Transpennine Route Upgrade West, Union Mill (Batley) Viaduct (MDL1/27)

Batley, Kirklees, West Yorkshire

Historic Building Investigation and Recording

March 2025

Client: BAM Nuttall on behalf of TRU Alliance

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Prepared by:	Christopher Smallwood (Assistant Supervisor) & Megan Daniels (Supervisor)
Checked by:	Graham Mottershead (Senior Project Manager)
Edited by:	Graham Mottershead (Senior Project Manager)
Approved for Issue by:	Alan Lupton (Operations Manager)
Signature:	REDACTED

Oxford office
Janus House
Osney Mead
Oxford
OX2 0ES

t. +44 (0)1865 236 800

Cambridge office
15 Trafalgar Way
Bar Hill
Cambridge
CB23 8SQ

t. +44 (0)1223 850 500

Lancaster office
Mill 3
Moor Lane Mills
Moor Lane
Lancaster
LA1 1QD

t. +44 (0)1524 880 250

E: info@oxfordarchaeology.com
W: oxfordarchaeology.com
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Transpennine Route Upgrade West, Union Mill (Batley) Viaduct (MDL1/27)

Historic Buildings Investigation and Recording

Written by Christopher Smallwood with contributions by Megan Daniels

and illustrations by Mark Tidmarsh

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ACKNOWLEDGEMENTS

Oxford Archaeology would like to thank BAM Nuttall on behalf of TRU Alliance for commissioning the project. The project was managed for Oxford Archaeology by Paul Dunn. The fieldwork and report were undertaken by Chris Smallwood with contributions from Megan Daniels. The illustrations were completed by Mark Tidmarsh.

SUMMARY

In January 2024, Oxford Archaeology (OA) was commissioned by BAM Nuttall to undertake an Historic Investigation and Building Recording of the Grade II Listed Union Mill (Batley) Viaduct (MDL1/27) (NHLE 1134650; NGR SE 24976 23586). The work, which was stipulated by Kirklees Council as subject to Listed Building Consent following proposals for the alterations to the structure, as part of a series of works along the Transpennine Route Upgrade (TRU). The survey was carried out on the 4th July 2024.

Union Mill (Batley) Viaduct (MDL1/27) was constructed in 1848 under the oversight of principal engineer Thomas Grainger (1794-1852) for the Leeds, Dewsbury & Manchester Railway (1845-1847), forming one of several Grainger-engineered structures between Dewsbury and Leeds. The Viaduct derives historical value for being a largely unaltered example of an 1840s viaduct from the Heroic Age (1841-1850) of railway building (Network Rail 2023). It also derives historical significance from its association with the engineers Thomas Grainger alongside aesthetic value for the quality of its architectural expression in its design and the scale of its presence within the townscape of Batley (*ibid*).

1 INTRODUCTION

1.1 Project Background

1.1.1 In January 2024, Oxford Archaeology (OA) was commissioned by BAM Nuttall to undertake an Historic Investigation and Building Recording of the Grade II Listed Union Mill (Batley) Viaduct (MDL1/27) (NHLE 1134650; NGR SE 24976 23586), (Fig 1). Union Mill (Batley) Viaduct (MDL1/27) (also referred to as 'Batley Viaduct' and 'the Viaduct') was constructed in 1848 under the oversight of principal engineer Thomas Grainger (1794-1852) for the Leeds, Dewsbury & Manchester Railway (1845-1847) (Alan Baxter 2019), that carries the railway over Mill Lane across the valley to the south of Batley Station (Network Rail 2023). The Viaduct derives historical value for being a largely unaltered example of an 1840s viaduct from the Heroic Age (1841-1850) of railway building (Network Rail 2023). It also derives historical significance from its association with the engineer Thomas Grainger alongside aesthetic value for the quality of its architectural expression in its design and the scale of its presence within the townscape of Batley (*ibid*).

1.1.2 Union Mill (Batley) Viaduct (MDL1/27) is subject to Listed Building Consent following the proposals for the alterations to the structure. This forms part of an agreed mitigation strategy within a programme of works along the Transpeninne 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 1 historic building survey. The condition (defined in section 5.2 of the Written Scheme of Investigation (WSI) *Appendix B*) stipulated that a Level 1 survey should comprise "essentially a basic visual record", in accordance with the Historic England guidance as detailed in *Understanding Historic Buildings: A Guide to Good Recording Practice* (Historic England 2016), prior to the commencement of works. The necessary fieldwork was completed on the 4th July 2024.

1.2 Aims and Objectives

1.2.1 The principal aim of the current report was to document the current form and survival of Union Mill (Batley) Viaduct (MDL1/27) (NHLE 1134650) prior to any alteration or removal of materials, to provide a lasting record of the structure's present state. To achieve these aims the following objectives were proposed:

- To record Union Mill (Batley) Viaduct (MDL1/27) to a Level 1 standard as defined in Sections 5.2 of the WSI (*Appendix B*), in line with the Historic England Standards (2016);
- 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 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 Union Mill (Batley) Viaduct (MDL1/27) is a 16 span masonry arched viaduct located immediately to the south of Batley Railway Station and approximately 1.9km to the north-east of Dewsbury Railway Station in Kirklees, West Yorkshire (SE 24976 23586). The Viaduct carries two tracks of the Dewsbury to Leeds (LNWR) over two public roads: Mill Lane (Span 6) and Grange Road B6128 (Spans 13, 14) with the remaining spans crossing over public realm and a car park (Network Rail 2023). The surrounding area comprises mainly of industrial and domestic structures.

1.3.2 The solid geology of the site is mapped as spanning both the mudstone, siltstone and sandstone of the Pennine Lower Coal Formation formed in the Carboniferous Period (southern end), and the sandstone and sedimentary bedrock of the Thornhill Rock, also formed in the Carboniferous period (BGS 2024). The soils are mapped as slowly permeable seasonally wet acid loamy and clayey soils (Cranfield 2024).

2 METHODOLOGY

2.1 Introduction

2.1.1 For a full detailed outline of the Methodology refer to the Written Scheme of Investigation (WSI; *Appendix B*).

2.2 Historic building survey to a Level 1 standard

2.2.1 A Level 1 record is defined in the Historic England guidance as: "essentially a basic visual record", supplemented by the minimum of information needed to identify the building's location, age and type" (Historic England 2016).

2.3 Measured Survey

2.3.1 *Analytical / Descriptive Record:* written records using OA's *pro-forma* record sheets were made of all principal building elements, both internal and external, as well as 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.

2.3.2 *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 and annotation. 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.

2.3.3 *Photographic Record:* a Panasonic Lumix digital DMC-FT30 camera, 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 the relevant plots (Fig 3). Archival images comprise jpgs and 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.

2.3.4 *Archive:* a full professional archive has been compiled in accordance with current CIfA (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 Union Mill (Batley) Viaduct (MDL1/27) (NHLE 1134650) was produced for the WSI (*Appendix B*), and as such is not fully reproduced here. What is presented is an historic map regression depicting the development of the Viaduct and the surrounding area. The Viaduct was constructed in 1848 under the oversight of principal engineer Thomas Grainger (1794-1852) for the Leeds, Dewsbury & Manchester Railway (1845-1847) (Alan Baxter 2019). At the time of the Viaduct's construction, the surrounding landscape was largely rural in character with only isolated examples of industrial development present in the valley to the west (Network Rail 2023). The industrial development of Batley during the second half of the nineteenth century however saw considerable changes to the landscape immediately around the Viaduct with the addition of several mills that included a gasworks as well as woollen industries (*ibid*). With these developments came the construction of additional roads which passed under the Viaduct (*ibid*).

3.2 Map Regression

3.2.1 The earliest map to depict Union Mill (Batley) Viaduct (MDL1/27) is the first edition Ordnance Survey (OS) map of 1854 (surveyed 1847 to 1851) (Plate 1). The Viaduct is shown to carry the Leeds and Dewsbury Section (LNWR) spanning a valley above Mill Lane. Immediately to the west is a Drying Works and to the south is the industrial complex of Union Mill (Woollen). To the north is Batley Station with a complex of industrial buildings sited alongside Mill Lane to the north-west forming Rouse Mill (Corn). To the east is mainly agricultural land separated in the centre by Green Hill Road which is labelled as having a tram line. To the far north-west is the urban settlement of Batley.

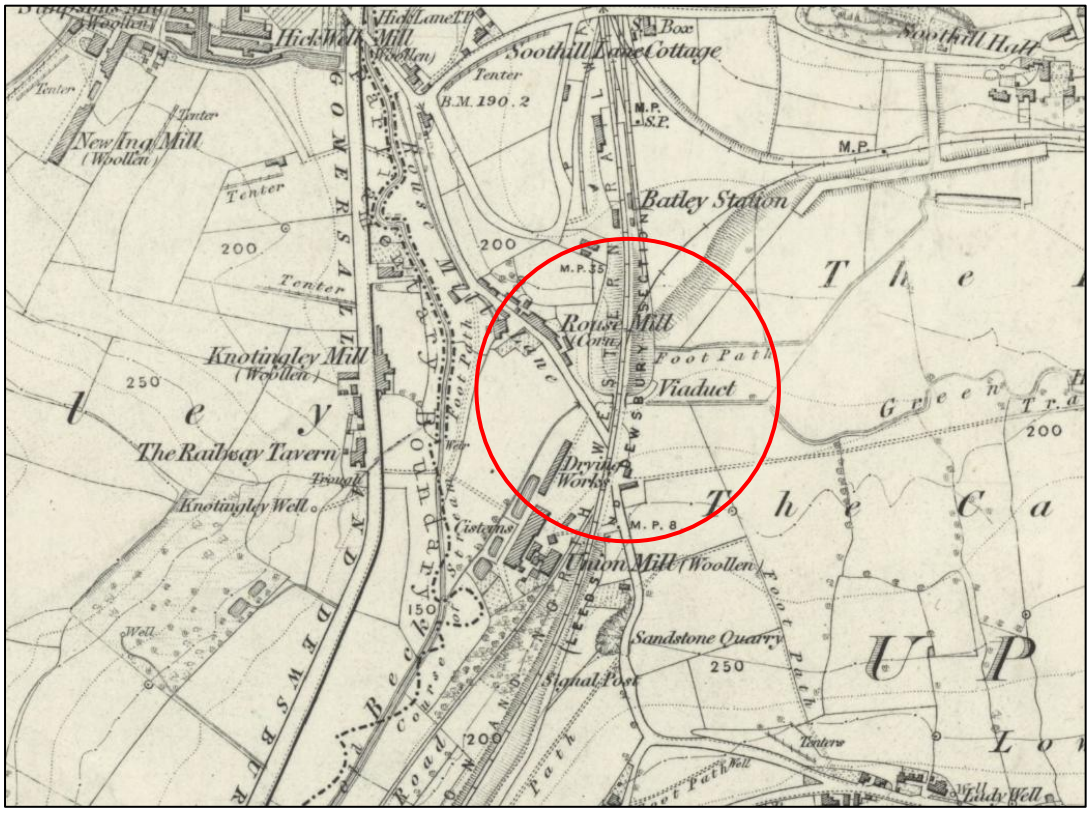

Plate 1: Excerpt of 1:10650 OS map of Yorkshire Sheet 232 (Surveyed 1847 to 1851, Published 1854) showing Union Mill (Batley) Viaduct (MDL1/27) (in red circle)

3.2.2 The OS map of 1894 (surveyed 1888 to 1892) documents the second half of the nineteenth century railway expansion and the wider development of the surrounding area (Plate 2). Due to the location of the Viaduct on the 1894 map (top righthand corner), the development to the north and east of the Viaduct is depicted of sheets CCXXXII 11 (1894), 12 (1894) and 16 (1893). The Viaduct appears structurally unaltered, continuing to carry two tracks over Mill Lane and the now newly constructed Grange Road, with the line now named the Leeds, Dewsbury & Manchester Line (LNWR).

3.2.3 A significant development is the construction of the Great Northern Railway (GNR) Dewsbury & Batley branch line viaduct, opened in 1880, immediately alongside the eastern edge of the Union Mill (Batley) Viaduct (MDL1/27) (Network Rail 2023). The GNR viaduct was constructed at a slightly lower level to the Batley Viaduct which passed beneath the LNWR line to the south of the southern end of the viaduct (*ibid*). The GNR line subsequently closed in 1964, with the viaduct being demolished in the late 1980s (*ibid*). The area immediately surrounding the viaduct is shown to have developed by the time of the late nineteenth century with the addition of numerous industrial structures, domestic dwellings and networks of roads present to the west, evidencing the development of Batley, with further domestic housing and a gasworks to the present to the east.

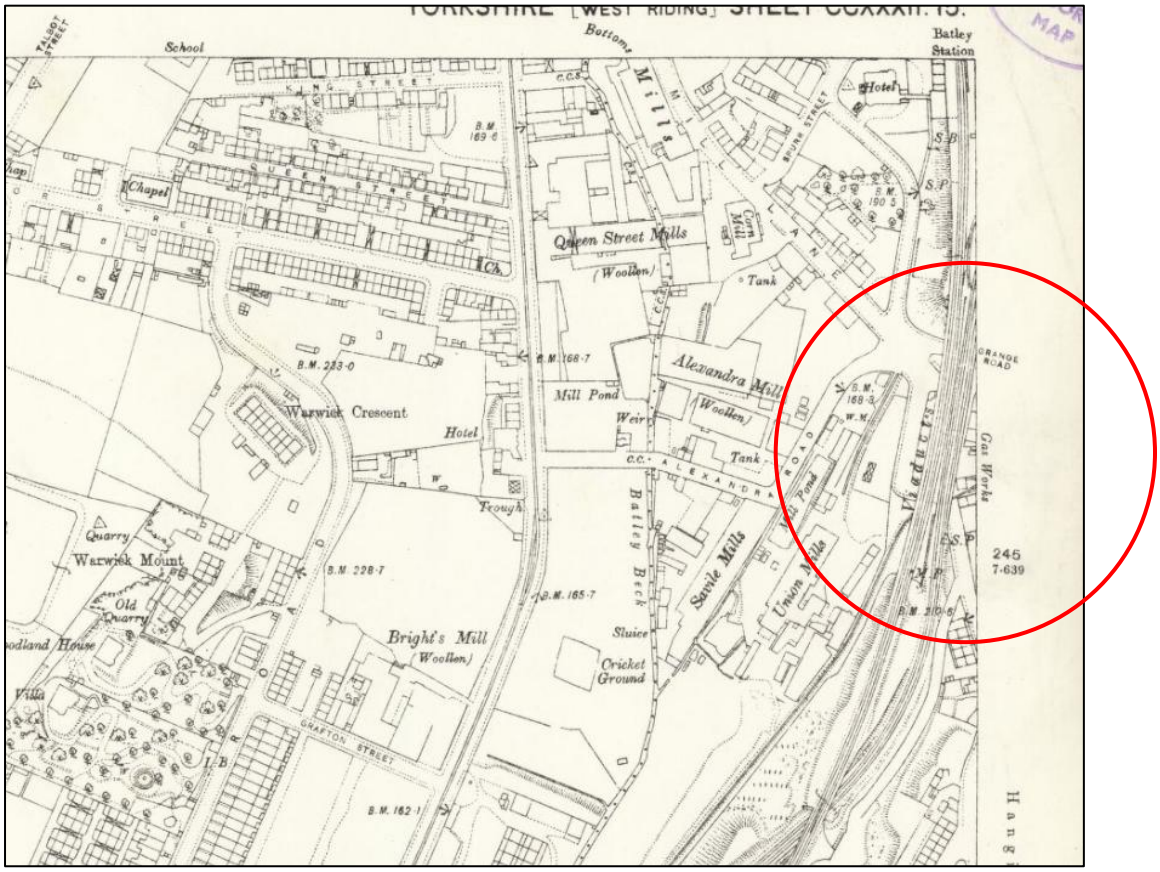

Plate 2: Excerpt of 1:2500 OS map of Yorkshire CCXXXII.15 (Surveyed 1889 to 1892, Published 1894) showing Union Mill (Batley) Viaduct (MDL1/27) (in red circle)

3.2.4 Later available OS mapping shows no further development to the Union Mill (Batley) Viaduct (MDL1/27) with the only development being to the surrounding area with the construction of additional industrial and domestic structures. The most notable area of development, depicted on the OS map of 1945 (revised 1938) is shown to the to south-east with the development of the settlement of Hanging Heaton.

4 OUTLINE DESCRIPTION

4.1 Introduction

4.1.1 Union Mill (Batley) Viaduct (MDL1/27) (NHLE 1134650) was a 16 span arched viaduct constructed of coursed rock faced Pennine Lower Coal Measures sandstone with dressed stone vaults with both the eastern and western elevations of the viaduct being of a similar appearance (Network Rail 2023; Plates 3, 4 and 5). Aligned roughly north/south, the 16 arches were on slender piers with architectural features including moulded impost bands, blunted voussoirs, moulded string-coursing (Plate 8), tooled margins (Plate 10), projecting plinths at the base of the piers at the northern end (Plate 12) and a masonry parapet with squared ashlar coping.

4.1.2 The underside of each arch was constructed of decorated rusticated sandstone that narrowed in width as they ascended to the arches centre (Plates 14 and 15). Present on the moulded string-course, voussoirs and a number of the stone blocks throughout the structure were small circular holes/indentations, presumably used to aid in the stones lifting. Underneath the arch, some of the stones forming the piers displayed mason's marks (Plate 16). Present above some on the arches on both the external elevations were circular iron rod supports providing structural integrity (Plate 8). Attached to the parapet were metallic railings running the structure's length. Located at either end of the viaduct were decorative end pilasters with moulded string-coursing and squared ashlar coping. Present against the external eastern elevation at the northern end (largely covered by vegetation) were the structural remains of the GNR Viaduct (1888 – 1964), demolished during the 1980s (Plate 17).

4.2 Photographic Record

Weather conditions during the survey were bright sunshine and high winds which made using the scale bar difficult.

Plate 3: Northern end of western elevation. View facing north-east (0483.JPG)

Plate 4: Southern end of western elevation. View facing south-east (0477.JPG)

Plate 5: Northern end of western elevation. View facing east (0505.JPG)

Plate 6: Spans 11 and 12. View facing east (0471.JPG)

Plate 7: Spring of Span 12. View facing north-east (0472.JPG)

Plate 8: Voussoirs, iron supports, moulded string-course and parapet above Span 8. View facing east (0479.JPG)

Plate 9: Pier between Spans 5 and 6. With 2m scale. View facing east (0484.JPG)

Plate 10: Tooled margin on edge of pier of Span 6 with 2m scale. View facing north-east (0485.JPG)

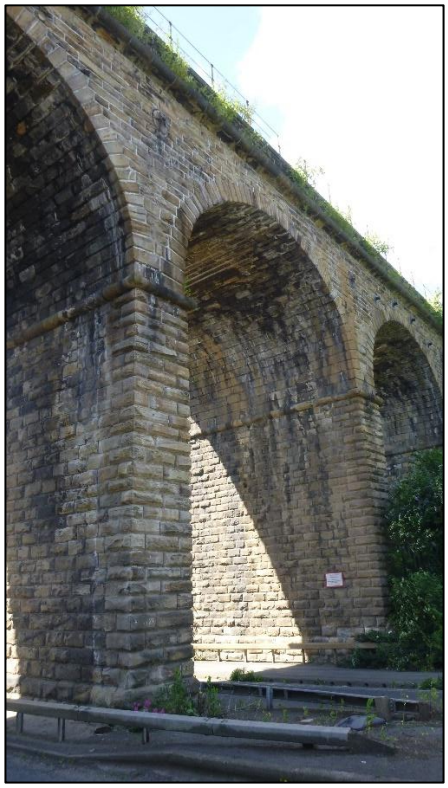

Plate 11: Span 14 on eastern elevation. View facing north-west (0499.JPG)

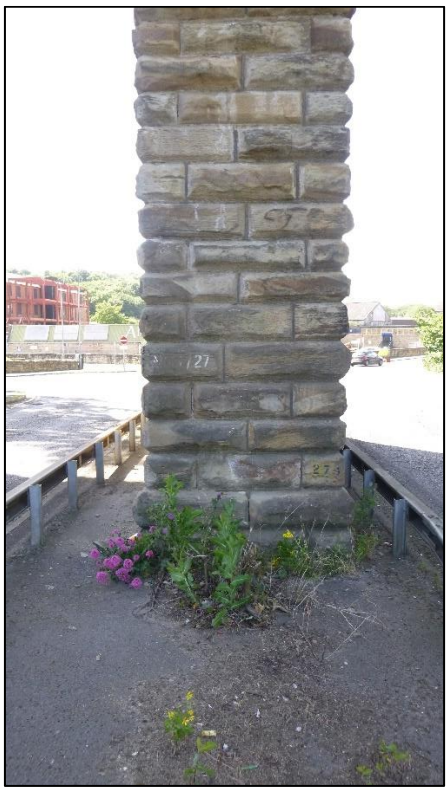

Plate 12: Plinth at base of pier between Spans 13 and 14. View facing west (0503.JPG)

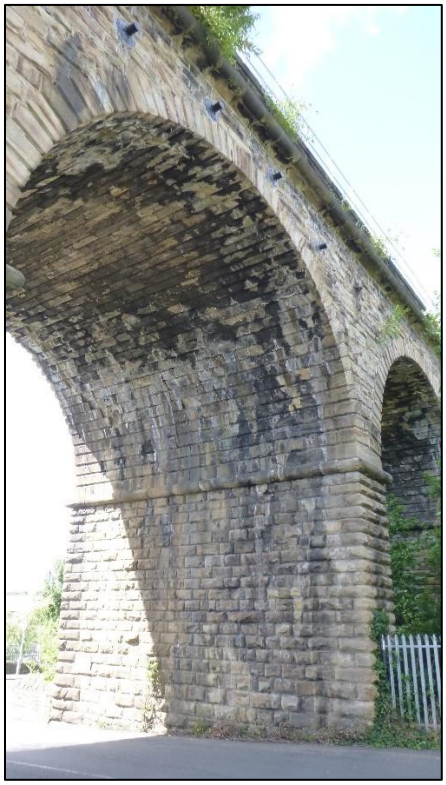

Plate 13: Internal space of Span 6. View facing north-west (0489.JPG)

Plate 14: Moulded impost band above northern pier of Span 6. View facing north (0488.JPG)

Plate 15: Rusticated stone forming underside of arch of Span 6. View facing north (0494.JPG)

Plate 16: Example of mason's mark on southern pier of Span 6 with 50mm scale. View facing south (0500.JPG)

Plate 17: Structural remains of the former GNR Viaduct (right). View facing north (0498.JPG)

5 CONCLUSION

5.1.1 This report follows Historic Investigation and Building Recording of the Grade II Listed Grade II Listed Union Mill (Batley) Viaduct (MDL1/27) (NHLE 1134650), presenting the results of the Level 1 survey with support from a historic map regression. In early depictions from the historic OS map of 1854, the Viaduct is shown to carry the Leeds and Dewsbury Section (LNWR) spanning a valley above Mill Lane. The surrounding areas are under development with industrial buildings, such as the Drying Works and Union Mill (Woollen). From the later OS map of 1894, the Viaduct appears structurally unaltered, continuing to carry two tracks over Mill Lane and the now newly constructed Grange Road, with the line now named the Leeds, Dewsbury & Manchester Line (LNWR).

5.1.2 A significant development is the construction of the Great Northern Railway (GNR) Dewsbury & Batley branch line viaduct, opened in 1880, immediately alongside the eastern edge of the Union Mill (Batley) Viaduct (MDL1/27) (Network Rail 2023). The GNR viaduct was constructed at a slightly lower level to the Union Mill (Batley) Viaduct which passed beneath the LNWR line to the south of the southern end of the viaduct (*ibid*). The GNR line subsequently closed in 1964, with the viaduct being demolished in the late 1980s (*ibid*). The area immediately surrounding the Viaduct is shown to have developed by the time of the late nineteenth century with the addition of numerous industrial structures, domestic dwellings and networks of roads present to the west, evidencing the development of Batley, with further domestic housing and a gasworks to the present to the east.

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Figure 1: Site location

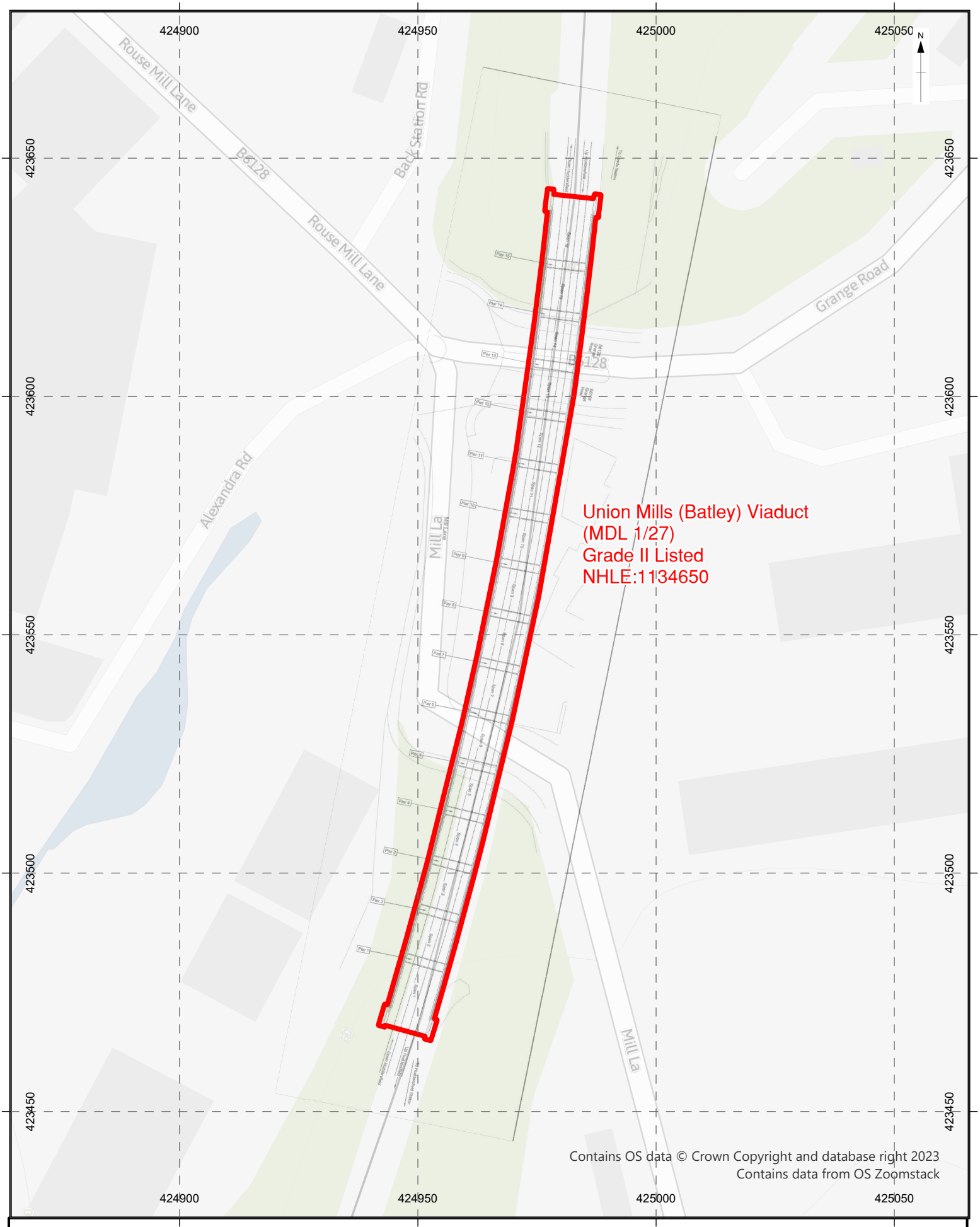

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Figure 2: Viaduct location Plan

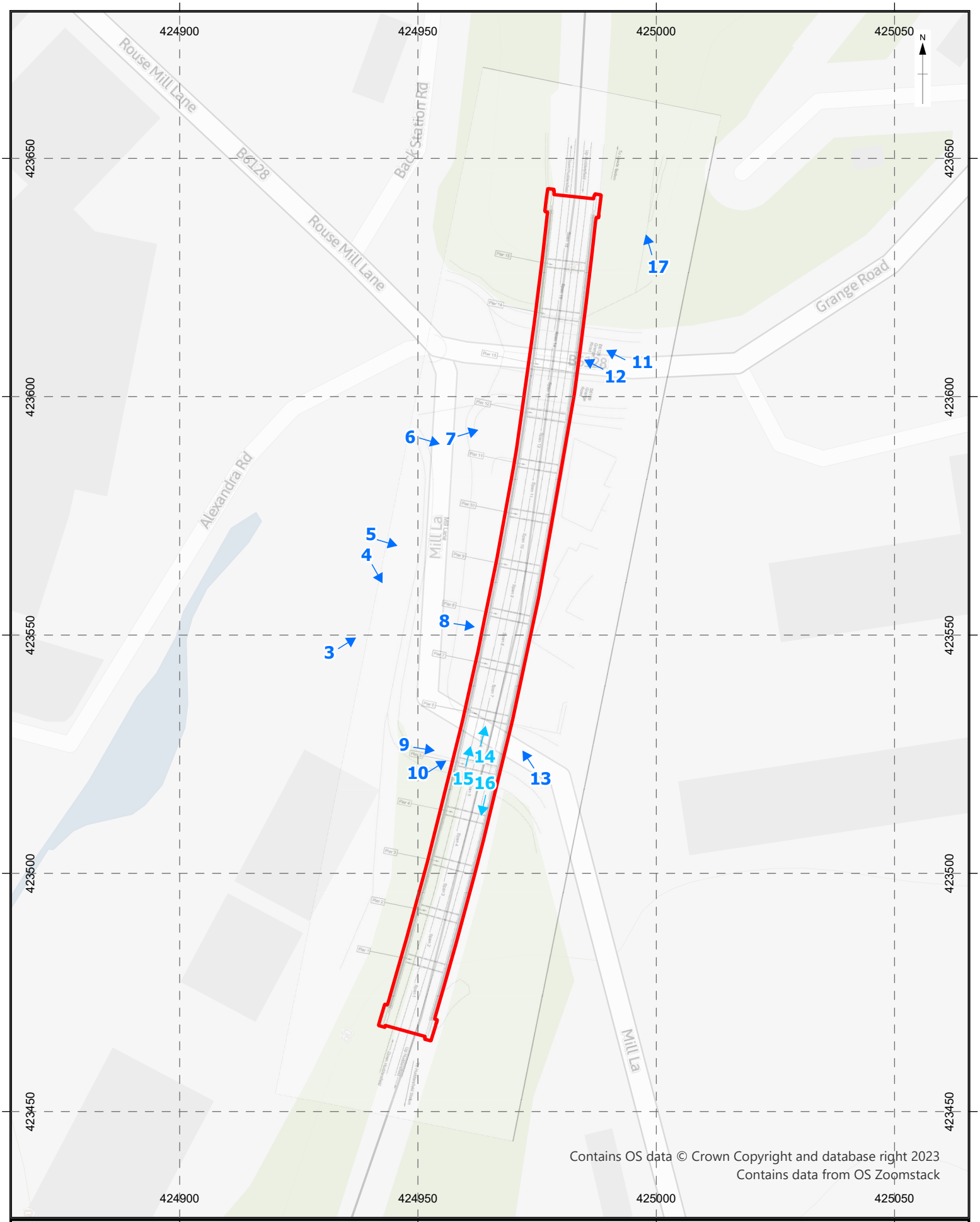

Figure Created on 20/12/2024

Figure 3: Photograph location Plan

APPENDIX A BIBLIOGRAPHY

Primary sources

Ordnance Survey (OS), 1854 Yorkshire Sheet 232

OS, 1894 Yorkshire CCXXXII.15

OS, 1945 Yorkshire CCXXXII.16

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Network Rail, 2023 *Transpennine Route Upgrade Written Scheme of Investigation – Historic Building Recording of Union Mill (Batley) Viaduct (MDL1/27)*

APPENDIX B WRITTEN SCHEME OF INVESTIGATION

Transpennine Route Upgrade

Written Scheme of Investigation – Historic Building Recording of Union Mill (Batley) Viaduct (MDL1/27)

Network Rail

October 2023

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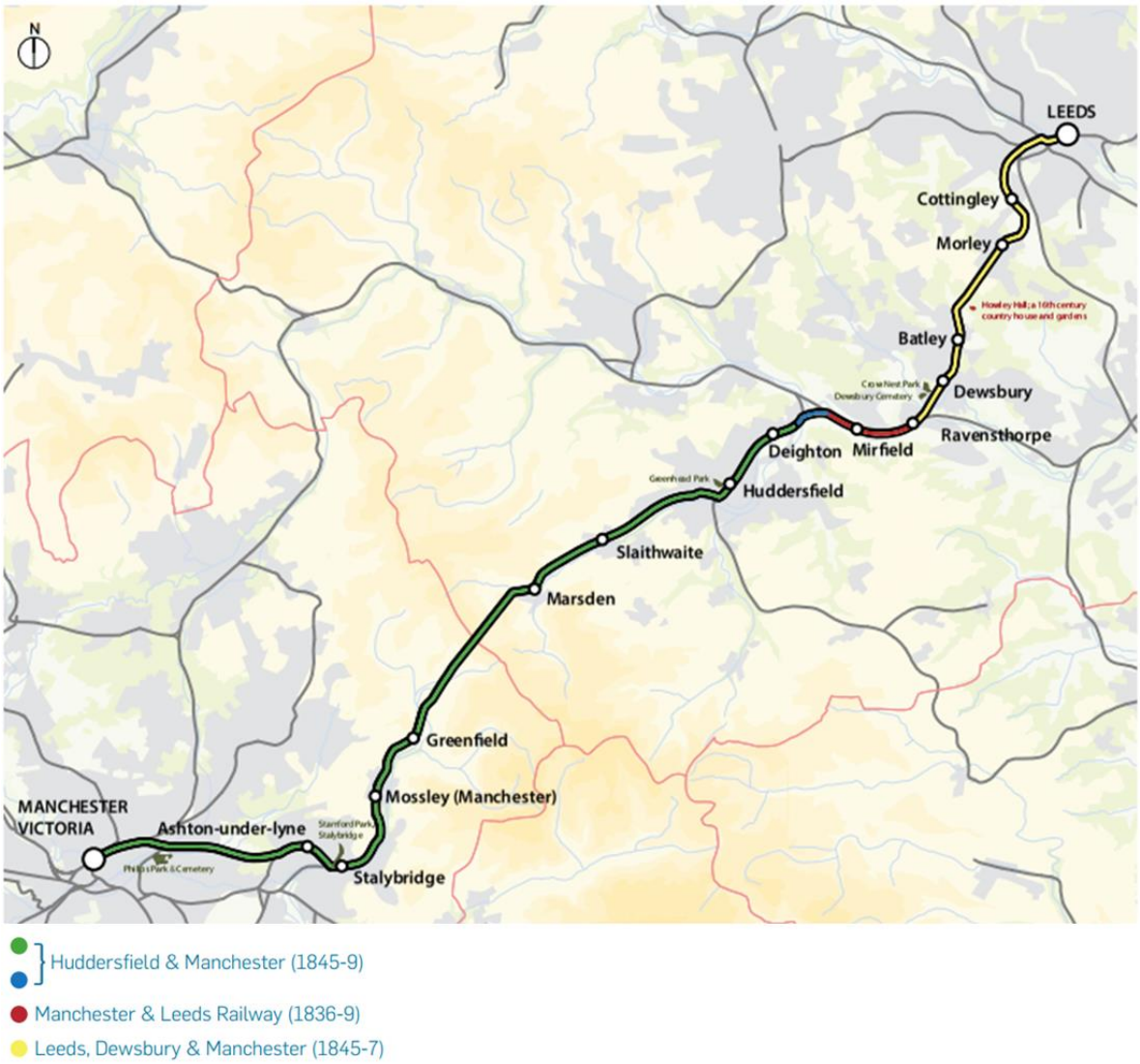
Inserts

1. INTRODUCTION

1.1 The Scheme

1.1.1 The objective of the Transpennine Route Upgrade (TRU) is to improve the Trans-Pennine 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 TRU W4 Scheme between Westtown (Dewsbury) and Leeds which will contribute to the overall TRU aims of increasing service capacity and offering journey time benefits. This will deliver four tracking and upgrading of the existing railway line including track realignment, electrification of the line, increase in line speeds and remodelling and replacement of stations, as well as various other engineering works necessary to realise the benefits of the scheme including alterations to, or replacement or demolition of, existing bridge structures.



Insert 1-1 Route overview detailing Transpennine Route Upgrade (TRU), showing the historic railway company development of the line between Manchester and Leeds, including the section between Westtown (Dewsbury) and Leeds (shown in yellow).

1.1.2 The Written Scheme of Investigation (WSI) covers historic building recording (HBR) of the Grade II Listed Union Mill (Batley) Viaduct (MDL1/27) (NHLE 1134650). This document sets out the methodology for historic building recording to Level 1 standard.

1.1.3 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.

1.1.4 The requirement for historic building recording of this structure was identified in the Heritage Statement[2] submitted in support of the Listed Building Consent application and forms part of the agreed mitigation under the 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 Principal Archaeologist at West Yorkshire Archaeology Advisory Service (WYAAS).

1.2 Aims and Objectives

1.2.1 Historic building recording of bridges and railway stations proposed for alterations and removal was identified as recommended compensation during the development of the scheme. The requirement for historic building recording of this structure was identified as a requirement to discharge Condition 5 attached to the granted Listed Building Consent for the structure. The wording of the condition is as follows:

> *5. A Historic Building recording shall be completed to a Level 1 standard in accordance with Historic England Guidance.*
>
> *Reason: For avoidance of doubt as to what is being permitted and to ensure the satisfactory appearance of the development on completion in order to retain the significance of the designated heritage asset and to accord with Policy LP35 of the Kirklees Local Plan, as well as Chapter 16 of the National Planning Policy Framework.*

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 W4 Westtown (Dewsbury) to Leeds 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 Union Mill (Batley) Viaduct (MDL1/27) to a Level 1 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*[3];
- To disseminate the results of the recording works through deposition of an ordered digital archive and detailed report with the West Yorkshire Historic Environment Record (HER) and West Yorkshire Archive Service, in accordance with the requirements of the West Yorkshire Archaeological 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.

[1] Historic England, 2016. *Understanding Historic Buildings: A Guide to Good Recording Practice*
[2] Network Rail. 2022. *The Network Rail (Dewsbury to Leeds W4 Scheme) Trans-Pennine Route Upgrade: Union Mill (Batley) Viaduct (MDL1/27) – Heritage Statement. P. 31.*
[3] Historic England, 2016. *Understanding Historic Buildings: A Guide to Good Recording Practice*

2. HISTORICAL BACKGROUND

Historical Background – Trans-Pennine Route

2.1.1 The Trans-Pennine Route between Dewsbury and Leeds was constructed and opened between 1845 and 1847. The route today forms part of the wider Trans-Pennine Route between York, Selby and Manchester, which comprises sections of rail line developed by different railway companies. The complex chain of companies and projects is a typical product of the "Railway Mania" of the mid-1840s, the height of a period of commercial confidence and expansion in the railways[4].

2.1.2 Between Dewsbury and Leeds, the Trans-Pennine Route comprises the line constructed by the Leeds, Dewsbury & Manchester Railway. The line formed part of 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, built by the Huddersfield & Manchester Railway, under the Pennine watershed to connect the line between the Upper Thames and Colne Valleys. Between Dewsbury and Leeds, 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.

2.1.3 The development and expansion of the railway 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 railway resulted in place-making and industrial growth, as towns benefited from the connections and influences which they brought with them. The Trans-Pennine Route between Dewsbury and Leeds certainly had an influence on towns, forming an additional infrastructure element of the expansion of settlements such as Dewsbury and Batley, already underway as a result of the growth of textile, mining and maltings industries.

2.1.4 This line was constructed during the Heroic Age of Railway building (1841-50). Opening in stages between 1846 and 1849, when railway mania was at its height, the Leeds, Dewsbury & Manchester Railway was constructed under the oversight of the principal engineer Thomas Grainger. Grainger was one of the leading railway engineers in Scotland at this time, working on Pioneering Age (1825-41) railways such as Monkland and Kirkintilloch Railway (1824-1926) and the Glasgow and Garnick Railway (1826-1831), which he delivered in conjunction with the engineer John Miller. He is best known in England for his work on lines including the Leeds, Dewsbury & Manchester Railway (1845-1848), the east and West Yorkshire Junction Railway (1846); and the Leeds & Thirsk Railway (1845-1852). Grainger's work is notable for the imaginative way in which he tailored these lines to the difficult surrounding terrain and his bold masonry and distinctive iron bridge designs[5].

2.1.5 In 1847, the Leeds Dewsbury & Manchester Railway, along with the Huddersfield and Manchester Railway, were absorbed into the London and North Western Railway (LNWR), providing a more direct route from Manchester to the West Riding and enabling the LNWR to access the textile and coal industries of West Yorkshire. By 1851, the LNWR was the most prominent railway company of the period, with over 800 miles of track and was the largest join-stock concern of its time, capitalised at £29 million[6].

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[4] Alan Baxter Associates, 2019. *TransPennine Route Upgrade Route-wide Statement of Significance*. 14.
[5] Alan Baxter Associates, 2019. *TransPennine Route Upgrade Route-wide Statement of Significance*. 13.

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

Historical Background – Union Mill (Batley) Viaduct (MDL1/27)

2.1.6 Union Mill (Batley) Viaduct (MDL1/27) was constructed in 1848, to carry the railway over Mill Lane, across the valley to the south of Batley Station. At the time of the construction of Union Mill (Batley) Viaduct (MDL1/27), the landscape around the structure was still relatively rural in character, with isolated examples of industrial development in the valley to the west of the viaduct. To the south-west of Union Mill (Batley) Viaduct (MDL1/27) there was a large woollen mill complex of Union Mill, from which the structure derived its name, while to the north-west along Mill Lane was rouse Mill which processed corn. Batley Station was itself located approximately 500m south-west of the centre of Batley. From the early 1860s, as well a serving the Leeds, Dewsbury and Manchester Railway (subsequently the LNWR) line, the station also served the West Yorkshire Railway (formerly the Bradford, Wakefield and Leeds Railway) branch line to Wakefield via Ossett amalgamated into the Great Northern Railway (GNR) in 1865).

2.1.7 The industrial development of Batley during the second half of the 19th century resulted in considerable changes in the landscape immediately around the viaduct; such growth of industry shaped the history townscape of the settlement as experienced within the setting of the viaduct today. In addition to Union Mills, a number of other mills had been developed in the valley around the viaduct, which included a gasworks as well as woollen industries, while to the north-west the expansion of Batley's core had resulted in the development of the area to the west of Batley Station. Station Road, in particular, had been developed with large warehouses (sometimes known as seller's houses) related to the heavy woollen industry; this development shaped the way that those travelling over the viaduct experienced their approach to Batley Station. With these developments, additional roads were constructed under the viaduct.

2.1.8 The other notable development during the second half of the 19th century was the construction of the neighbouring GNR Dewsbury & Batley branch line. This was opened in 1880 to complete the GNR's loop from Ossett to Batley via Dewsbury Central which was used by some GNR services between Bradford and London Kings Cross (effectively providing an alternative route between Batley and Wakefield to the earlier line running east from Batley Station); The alignment of the railway crossing under the LNWR line just south of the southern end of the viaduct and crossing the valley on a separate viaduct constructed immediately east of Union Mill (Batley) Viaduct (MDL1/27). This viaduct was at a slightly lower level to Union Mill (Batley) Viaduct (MDL1/27) and comprises a plate girder span over Mill Lane, five masonry arches, a second girder span over Grange Road and another stone arch. The GNR line subsequently closed in 1964, with the viaduct being demolished in the late 1980s.

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, 2022 (originally published in 2014).. *Code of Conduct*;
- Chartered Institute for Archaeologists, 2020a. *Standard and Guidance for the archaeological investigation and recording of standing buildings or structures*;
- Chartered Institute for Archaeologists, 2020b (origionally published in 2014). *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 Union Mill (Batley) Viaduct (MDL1/27) as set out in Table 4-1 below. This structure is shown on the following drawings submitted as part of the Listed Building Consent application for Union Mill (Batley) Viaduct (MDL1/27):

- Existing General Arrangement (151667-TSA-41-MDL1-DRG-T-LP-160051)
- Proposed General Arrangement (151667-TSA-41-MDL1-DRG-T-LP-160052)
- Existing and Proposed Sections and Details (151667-TSA-41-MDL1-DRG-T-LP-160053, 151667-TSA-41-MDL1-DRG-T-LP-160054).

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

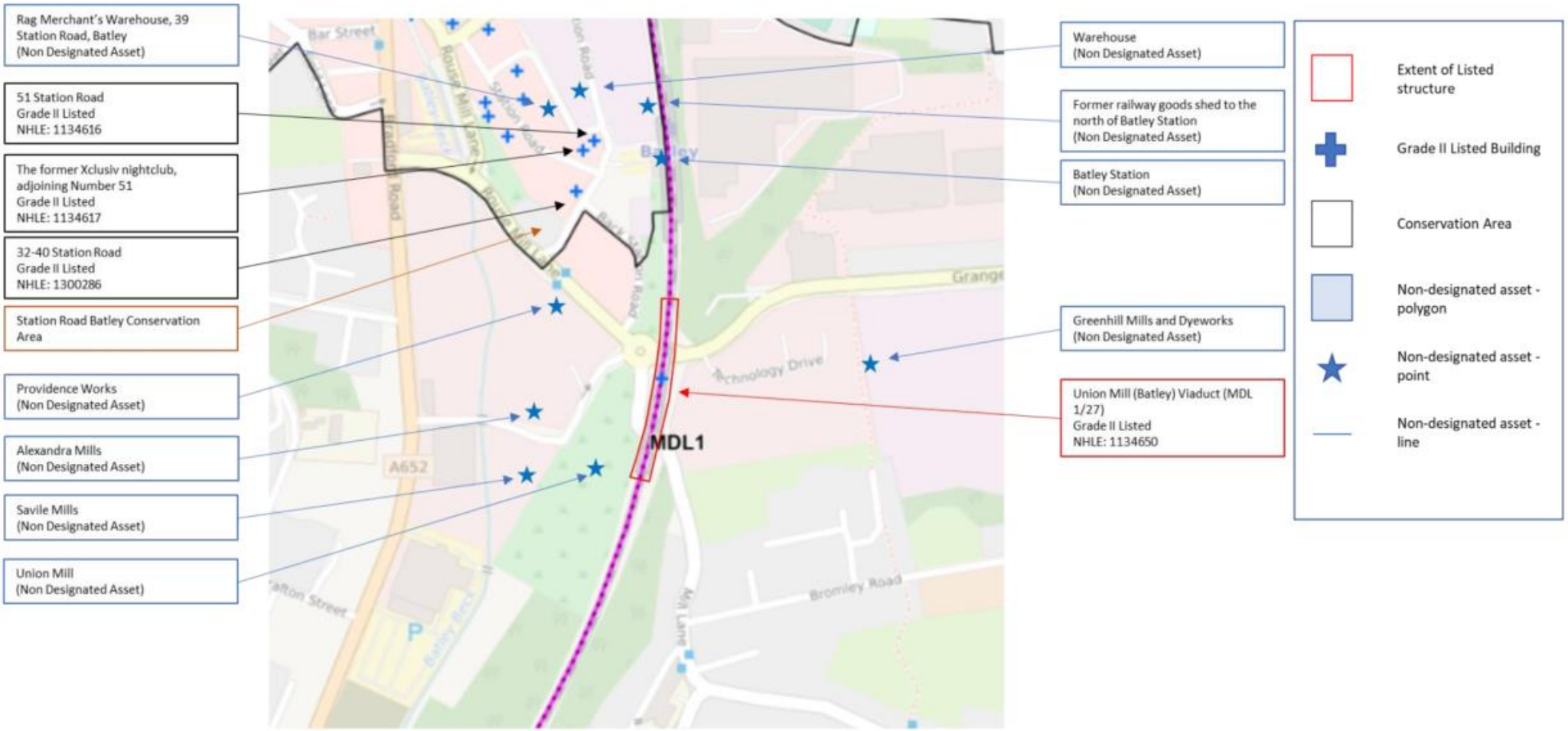
Table 4-1 Structures to be recorded

Asset Reference	Asset name	NGR	Summary Description	Level
MDL1/27	Upper Mill (Batley) Viaduct	SE2497623586	Description: Union Mill (Batley) Viaduct (MDL1/27) is a 16 span bridge built in 1848 to carry the railway over Mill Lane, across the valley to the south of Batley Station. The structure is constructed in rock faced Pennine Lower Coal Measures sandstone with dressed stone vaults, both elevations of the viaduct are similar. The viaduct carried the railway over two public roads: Mill Lane (Span 6) and Grange Road (Spans 13, 14) the remaining spans cross over public realm and a car park. Setting: Union Mill (Batley) Viaduct (MDL1/27) is set within a railway context, and maintains a physical relationship with Batley Station which affords views towards and across the viaduct. Current setting is residential and commercial in character. The viaduct maintains a prominence in the landscape to the south east of Batley town centre. Significance: Union Mill (Batley) Viaduct (MDL1/27) derives historical value for being a largely unaltered examples of 1840s viaduct from the Heroic Age (1841-1850) of railway building. It also derives significance historical value for its association with Leeds, Dewsbury & Manchester Railway, and for following the engineering of Thomas	Level 1

Asset Reference	Asset name	NGR	Summary Description	Level
			Grainger. Union Mill (Batley) Viaduct also derives architectural value for the quality of architectural expression in its design and the scale of it presence within the townscape.	

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 Upper Mill (Batley) Viaduct (MDL1/27) Location Plan.



Insert 4-2 Upper Mill (Batley) Viaduct (MDL1/27) Location Plan showing nearby heritage assets (note these assets need not be included in the recording).

Insert 4-3 Upper Mill (Batley) Viaduct (MDL1/27), eastern elevation looking south.

Insert 4-4 Upper Mill (Batley) Viaduct (MDL1/27) western elevation looking north.

Access requirements

4.1.4 The asset covered in this WSI is largely accessible from the public highway or public footpaths.

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

4.1.6 Any specific access requirements / restrictions at the asset are detailed below.

4.1.7 Due to the access restrictions for some of the viaduct, liaison with the TRU West Alliance, facilitated via Network Rail, ***must*** be undertaken to arrange a suitable date to undertake the survey.

4.1.8 Taking into account the scope of the historic building recording, the surveys of the viaduct will be principally able to be conducted from public rights of way. The viaduct carries the railway over Mill Lane and Grange Road, both of which are publicly accessible with footways, while the footways along nearby Rouse Mill Lane, Back Station Road and Alexander Road also provide views of the viaduct.

4.1.9 Should access to third party land be required, liaison to agree access arrangements with third party landowners will be undertaken by Network Rail or its representatives. Full details of access arrangements will be provided in 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 protocols in place.

4.1.10 Vehicle access for the surveys will be via the highways network around the viaduct, to the south-east of Batley town centre. Safe parking locations will be agreed in advance of the surveys being undertaken.

4.1.11 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 Heritage Statement 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 1 standard

5.2.1 A Level 1 record is defined in the Historic England guidance as: "*essentially a basic visual record, supplemented by the minimum of information needed to identify the building's location, age and type*".

Drawn record

5.2.2 A basic drawn record will be prepared of Union Mill (Batley) Viaduct (MDL1/27); ordinarily, a drawn record would not be expected for a Level 1 recording, however given the alterations to the structure which will occur as a result of the Scheme proposals, it is considered appropriate for a basic record to be made in this case. As a minimum the drawn record shall include:

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

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

5.2.4 Existing elevations of Union Mill (Batley) Viaduct (MDL1/27) will be supplied by Network Rail and may be employed as the basis for the drawn record. In the case of Union Mill (Batley) Viaduct (MDL1/27) 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 Listed Building Consent application; and
- Archival drawings of the structures from the Network 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, will be used as they are preferable to DX sensor equipped cameras.

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 viaduct, including oblique and parallel shots. Typically, a series of oblique views showing all external elevations of the structure, 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;
- More detailed shots of individual elevations which may provide complex architectural or historical information; and
- Where appropriate, more detailed shots of elements of historic fabric that would be particularly impacted by the works proposed.

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.*[7]

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 (**Batley**) 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 structure will be made on site. This will include the following:

- The precise location of the building as an address and in the form of a National Grid Reference (NGR);

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

- 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 and possible date(s) 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 1 Historic Building Recording. As a minimum this report shall include:

- A non-technical summary of the results (an 'abstract');
- A description of the background to and circumstances of the work. This shall include the dates on which the survey was undertaken;
- The structure's 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 summary statement describing the structures' type or purpose, historically and at present, its materials, architect / engineer, possible date(s) and evidence of phasing so far as these are apparent from a superficial inspection
- 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;
- Elevation drawings presenting the results of the Level 1 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*.[8] All elevations will have an appropriate drawn metric scale clearly visible and should be cross-referenced to any relevant plans and overall site plan;
- Reproduction of the complete photographic record produced at a high resolution and at sufficient size to make the detail in each photograph fully visible upon reproduction;
- A detailed selection of colour digital photographs to illustrate the written report;
- Fully referenced bibliography and cartographic sources;
- Photographic registers as an appendix in addition to drawn photographic plans detailing the position and direction of each shot at an appropriate scale;
- Index to and location of the archive;
- Copy of this WSI within an appendix; and
- OASIS form within an appendix.

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

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

- A title page, which includes the name of the project, the title of the report, the name of the Sub-Consultant.
- The logo of the Client shall appear on the front cover of the report;
- A unique report number or reference;
- Report author(s) and company/organisation details where appropriate;
- Date when the report was completed;
- An accurate 6 figure NGR grid reference centred on the project location;
- Clear reference to the Listed Building Consent applications, including the wording of the relevant conditions; 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 by the Project Heritage Lead 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 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. A digital copy for West Yorkshire Historic Environment Record (HER), West Yorkshire Archive Service and Archaeology Data Service (ADS) will be accompanied by an archive of digital images and other digital outputs/data where available.

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.

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* (CIfA 2014b), and the requirements of the building recording specification of WYAAS on behalf of West Yorkshire HER. Digital data generated during the recording works, including the full digital photographic archive shall be prepared in accordance with the requirements of the Archaeology Data Service (ADS). Photographs and reports should be archived with ADS.

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.

5.6.4 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.

5.7 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	Union Mill (Batley) Viaduct (MDL 1/27)	Winter 2023/ Spring 2024
Submission of draft report to Project Heritage Lead for comment		4 weeks after completion of fieldwork
Review of draft report		2 weeks from submission of draft report
Submission of draft report to Kirklees Council / WYAAS for comment		1 week from receipt of comments
Kirklees Council / WYAAS 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		1 week from receipt of Kirklees Council comments

Stage of Works	Timings
(HER), West Yorkshire Archive Service and the Archaeology Data Service (ADS), OASIS)	

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 or Client means BAM Nuttall (part of the TRU Alliance), 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 TRU Alliance prior to starting on site. No work shall be undertaken on site until these documents have been approved by the TRU Alliance. If amendments are required to these documents during the works, the Project Heritage Lead and the Employer must be provided with the revised document at the earliest opportunity.

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

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

6.3 Monitoring

6.3.1 The Curators have a statutory duty to monitor fieldwork. Fieldwork may be subject to monitoring visits by the Project Heritage Lead and the relevant Curator(s). The Project Heritage Lead and Curator(s) will have unrestricted access to the records or any other information. The work 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 engaged 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, 2022 (originally published in 2014). *Code of Conduct*. Available at: https://www.archaeologists.net/sites/default/files/CodesofConduct.pdf

Chartered Institute for Archaeologists, 2020a. *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, 2020b (origionally published in 2014). *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

Network Rail
Waterloo General
Office,

London,

SE1 8SW

APPENDIX C OASIS SUMMARY

OASIS Summary for oxfordar2-532045

OASIS ID (UID)	oxfordar2-532045
Project Name	Transpennine Route Upgrade West, Union Mill (Batley) Viaduct (MDL1/27) Batley, Kirklees, West Yorkshire Historic Building Investigation and Recording
Sitename	Union Mill (Batley) Viaduct (MDL1/27)
Sitecode	MDL1/27
Project Identifier(s)	L11502
Activity type	Visual Buildings Record (level 1)
Planning Id	2022/90276
Reason For Investigation	Planning: Listed Building Consent
Organisation Responsible for work	Oxford Archaeology (Lancaster)
Project Dates	03-Jan-2024 - 31-Mar-2025
Location	Union Mill (Batley) Viaduct (MDL1/27) NGR : SE 24976 23586 LL : 53.7081066421551, -1.623105153073624 12 Fig : 424976,423586
Administrative Areas	Country : England County/Local Authority : Kirklees Local Authority District : Kirklees Parish : Kirklees, unparished area
Project Methodology	To record Union Mill (Batley) Viaduct (MDL1/27) to a Level 1 standard as defined by Historic England Standards.
Project Results	In January 2024, Oxford Archaeology (OA) was commissioned by BAM Nuttall to undertake an Historic Investigation and Building Recording of the Grade II Listed Union Mill (Batley) Viaduct (MDL1/27) (NHLE 1134650; NGR SE 24976 23586). The work, which was stipulated by Kirklees Council as subject to Listed Building Consent following proposals for the alterations to the structure, as part of a series of works along the Transpennine Route Upgrade (TRU). The survey was carried out on the 4th July 2024. Union Mill (Batley) Viaduct (MDL1/27) was constructed in 1848 under the oversight of principal engineer Thomas Grainger (1794-1852) for the Leeds, Dewsbury & Manchester Railway (1845-1847), forming one of several Grainger-engineered structures between Dewsbury and Leeds. The Viaduct derives historical value for being a largely unaltered example of an 1840s viaduct from the Heroic Age (1841-1850) of railway building. It also derives historical significance from its association with the engineers Thomas Grainger alongside aesthetic value for the quality of its architectural expression in its design and the scale of its presence within the townscape of Batley.
Keywords	Railway Viaduct - 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	
HER Identifiers	

Archives	Digital Archive - to be deposited with Archaeology Data Service Archive;

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Cambridge office

15 Trafalgar Way,
Bar Hill,
Cambridgeshire, CB23 8SQ

T: +44(0)1223 850500
E: info@oxfordarchaeology.com

Lancaster office

Mill 3,
Moor Lane,
Lancaster, LA11 1QD

T: +44(0)1524 541000
E: info@oxfordarchaeology.com

Oxford office

Janus House,
Osney Mead,
Oxford OX2 0ES

T: +44(0)1865 **980700**
E: info@oxfordarchaeology.com
W: http:\\oxfordarchaeology.com

Chief Executive Officer
Ken Welsh, BSc, MCIfA, FSA
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