery Lane) Overbridge (MVL3/103):

- Planning Drawing (151667-TSA-W3-000-DRG-T-LP-162938)
- Existing and Proposed Plan (151667-TSA-32-MVL3-DRG-T-LP-163300)
- Existing and Proposed Sections (151667-TSA-32-MVL3-DRG-T-LP-163301).

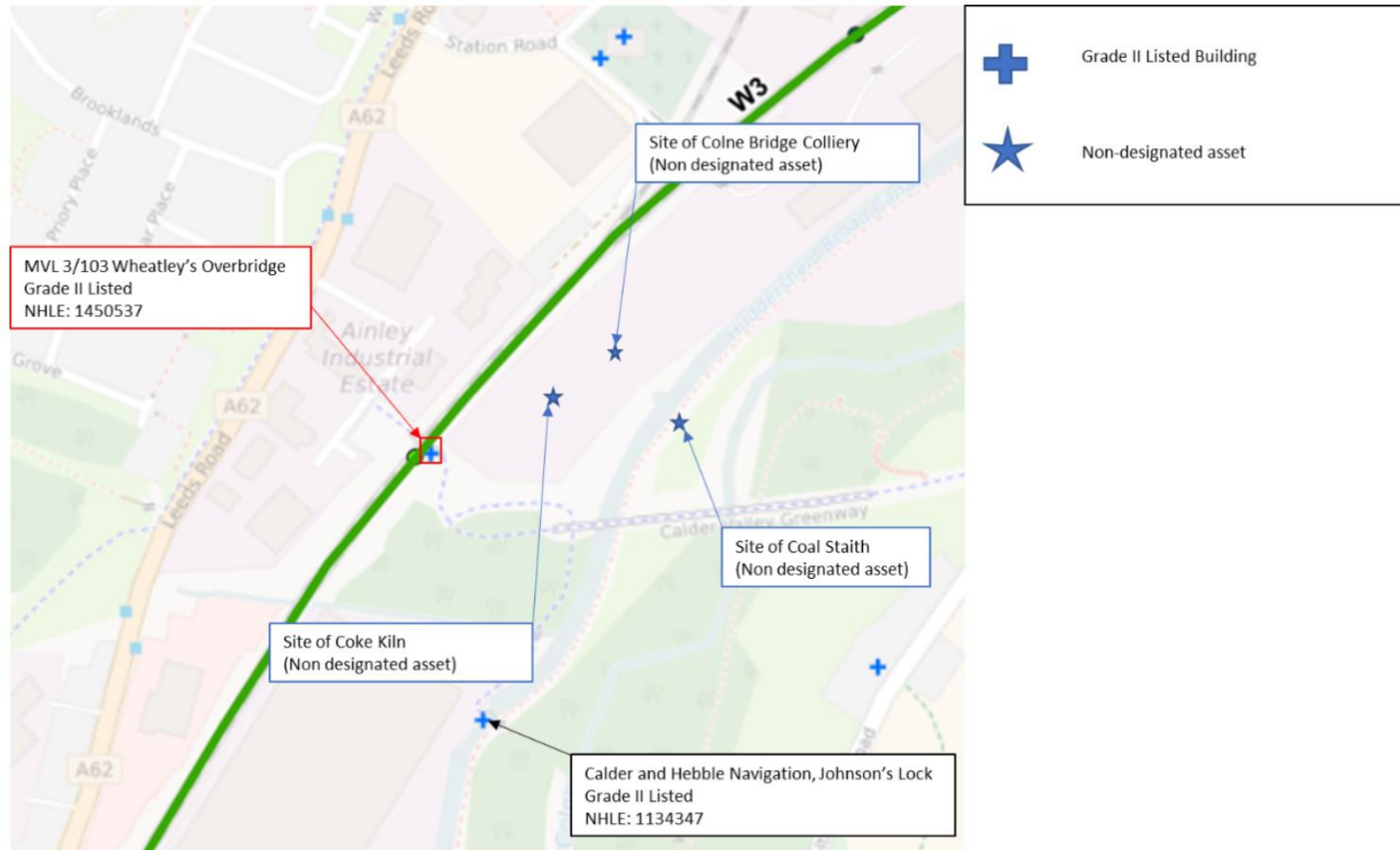
Table 4-1 Structures to be recorded

Asset Reference	Asset name	NGR	Route Section	Summary Description	Level
MVL3/103	Wheatley's (Colliery Lane) Overbridge	SE170991 9855	Deighton and Bradley	Description: Railway overbridge built 1845-1849, designed by A. S. Jee for the Huddersfield and Manchester Railway, with an additional span of 1881-1884 for the London and North Western Railway (LNWR). Setting: Secluded setting, some views along the railway can be experienced by those crossing it. The structure's setting makes limited contribution to its significance. Significance: The structure's heritage significance is due to the historic integrity of the structure, its engineering importance and the nature of the sympathetic alteration in a later period. The structure also possesses group value as one of a number of A.S. Jee structures on the Transpennine Route which share a common design language.	Level 3

4.1.2 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 4-2 to 4-5.



Insert 4-1 Wheatley's (Colliery Lane) Overbridge (MVL3/103) Location Plan.



Insert 4-2 Wheatley's (Colliery Lane) Overbridge (MVL3/103) Location Plan, showing nearby heritage assets (note none of these are to be included in the recording).



Insert 4-3 Wheatley's (Colliery Lane) Overbridge (MVL3/103), viewed from the north-east.



Insert 4-4 Wheatley's (Colliery Lane) Overbridge (MVL3/103), north-eastern elevation, northern span.



Insert 4-5 Wheatley's (Colliery Lane) Overbridge (MVL3/103), south-western elevation, viewed from the south.

Access requirements

- 4.1.3 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.
- 4.1.4 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.
- 4.1.5 Due to the access restrictions for Wheatley's (Colliery Lane) Overbridge (MVL3/103), liaison with the Client and the wider TRU Alliance, **must** be undertaken to arrange a suitable date to undertake the survey.
- 4.1.6 Wheatley's (Colliery Lane) Overbridge (MVL3/103) accommodates a national cycle route, the Calder Valley Greenway. To the north of the bridge, this connects into the Ainley Industrial Estate off Leeds Road, while on the south side of the bridge the route continues across the former Midland Railway Bradley Viaduct towards Dalton Bank Road and ultimately Battyeford.
- 4.1.7 The surveys of the bridge will be able to be conducted from the public right of way over the structure; oblique views of the elevations are available from either end of the bridge, particularly on the southern side. No third-party land or trackside access will be required.
- 4.1.8 Vehicle access will be from north of the structure in Ashley Industrial Estate off Leeds Road, parking to the north of the structure and walking along public rights of way to access Wheatley's (Colliery Lane) Overbridge (MVL3/103) via the Calder Valley Greenway (see Figure 4-6 below).

- 4.1.9 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).



Insert 4-6 Parking and walking route to survey Wheatley's (Colliery Lane) Overbridge.

5. METHODOLOGY

5.1 Documentary research

5.1.1 Documentary research shall be undertaken to supplement the information to understand the historical background of the assets and to supplement the information already provided by the Environmental Statement 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 Wheatley’s Colliery Lane Overbridge (MVL3/103). 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 Wheatley's Colliery Lane Overbridge (MVL3/103) 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 structure in its wider setting and landscape, where these can be safely obtained from public rights of way or from third party land where access has been granted;
 - The overall appearance of the bridge, including oblique and parallel shots. Typically a series of oblique views showing all external elevations of the structures, to give an overall impression of its size and shape. Where an individual elevation embodies complex historical information, views at right angles to the plane of the elevation and detail shots will be required;
 - The overall appearance of the principal circulation / accommodation routes over or under the structure (i.e. over and/or under the deck / arch);
 - Any external architectural detail, structural, functional or decorative, which is relevant to the structure's design, development or use and which does not show adequately on general photographs;
 - Any dates or other inscriptions; any signage, makers' plates or graffiti which contribute to an understanding of the building. 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 forming part of the record will be in sharp focus with an appropriate depth of field. All photographs will have a suitable scale (for example, 2m rather than 1m ranging pole, 10cm scales for detail) clearly visible in each photo.
- 5.2.8 Digital images shall be supplied in TIFF 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 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 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) which will be accompanied by an archive of digital images and other digital outputs/data where available.

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.

5.5.3 The report will be supplied on the understanding that it will be added to the West Yorkshire Historic Environment Record where it will be publicly accessible once deposited with the WYAAS unless confidentiality is explicitly requested, in which case it will become publicly accessible six months after deposition. Please note that by depositing this report, the contractor gives permission for the material presented within the document to be used by the WYAAS, in perpetuity, although The Contractor retains the right to be identified as the author of all project documentation and reports as specified in the Copyright, Designs and Patents Act 1988 (chapter IV, section 79). The permission will allow the WYAAS to reproduce material, including for commercial use by third parties, with the copyright owner suitably acknowledged.

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	Wheatley's (Colliery Lane) Overbridge (MVL 3/103)	Winter 2022
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:

- Network Rail as Promoter of the Scheme.
- 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 archaeological officers and 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 project induction, which will be organised and led by the Employer, subject to the requirements of the TRU project.
- 6.2.3 The Contractor shall prepare project-specific Health and Safety Work Package Plans (WPPs) and Task Brief Sheets (TBSs), in line with the TRU project procedures for such WPPs and TBSs, and submit these to the Project Heritage Lead for approval via the Client and TRU Alliance prior to starting on site. No work shall be undertaken on site until these documents have been approved by the Client. 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 TRU Alliance and any on call supervisors for the works.

7. REFERENCES

Chartered Institute for Archaeologists, 2014a. *Code of Conduct*. Available at:

<https://www.archaeologists.net/sites/default/files/CodesofConduct.pdf>

Chartered Institute for Archaeologists, 2014b. *Standard and Guidance for the archaeological investigation and recording of standing buildings or structures*. Available at:

https://www.archaeologists.net/sites/default/files/CIfAS&GBuildings_1.pdf

Chartered Institute for Archaeologists, 2014c. *Standard and Guidance for the creation, compilation, transfer and deposition of archaeological archives*. Available at:

https://www.archaeologists.net/sites/default/files/CIFAS&GArchives_2.pdf

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

English Heritage, 2008. *Conservation Principles Policies and Guidance: For the sustainable management of the historic environment*. Available at:

<https://historicengland.org.uk/advice/constructive-conservation/conservation-principles>

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

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

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

Available at: <https://historicengland.org.uk/images-books/publications/digital-image-capture-and-file-storage/>

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

Available at: <https://historicengland.org.uk/images-books/publications/understanding-historic-buildings/>

Institute of Historic Building Conservation (IHBC), 2003. *Code of Conduct*. Available at:

<http://www.ihbc.org.uk/resources/A4-Code-of-Conduct.pdf>

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APPENDIX C OASIS REPORT FORM

OASIS Summary for oxfordar2-528831

OASIS ID (UID)	oxfordar2-528831
Project Name	Transpennine Route Upgrade, Wheatley's (Colliery Lane) Overbridge (MVL3/103) Historic Buildings Investigation and Recording
Sitename	Wheatley's (Colliery Lane) Overbridge (MVL3/103)
Sitecode	WOB23
Project Identifier(s)	L11502
Activity type	Buildings Recording And Investigation
Planning Id	NHLE 1450537
Reason For Investigation	Planning: Listed Building Consent
Organisation Responsible for work	Oxford Archaeology (Lancaster)
Project Dates	29-Nov-2023 - 29-Nov-2023
Location	Wheatley's (Colliery Lane) Overbridge (MVL3/103) NGR : SE 17099 19855 LL : 53.674888009401236, -1.742640009004807 12 Fig : 417099,419855
Administrative Areas	Country : England County/Local Authority : Kirklees Local Authority District : Kirklees Parish : Kirklees, unparished area
Project Methodology	A Level 3 record was undertaken as defined in the Historic England guidance as an analytical record which produces an analysis of the structure's development and use and discusses in detail the evidence on which this analysis is based (Historic England 2016)

Project Results	In April 2023, Oxford Archaeology (OA) was commissioned by BAM Nuttall to undertake Historic Investigation and Building Recording of the Grade II Listed Wheatley's (Colliery Lane) Overbridge (MVL3/103), Bradley, Kirklees, West Yorkshire. The work was stipulated as a condition of Listed Building Consent, undertaken ahead of demolition and replacement of the overbridge as part of a series of works along the Transpennine Route Upgrade (TRU). The survey was carried out on 29th November 2023. Wheatley's Overbridge (MVL3/103) was constructed between 1845 and 1849, overseen by A. S. Jee, the principal engineer for the Manchester & Huddersfield Railway, with an additional span constructed between 1881 and 1884 for the London and North Western Railway (LNWR). The original 1840s bridge was of masonry construction with the later 1880s arch constructed of brick and faced in masonry, sympathetic with the original design. It is believed the overbridge was constructed to allow access over the railway and down to the Sir John Ramsdens canal, sited alongside the former Colne Bridge Colliery. Although modest in appearance, architectural features such as rusticated V-jointed voussoirs, ashlar string-coursing and end pilasters provided the overbridge with an aesthetic quality that lifts it above the purely functional. Wheatley's Overbridge (MVL3/103) is 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 preserves within its fabric evidence of the railway's expansion during the mid-nineteenth century and reflects the social, technological and economic development of the period. Although the overbridge is a diminutive structure compared to the dominant large-scale, multi-spanned viaducts and bridges located at various sections of the Transpennine Route, is a landmark structure within the area of Bradley. It contributes to local character and provides context to the historic environment including Sir John Ramsden's Canal (Huddersfield Broad Canal) and the former Colne Bridge Colliery.
Keywords	
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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