Transpennine Route Upgrade West, Dewsbury Station (MDL1/18)

Dewsbury, West Yorkshire

Historic Building Investigation and Recording

March 2025

Client: BAM Nuttall on behalf of TRU Alliance

Issue No: V. 2
OA Reference No: L11502
NGR: SE 24341 21795

oxford archaeology

Client Name:	BAM Nuttall on behalf of TRU Alliance
Document Title:	Transpennine Route Upgrade West, Dewsbury Station (MDL1/18)Dewsbury Station (MDL1/18)
Document Type:	Historic Buildings Investigation and Recording
Grid Reference:	SE 24341 21795
Planning Reference:	2022/91212
Invoice Code:	L11502
OA Document File Location:	https://files.oxfordarchaeology.com/nextcloud/index.php/f/32263746
OA Graphics File Location:	https://files.oxfordarchaeology.com/nextcloud/index.php/f/32224507
Issue No:	V. 2
Date:	14 March 2025
Prepared by:	Megan Daniels (Supervisor)
Checked by:	Paul Dunn (Senior Project Manager)
Edited by:	Graham Mottershead (Senior Project Manager)
Approved for Issue by:	Alan Lupton (Operations Manager)

Oxford office
Janus House
Osney Mead
Oxford
OX2 0ES

Cambridge office
15 Trafalgar Way
Bar Hill
Cambridge
CB23 8SQ

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

W: oxfordarchaeology.com
Oxford Archaeology is a registered Charity: No. 285627

Transpennine Route Upgrade West, Dewsbury Station (MDL1/18)

Historic Buildings Investigation and Recording

Written by Megan Daniels

and illustrations by Mark Tidmarsh

Contents

List of Figures

List of Plates

ACKNOWLEDGEMENTS

Oxford Archaeology would like to thank BAM Nuttall for commissioning the project. The project was managed for Oxford Archaeology by Paul Dunn. The fieldwork was undertaken by Chris Smallwood and the report was prepared by 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 Dewsbury Station (MDL1/18) (NHLE 1300394; NGR SE 24341 21795). The work, which was stipulated by Kirklees Council as a condition of Listed Building Consent, was undertaken ahead of any alterations or removal of materials as part of a series of works along the Transpennine Route Upgrade (TRU). The survey was carried out on the 03rd October 2024.

Dewsbury Station (MDL1/18) was constructed during the Heroic Age (1841-1850) of railway development, for the Leeds, Dewsbury & Manchester Railway (1845-1847) and officially opened in 1848. The station has been subject to alteration since its original construction and as a result, boasts a considerable amount of varying architectural elements and fabrics, connecting it to the Heroic Age (1841-1850) of railway building as well as later twentieth and twenty-first Century improvements. By comparing the historic Ordnance Survey (OS) maps from 1855 and 1930, Dewsbury Station (NHLE 1300394) underwent major changes from it being first established in 1848. It shows that the station became more prominent over time, with its expansion and improvement work designed to accommodate more comfort for passengers and staff members at the station, as well as improving accessibility to both platforms by building a new footbridge to replace the unsafe subway passage that originally connected the platforms in 1848. Its establishment helped to facilitate the growth of Dewsbury and the surrounding area by improving its goods and passenger connections across the industrial north.

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 Dewsbury Station (MDL1/18) (NHLE 1300394; NGR SE 24341 21795) (Fig 1). Dewsbury Station (MDL1/18) was constructed during the Heroic Age (1841-1850) of railway development, and was officially opened in 1848 under the oversight of principal engineer Thomas Grainger (1794-1852) for the Leeds, Dewsbury & Manchester Railway (1845-1847) (Network Rail 2023). The station has been subject to alteration since its original construction and as a result, boasts a considerable amount of varying architectural elements and fabrics, connecting it to the Heroic Age (1841-1850) of railway building (*ibid*) as well as later twentieth and twenty-first Century improvements.

1.1.2 Dewsbury Station (MDL1/18) is subject to Listed Building Consent following proposals for the alteration of a number of elements of the station. This forms part of an agreed mitigation strategy within a programme of works along the Transpennine Route Upgrade (TRU) granted by the Conservation Officers at Kirklees Council, acting on advice of the Senior County Archaeologist at West Yorkshire Archaeological Advisory Service (WYAAS), subject to the completion of a Level 2 historic building survey. The condition (defined in section 5.2 of the Written Scheme of Investigation (WSI) *Appendix B*) stipulated that a Level 2 survey should comprise "a descriptive record", in accordance with 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 3rd October 2024.

1.2 Aims and Objectives

1.2.1 The principal aim of the current report is to document the current form and survival of Dewsbury Station (MDL1/18) (NHLE 11300394) prior to any alteration or removal of materials on the W4 Westtown (Dewsbury) to Leeds section of TRU, in order to provide a lasting record of the structure's present state. To achieve these aims the following objectives were met:

- to record Dewsbury Station (MDL1/18) to a Level 2 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 Dewsbury Station (MDL1/18) is a multi-phase building located in Dewsbury, approximately 300m north-west of Dewsbury town centre in Kirklees, West Yorkshire (SE 24537 22527) (Network Rail 2023). Dewsbury Station's immediate location lies east of residential terraces and houses, and to the west is the town centre. The station includes two platforms and tracks, plus a footbridge connecting the platforms and station building, to carry passengers over the historic London North-Western Railway (LNWR) line.

1.3.2 The solid geology of the site is mapped as sandstone, sedimentary bedrock of Birstall Rock 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 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 2 standard

2.2.1 Historic building recording to Level 2 standard was undertaken, which is defined by Historic England as '*… a descriptive record, made in similar circumstances to Level 1 but when more information is needed*.' (2016). All work was undertaken to the standard set out by CIfA (2020).

2.3 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 Canon EOS 2000D digital SLR (24 megapixel) camera, with a selection of lenses, was used for the photographic record. The record comprises landscape and detailed photography; the detailed photographs of archaeological features incorporated a scale bar where appropriate. Archive photographic locations are presented on 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.

2.3.4 *The Subway:* the subway, originally providing passenger access to from the main station entrance on the east side of the tracks, to the north-western platform, and vice versa was inaccessible at the time of the archaeological survey, having been closed for health and safety reasons and replaced by a footbridge in the late 1880s. As a result, the analysis of the subway relies on a 3d-model (Matterport Scan) provided by the client.

2.3.5 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 Dewsbury Station (MDL1/18) (NHLE 1300394) 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 station and the surrounding area. The station was constructed during the Heroic Age (1841-1850) and completed in 1848 under the oversight of principal engineer Thomas Grainger (1794-1852) for the Leeds, Dewsbury & Manchester Railway (1845-1847) (Alan Baxter 2019). The station's construction helped to transform the town by providing access to a wider market for the heavy woollen industry (Network Rail 2023). Little of the original station building is still visible due to the additional developments made to improve the use of the station during the twentieth and twenty-first centuries, however, this station stands as an example of multi-phase works.

3.2 Specific Historical Background

3.2.1 Dewsbury Station (MDL1/18) (NHLE 1300394) is located on the western side of Dewsbury town centre and was described as being unusual for the area with the architect's constructing it in a Tudor style with ashlar stones (Network Rail, 2023). The station was originally designed by John and Henry Paul Child and built by Simpson and Field. However, the only surviving architectural element of the original station from 1848, is what used to be the main entrance and the wall running south of the station, with the surviving original station building today being the public house to the rear of Platform 2 (*ibid*).

3.2.2 Little evidence survives of what the original station looked like, but the original station structure comprised of the entrance, platforms and subway which allowed passengers to move between both platforms. Between 1887-1889 the station underwent major changes to improve the facilities for customers and staff using the trains. This is when the footbridge was built to replace the use of the subway, which was deemed unsafe, creating better access to the platforms by lifts and stairs (Network Rail, 2023). New facility blocks were added along with a retaining wall on Platform 1. Whereas Platform 2 included a new 2-storey flat roofed entrance block with a glazed porte-cochere front (*ibid*). This included an entrance hall, ticket office, waiting and refreshment rooms and a station master's dwelling. Canopies were also added to the platforms, which have cast iron supporting columns (*ibid*). Minor improvements were made in the twentieth and twenty-first centuries, with rearrangements of rooms, a carpark and in 1999 a new lift shaft was constructed with course stone to match the masonry of the 1880s (*ibid*).

3.2.3 The current station measures approximately 51m in width at its widest points and 155m in length running along the station's platform. To the west of the station is a residential housing area and the east of the station is Dewsbury town centre.

3.2.4 Dewsbury Station (MDL1/18) (NHLE 1300394) is located in close proximity to many listed buildings, including located to the south of the Grade II listed

County Court building (NHLE 1300536) and north of Dewsbury library (NHLE 1323735).

3.2.5 The site currently is an operating railway station following the Huddersfield and Leeds routes, which allowed access to the footbridge, main station and two platforms. However, the subway was not accessible at the time of this survey, due to health and safety considerations, with the entrance being two manhole covers found on Platform 1. As a result, analysis of this is based solely on a 3D model provided by a third party.

3.3 Map Regression

3.3.1 The earliest map to depict Dewsbury Station (MDL1/18) is the first edition Ordnance Survey (OS) map of 1855 (Surveyed 1850 to 1851) (Plate 1). The station is shown to be fairly symmetrical in design and accommodates the London and North-Western Railway (LNWR). To the north of the station, we can see that there were sandstone quarries, which is most likely where the station obtained its materials for its sandstone platforms. The station was ideally situated for businesses in need of transporting materials; along with the quarries, further north there is also Spinkwell Mill and to the south of the station along the River Calder, there are 4 woollen mills, including the Anchor Mill (Plate 1). Before the railway, the woollen mill industry relied on road and canal travel (Network Rail, 2022). The railway increased the demand of importing and exporting materials to the surrounding areas. To the east of the station seems to be a more of a domesticated area, with churches, and housing.

Plate 1: Excerpt of OS 6-inch map of Yorkshire Sheet 247 (Surveyed 1850 to 1851, Published 1855) showing Dewsbury Station (MDL1/18) (in red circle)

3.3.2 The OS Town Plan map of 1894 provides additional detail of the station and the surrounding area after the improvements were added to the station in the 1880s (Plate 2). Both platforms had been extended, with the footbridge clearly depicted above the platforms and railway line. The 25-inch OS map also shows that the north and eastern sides of the station have significantly developed since the original 1854 OS map, depicting new houses and buildings where previously the quarries and fields were. On this map, the station is named as L.

& N. W. Station, compared to the previous 6-inch map naming it the Railway Station. Although there seems to be a reduction or development with the mills in Dewsbury between the surveying of the 1855 and 1894 maps, Spinkwell Mills still is present on the later, just north of the goods sheds next to the station.

Plate 2: Excerpt of Yorkshire CCXLVII.3 OS 25-inch map (Surveyed 1888 to 1889, Published 1894) showing Dewsbury Station (MDL1/18) (in red circle)

3.3.3 The surrounding area of the station is shown to have developed considerably. To the eastern side of Dewsbury Station (MDL1/18) is the Great Northern Station as well as what seems to be a large development of a railway goods yard comprising a series of trackways and storage sheds, showing the significance of Dewsbury during the development of the railway and industrial north.

3.3.4 The OS map of 1930 does not show any further development to the station, the mills mentioned previously are still present, Albert Mills along the River Calder and Spinkwell Mills just north of Dewsbury Station (MDL1/18) (Plate 3).

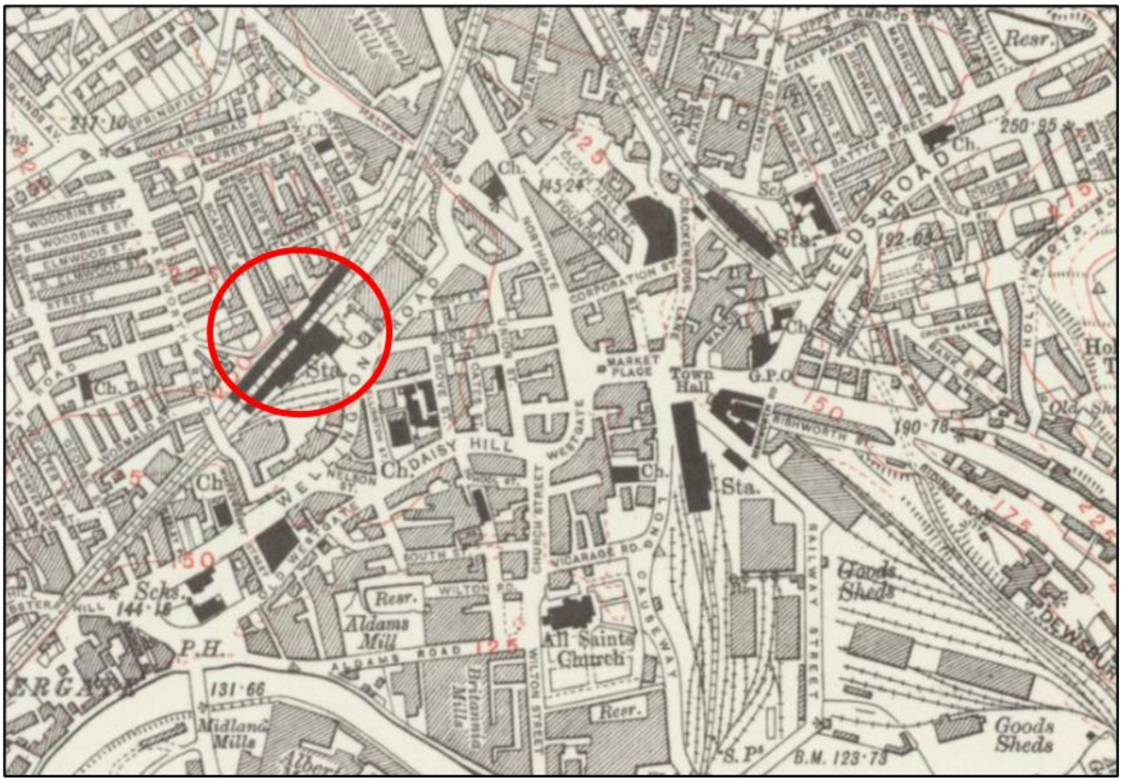


Plate 3: Excerpt of OS 6-inch map of Yorkshire sheet CCXLVII.NE (Surveyed 1930 to 1931, Published 1930) showing Dewsbury Station (MDL1/18) (in red circle)

4 OUTLINE DESCRIPTION

4.1 Introduction

4.1.1 Dewsbury Station (MDL1/18) (NHLE 1300394) is aligned north/south and consists of the main building, a footbridge, two platforms, canopies and a subway. The original station was primarily constructed of ashlar stone, with the architecture on the front having arches, mullioned windows and Jacobean gables (Network Rail, 2023).

4.1.2 Additional developments between 1887-89 to the station included improvements to the facilities for staff and customers. A footbridge was built to replace the subway, at that point deemed no longer suitable for station operations, creating better access to the platforms (Network Rail, 2023) and is aligned east/west. New facilities were added along with a retaining wall on Platform 1. However, Platform 2 underwent the most changes and included a new 2-storey flat roofed entrance block with a glazed porte-cochere front (*ibid*). This also included an entrance hall, ticket office, waiting and refreshment rooms and a station master's dwelling. Cast-iron canopies were added to the platforms to add coverage for customers, as well as cast-iron supporting columns, trusses, girders and possible smaller fixtures such as lanterns, downpipes and brackets.

4.1.3 Minor improvements were made in the twentieth and twenty-first centuries, with rearrangements of rooms, a carpark and in 1999 a new lift shaft was constructed with course stone to match the masonry of the 1880s (*ibid*).

4.2 Photographic Record

4.2.1 The current entrance way to the station was constructed in the 1887-1889 expansion with ashlar stone blocks (Plate 4), a common architectural element used during this period of railway expansion. The entranceway is very symmetrical, with two doorways and two mullioned windows; the eastern elevation entrance also supports a cast-iron canopy, allowing for more coverage at the front of the building.

4.3 Platform 1

4.3.1 From what is visible on Platform 1, the architecture is mainly that of the 1887-1889 expansion. With the most notable element being that of the platform canopy offering shelter to travellers. Platform 1 runs in a north/south alignment and is accessible via the footbridge overhead, which was also installed during the 1880s expansion. Each end of the canopy comprises of dagger board panelling (Plate 5) and timber roof panelling (Plate 6); the eaves attached are possibly modern. There are also cast-iron girders, decorated brackets and columns (Plate 7), as well as cast-iron downpipes and two archways possibly from the original structure (Plate 8). This two-span archway has rusticated voussoirs and a single pier between them. Similar archways can be found around the station, some have timber panelled doorways covering them to prevent access (Plate 9). Platform 1 has a staircase with cast-iron railings, similar to those found on the footbridge and also abuts the retaining wall to the west of the station (Plates 10, 11), which also contains stone and iron fixtures and

fittings, which were from the previous canopy which covered this part of the platform, removed in the twentieth century (Plate 12).

Plate 4: Exterior of Dewsbury Station (MDL1/18) entranceway, eastern elevation (IMG_2296)

Plate 5: Dewsbury Station (MDL1/18) Platform 1 canopy. View facing north-west (IMG_2080)

Plate 6: Underside of Platform 1 canopy roof, timber panelling, looking west (IMG_2207)

Plate 7: Platform 1, cast-iron columns and brackets, 1m scale, looking north, (IMG_2202)

Plate 8: Platform 1, cast-iron downpipe (to left) and archways, 1m scale, (IMG_2224)

Plate 9: Platform 1, blocked archways and cast-iron railings, (IMG_2214)

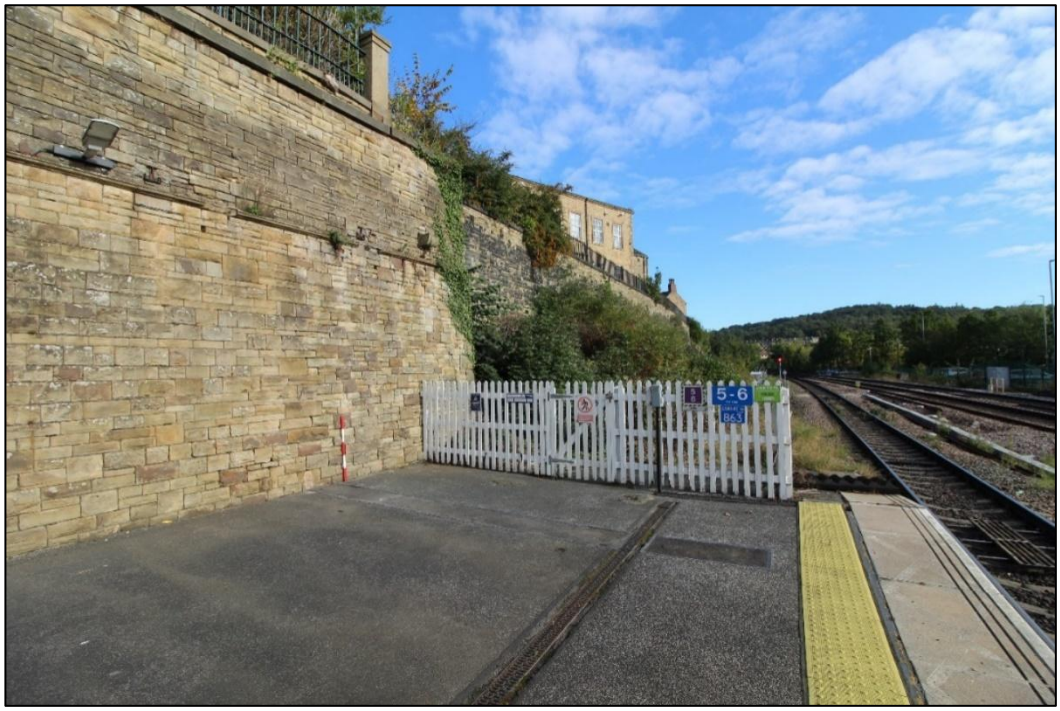


Plate 10: Northern end of platform 1, showing retaining wall, 1m scale, (IMG_2188)

Plate 11: Southern end of platform 1, showing retaining wall, 1m scale, (IMG_2241)

Plate 12: Northern end of platform 1 retaining wall features, looking east, (IMG_2263)

4.4 Platform 2

4.4.1 Platform 2 is located on the eastern side of the station, closer to the town centre than Platform 1 and is very similar in architectural design. The same cast-iron canopy fittings, columns, brackets and railings are present; however, Platform 2 also has a translucent skylight running the length of the canopy roof, to allow extra light for customers, possibly a later addition (Plate 13). The canopy has the same timber panelled roof as well as incorporating the ashlar masonry on the main station structure. Platform 2's canopy has dagger board panelling on either end and abuts the main station building (Plate 14) and is longer than Platform 1's canopy. Platform 2's retaining wall has blocked windows, potentially from the original station building (Plate 15). The platform ends are both of a typical station design, both northern and southern ends sloping to a point and similar to Platform 1, both ends have wooden palisade style fencing (Plates 16 and 17).

Plate 13: Platform 2, showing skylight, looking north, (IMG_2045)

Plate 14: Extent of Platform 2, (taken from Platform 1), looking north-east, (IMG_2246)

Plate 15: Southern end of Platform 2 retaining wall, looking east, 1m scale, (IMG_2105)

Plate 16: Northern end of Platform 2, looking north-east, (IMG_2186)

Plate 17: Southern end of Platform 2, looking south, 1m scale (IMG_2099)

4.5 Footbridge

4.5.1 The footbridge was an addition made to Dewsbury Station (MDL1/18) during the 1880s extension work. The footbridge features a lattice girder parapet, curved yellow brackets and is covered with panelling (Plate 18). It also features a timber decking with a glazed roof (Plate 19). From the main building on Platform 2, there is an internal staircase leading up to the footbridge, which incorporates a voussoir archway and cast-iron railings with a modern interior (Plate 20). There are four windows immediately as you enter the footbridge from the main entrance (Plate 21) and above is a skylight (Plate 22), both dating to the 1880s structure.

4.5.2 The southern elevation of the footbridge has timber panelling and glazed windows stretching across its length (Plate 23); the northern elevation has open lattice work and a rivetted frame with dagger boarding (Plate 24). The rivetted central partition creates two pathways, both have a timber roof which rises to a point in both sections (Plate 25).

Plate 18: Northern elevation of footbridge (from Platform 1), looking south-east, (IMG_2190)

Plate 19: Underside of footbridge, looking east, (IMG_2219)

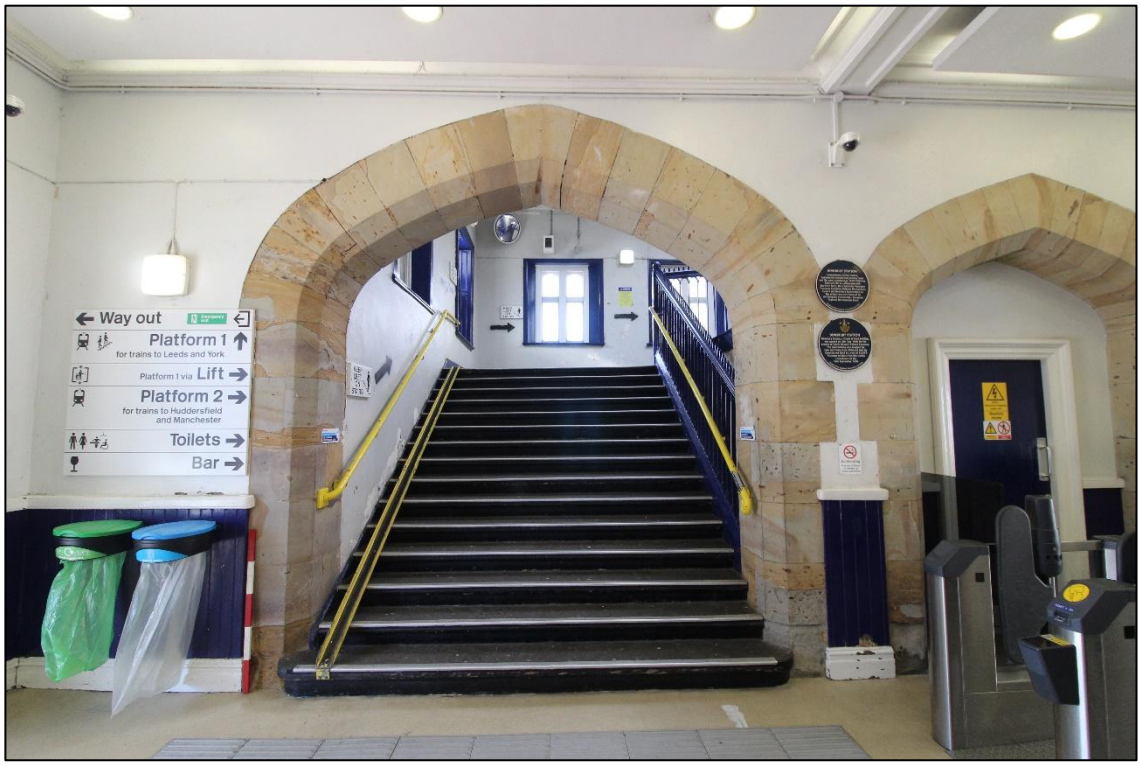


Plate 20: Entrance to footbridge from main station building on Platform 2, looking south, 1m scale (IMG_2285)

Plate 21: Windows on eastern end of footbridge, looking south-west, 1m scale (IMG_2268)

Plate 22: Skylight on eastern end of footbridge, (IMG_2279)

Plate 23: Windows on Southern elevation of footbridge looking south-west, 1m scale (IMG_2139)

Plate 24: Northern elevation of footbridge looking north-east, (IMG_2169)

Plate 25: Central partition and pointed roof of footbridge, looking east (IMG_2151)

4.6 Subway

4.6.1 The subway at Dewsbury Station (MDL1/18) was inaccessible on the day of survey, due to health and safety constraints. The entrance was covered with a man-hole cover on Platform 2 (Plate 26), but a narrow staircase on both platforms provided access between the two with it now being mostly infilled (Network Rail 2023). Originally the subway would take people up to Eightlands Road from Platform 1, with a separate access way from the County Court office (Network Rail, 2022).

Plate 26: Entrance to subway on Platform 2, 1m scale, (IMG_2292)

4.6.2 A 3D model of the subway, provided by the client, shows that only the south-eastern extent of the subway area was accessible, the elements leading to the tunnel level which would have extended beneath the tracks. Beyond this, to the north-west, the tunnels and stairway had been backfilled, presumably with rubble, although the 3D model shows a significant amount of rubbish and debris accumulation restricting an understanding of the backfill deposits. It is not clear whether any element of the north-western extent of the subway, where it emerged to platform level, is accessible, or whether the entirety has been infilled beyond this south-eastern extent. The following description therefore is restricted to the south-eastern extent of the former subway area., accessible from the manhole cover on Platform 2.

4.6.3 Beneath the manhole cover access from Platform 2 is a small landing area with steps leading down from this to both the north and south. The east and west walls of this landing and stairwell area are predominantly of ashlar with the exception of the west wall at the landing level, which is of rougher, courser stone (Plate 27). In addition, the skirting at the western wall, which elsewhere comprises an extending angled protrusion in stone, is not present on the highest step on the south side of the landing, or at all on the landing edge

(Plate 27). This suggests that the original stairway access from platform level to the landing level, and therefore the access to the subway tunnel, was to the west, towards the centre of Platform 2, rather than at the station building side. This top element of the stairwell must have been demolished and blocked off, potentially in the late 1880s, when it was decommissioned and replaced by the footbridge.

Plate 27: Entrance to subway on Platform 2, showing change in fabric on west wall (screenshot from 3D model provided by client)

4.6.4 The roof above the landing level (except for the cast iron entry) and adjacent sets of steps (11 steps to the north, 12 to the south) is formed of large flat sandstone flags. At the base of each flight of steps, the passages turn westwards, through tudor-style ashlar arches. From the south stairway, this leads to a narrow passageway, with further tudor-style arches and a metal balcony railing on the north side, heavily corroded/rusted (Plate 28). This would have provided a safety barrier between this level and the drop to the subway entrance proper, below, demonstrated by a banister, north-south aligned, which would have formed the eastern extent of a further flight of stairs, extending to a lower level (Plate 29).

Plate 28: View west from base of southern stairway (screenshot from 3D model provided by client)

Plate 29: View north from north-western extent of subway area (screenshot from 3D model provided by client)

4.6.5 On the north wall, opposite these bannisters, is a large, wide tudor-arch opening, with rusticated ashlar beneath (Plate 30). This would have been completely open, forming the roof of the large tunnel subway heading beneath the tracks. Above this, along the extent of the north wall of the accessible subway area, are open window lights, which would have allowed daylight into the area (Plate 31); these are also visible beneath Platform 2 from Platform 1.

Plate 30: Blocked archway in north wall of subway area (screenshot from 3D model provided by client)

Plate 31: Window lights at upper extent of north wall of subway area (screenshot from 3D model provided by client)

4.6.6 The layout of this area of the subway would originally have been symmetrical, but the 3D model shows that from the northern stairway from the main access landing, the metal balcony railing has been lost, likely to allow for the insertion of one of two large red-brick built columns (Plate 32), presumably inserted later than the original creation of the subway to provide additional structural support. This has impacted the ashlar tudor arches. The second brick-built column is within the southern part of the subway area, though more centrally located (Plate 33) It is not clear whether these were inserted whilst the subway was functional, or to facilitate its permanent closure in the 1880s.

Plate 32: North side of subway area showing missing balcony rail and brick-built column (screenshot from 3D model provided by client)

Plate 33: Southern part of subway area showing brick-built column opposite blocked central archway in western wall (screenshot from 3D model provided by client)

5 CONCLUSION

5.1.1 This report follows Historic Investigation and Building Recording of the Grade II Dewsbury Station (MDL1/18) (NHLE 1300394; NGR SE 24341 21795), presenting the results of the Level 2 survey with support from a historic map regression. The station was constructed during the Heroic Age (1841-1850) of railway development, and was officially opened in 1848 under the oversight of principal engineer Thomas Grainger (1794-1852) for the Leeds, Dewsbury & Manchester Railway (1845-1847) (Network Rail 2023). The station has been subject to alteration since its original construction and as a result, boasts a considerable amount of varying architectural elements and fabrics, connecting it to the Heroic Age (1841-1850) of railway building (*ibid*) as well as later twentieth and twenty-first century improvements. It shows that the station became more prominent over time, with its expansion and improvement work designed to accommodate more comfort for passengers and staff members at the station, as well as improving accessibility.

5.1.2 Although stations of this type are the most common of historic civil engineering on the Transpennine Route (Alan Baxter 2019), Dewsbury Station (MDL1/18) derives historic significance as a surviving element of historic railway infrastructure constructed during the 1840s, alongside its association with engineer Thomas Grainger (Network Rail 2023).

5.1.3 The significance of the station can be further seen from the earlier historic OS map of 1855, it is shown that the surrounding areas of the overbridge are largely agricultural, with some development of industrial elements. However, the later map from 1894 documents the railway's expansion and the wider development of the surrounding area, with the expansion of the station and addition of a footbridge over the trackway, which better connects the platforms and station for easier access for those less able to use stairs. The surrounding area of the station is shown to have developed considerably with the continued use of woollen mills, goods yards, road networks and domestic housing. Thus, identifying Dewsbury Station (MDL1/18) as a significant element contributing to the industrialisation of the town, offering transport for workers and goods.

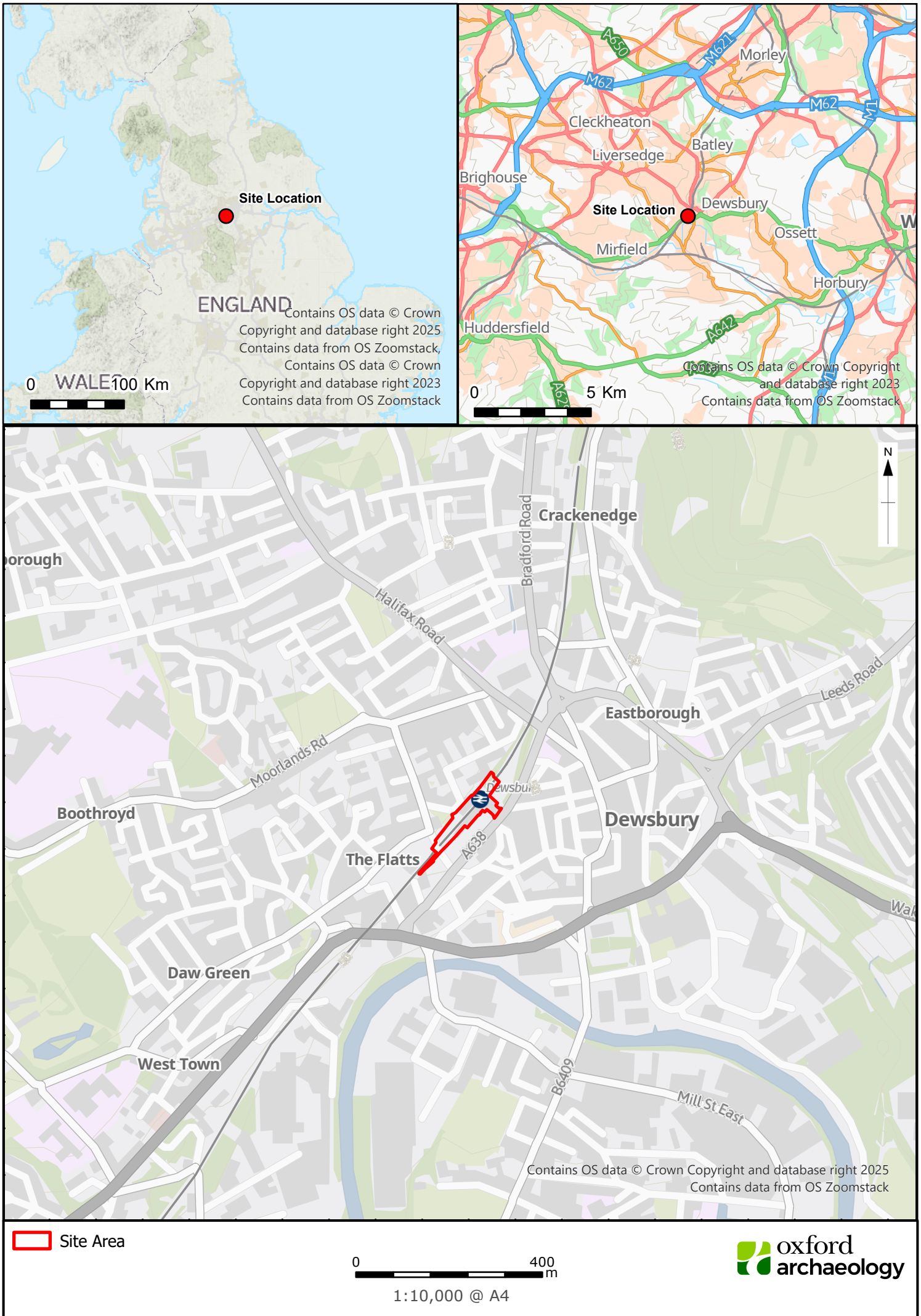


Figure Created on 05/02/2025 16:46

Figure 1: Site location

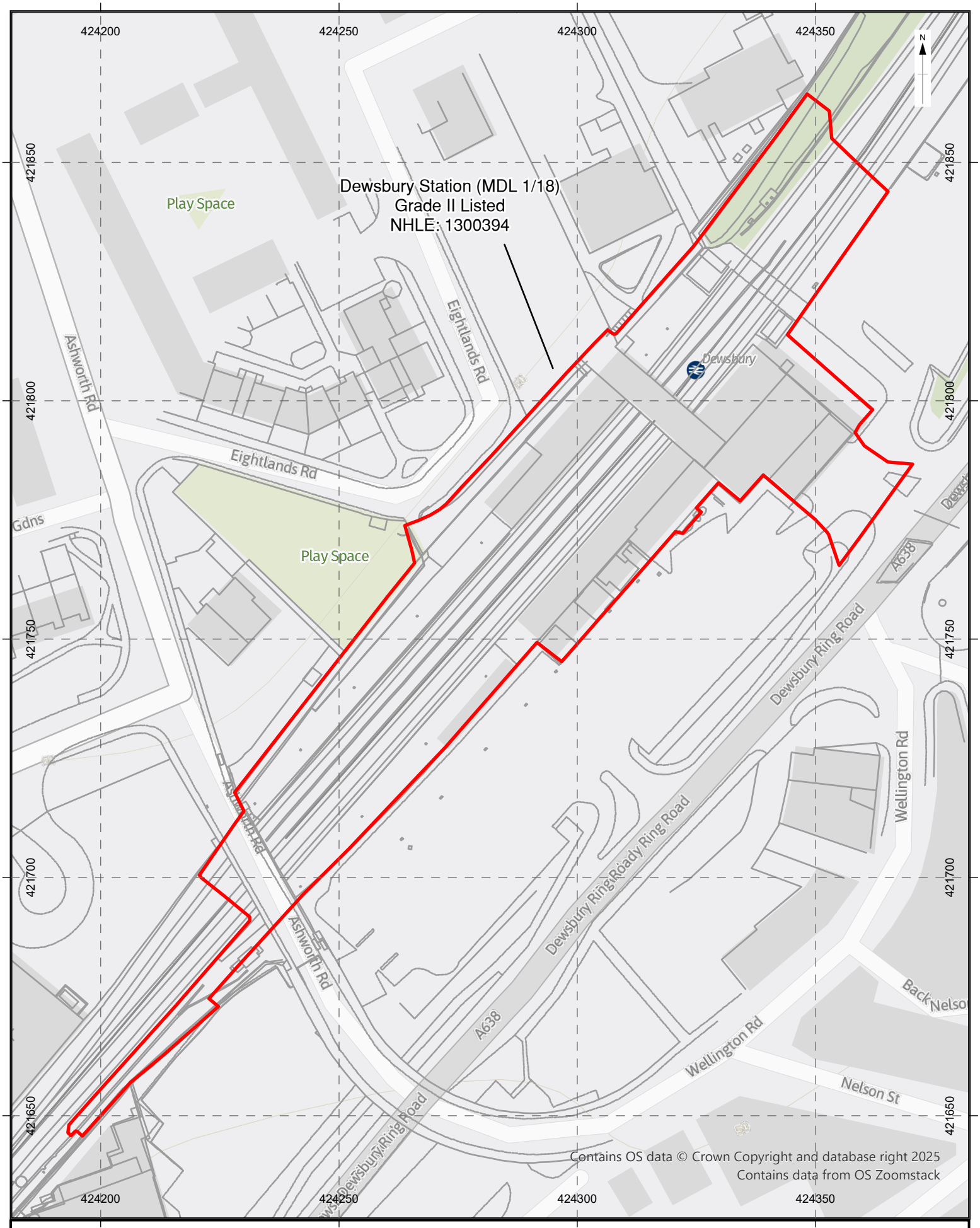


Figure Created on 11/02/2025

Figure 2: Location plan

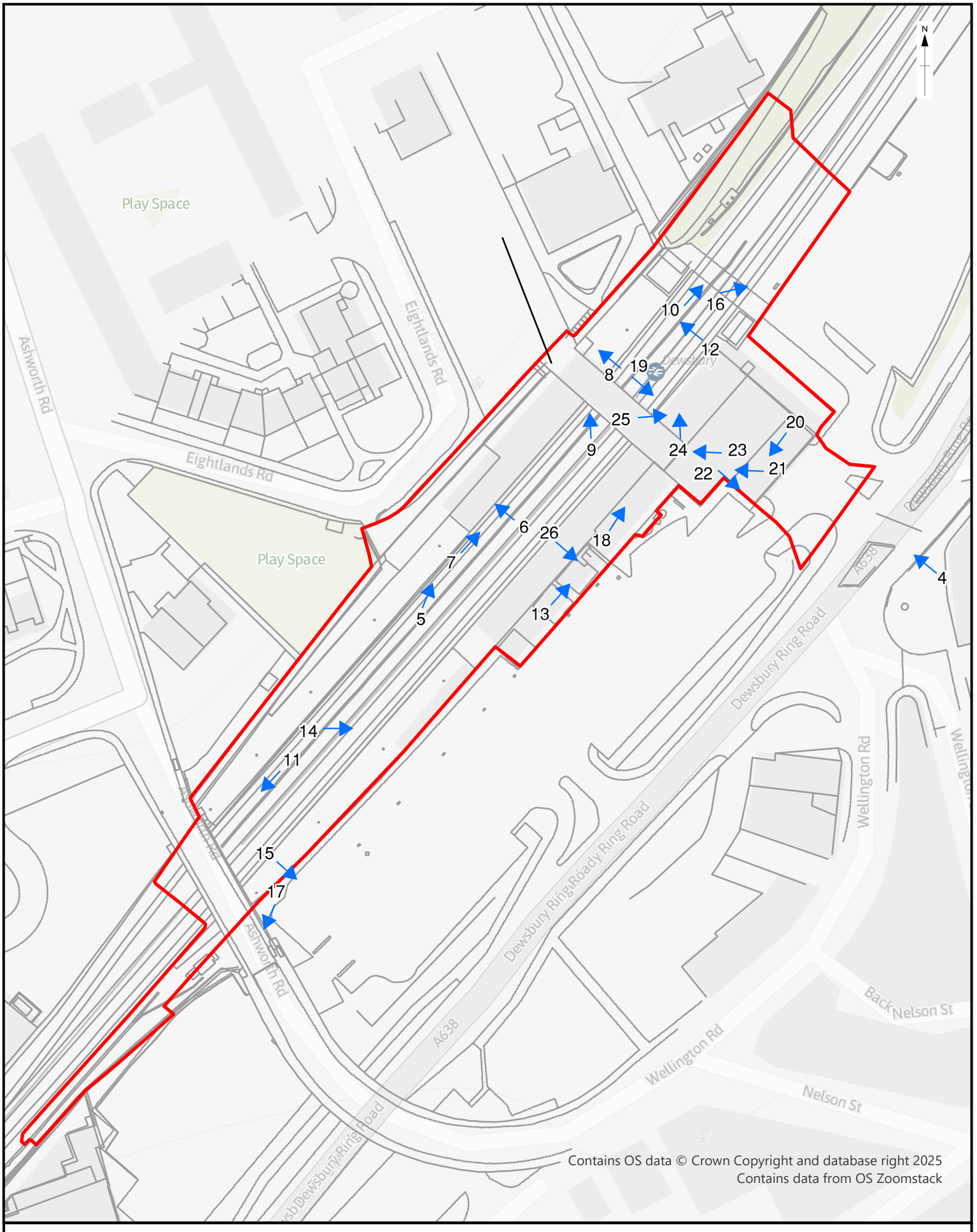


Figure Created on 12/02/2025

Figure 3: Photograph location plan

APPENDIX A BIBLIOGRAPHY

Primary Sources

Ordnance Survey (OS), 1855 6-inch map of Yorkshire Sheet 247

OS, 1894 25-inch map Yorkshire CCXLVII.3

OS, 1930 6-inch map of Yorkshire sheet CCXLVII.NE

Secondary Sources

Alan Baxter, 2019 *Transpennine Route Upgrade Route-wide Statement of Significance Prepared for Network Rail*

British Geological Survey (BGS), 2024 *Geology Viewer* [Online] available at: https://geologyviewer.bgs.ac.uk (accessed 10 July 2024)

Chartered institute for Archaeologists (CIfA), 2020 *Standard and Guidance for the archaeological investigation and recording of standing buildings or structures*, Reading

CIfA 2020b *Standard and guidance for the creation, preparation, transfer and deposition of archaeological archives*, Reading

Cranfield, 2024 *Soilscapes Map* [Online] available at: https://www.landis.org.uk/soilscapes/ Cranfield University (accessed 10 July 2024)

Historic England, 2015a *Management of Research Projects in the Historic Environment: the MoRPHE project managers guide*, London

Historic England, 2015b *Digital image capture and file storage: guidelines for best practice*, London

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

Historic England, 2024 *Wood Lane Bridge* [Online] available at: https://historicengland.org.uk/listing/the-list/list-entry/1449980 (accessed 10 July 2024)

Network Rail, 2022 *The Network Rail (Dewsbury to Leeds W4 Scheme) Trans-Pennine Route Upgrade – Dewsbury Station – Heritage Statement*

Network Rail, 2023 *Transpennine Route Upgrade Written Scheme of Investigation – Historic Building Recording of Wood Lane Overbridge (MDL1/23)*

APPENDIX B WRITTEN SCHEME OF INVESTIGATION

Transpennine Route Upgrade

Written Scheme of Investigation – Historic Building Recording of Dewsbury Station

Network Rail

October 2023

Contents

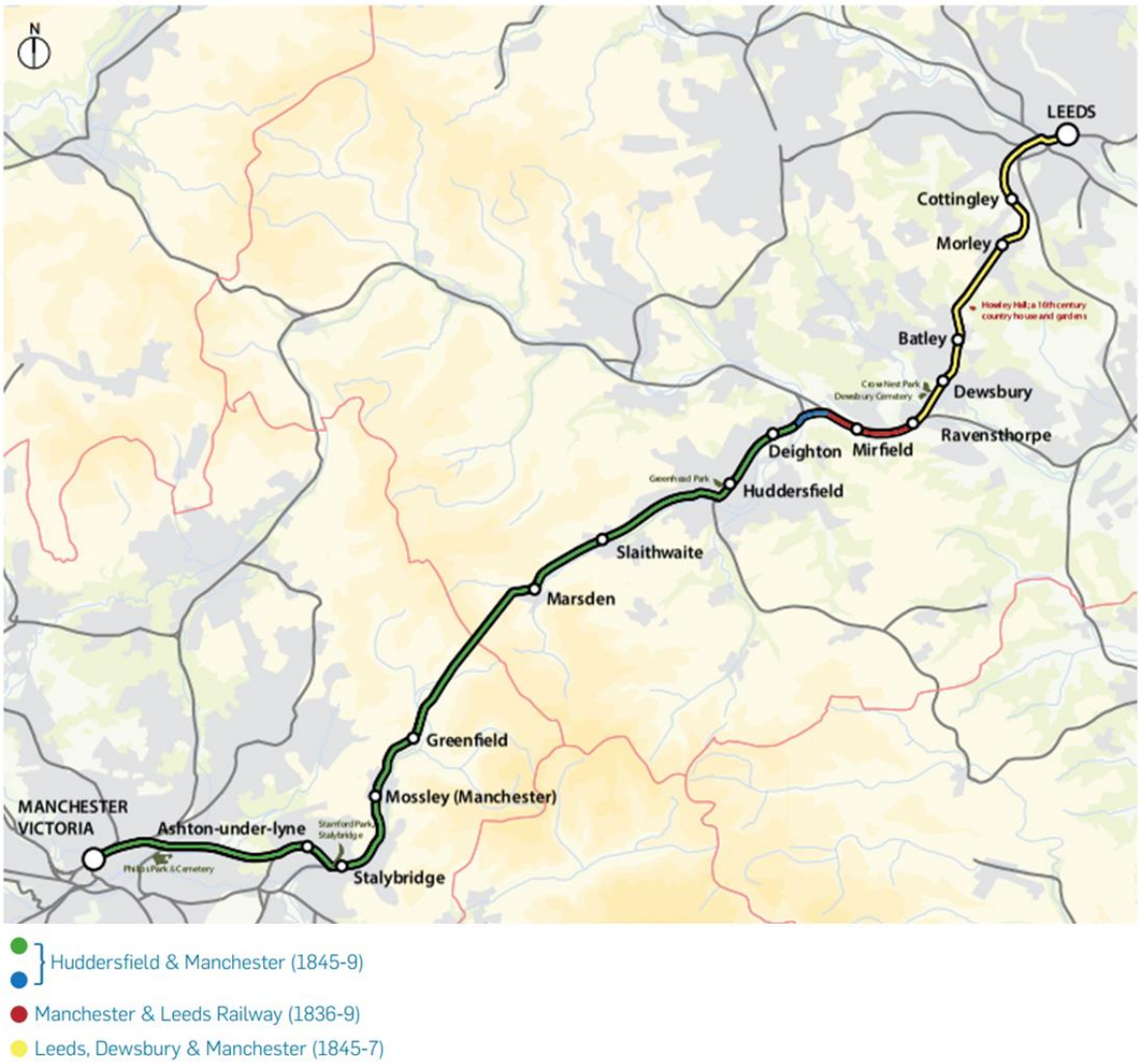
Tables

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 Dewsbury Station (NHLE 1300394). This document sets out the methodology for historic building recording to Level 2 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 and scope for historic building recording of this structure is identified in the Heritage Statement[2] submitted in support of the Listed Building Consent application for the works to the station and forms part of the agreed mitigation secured by condition attached to the Listed Building Consent granting the proposals 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 scheme; the proposed historic building recording of Dewsbury Station follows this approach. The requirement 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:

'3. No development to take place within the area indicated until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological and architectural recording. This recording must be carried out by an appropriately qualified and experienced archaeological organisation or consultant, in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

***Reason**: This is a 'pre-commencement' condition where such details are required in the interests of recording the significance of the heritage asset in accordance with 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 on the W4 Westtown (Dewsbury) to Leeds section of TRU; and
- To provide an objective documentary record of the structures.

1.2.3 The scope of the building recording is not specified in the wording of Condition 3, instead being defined in the Heritage Statement submitted in support of the granted Listed Building Consent application. This defines the scope of the historic building recording as follows, which is further defined accordingly in Section 5 of this WSI:

'The historic building recording would be undertaken to Level 2 in accordance with Historic England Guidance, and would include:

- *A recording of the Station footbridge and existing canopies, including a drawn record, photography and a written record; and*

[1] Historic England, 2016. *Understanding Historic Buildings: A Guide to Good Recording Practice*
[2] Network Rail. 2022. T*he Network Rail (Dewsbury to Leeds W4 Scheme) Trans-Pennine Route Upgrade: Dewsbury Station Heritage Statement.*

- *A record of the subway, including a drawn record (using pre-existing survey data), photography and a written record.*[3]

1.2.4 In response to the consented design which results in alterations to the ends of the historic platforms, the scope of the historic building recording will also cover those sections of platform to be altered and extended. This recording of the ends of the platforms to be extended will also be undertaken to Level 2 in accordance with Historic England Guidance and will include a drawn record, photography and a written record.

1.2.5 The objectives of the recording works are:

- To record the relevant areas of Dewsbury Station to a Level 2 standard, as defined in Section 5.2 and 5.3 of this WSI, in line with the Historic England guidance on recording within *Understanding Historic Buildings: A Guide to Good Recording Practice*[4];
- 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.

[3] Network Rail. 2022. T*he Network Rail (Dewsbury to Leeds W4 Scheme) Trans-Pennine Route Upgrade: Dewsbury Station Heritage Statement.* 71.

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

2. HISTORICAL BACKGROUND

Historical Background of the Trans-Pennine Route

2.1.1 The Trans-Pennine Route between Dewsbury and Leeds was first 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.

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.

[5] Network Rail. 2022. *The Network Rail (Dewsbury to Leeds W4 Scheme) Trans-pennine Route Upgrade: Wood Lane Overbridge (MDL1/23)-Heritage Statement*. Manchester, Network Rail. P14.

Historical Background – Dewsbury Station

2.1.6 The history and significance of Dewsbury Station is discussed at length in the Dewsbury Station Statement of Significance[6], which was submitted as a supporting document to the Listed Building Consent application. The below section summarises the key periods of development of the Station.

2.1.7 The LNWR line, between Leeds and Dewsbury, initially opened on July 31st 1848 but it wasn't until 18 September 1848 that Dewsbury Station was opened, during the Heroic Age of railway building (1841-50). The Station building was designed by John and Henry Paul Child and built by Simpson and Field. The Station's design was described as unusual for its setting, with the architectural form expressing that usually seem within a rural location[5].The Tudor style Station was constructed in ashlar stone, unlike other local stations at the time which were built of wood, and the façade comprised arched entrances, mullioned transomed windows and Jacobean gables with pitched slate roofs and prominent chimneys.

2.1.8 There are few archival resources relating to the original Station, but it is assumed that it was symmetrical in design with a main central gable and two symmetrical wings with smaller gables to the north and south. These were subsequently removed in the 1880s and the 20th century respectively. The main station buildings were located on Platform 2, with a subway (now largely infilled) connecting the two platforms under the railway, accessed through narrow stairs on both platforms.

2.1.9 During the 1880s, Dewsbury's population growth overwhelmed passenger services at the Station; with inadequate facilities, (limited waiting rooms and narrow subway) causing discomfort and congestion. Major works to the station therefore occurred between 1887-1889 in an attempt to resolve this issue. Changes to the Platform 2 included the erection of a 2-storey new flat-roofed entrance block, fronted by a glazed porte-cochere in the north end of the Station, including entrance hall, booking clerk's office and a parcels' office. New buildings were also constructed on Platform 1, standing against a new retaining wall, built to support the front of the garden of the County Court and those of the houses running alongside it.

2.1.10 Within this scheme of works at the station, two notable additions were also made: a new footbridge to replace the subway, and new platform canopies. The footbridge was designed to cross over the new wider four track lines and connect the two platforms, and the subway, no longer considered adequate, was closed. The footbridge was a prominent feature of the new station design, accessed by both stairs and lifts at either end and structurally integrated into the platform buildings on either side of the railway. New platform canopies carried on square cast iron columns and featuring glazing extended through the platforms' length to provide shelter to passengers from adverse weather.

2.1.11 A number of changes and alterations occurred at the Station in the 20th and early 21st centuries. These mainly comprised general internal layout re-arrangements and small improvements throughout the Station, and included the truncation of the platform buildings and canopies in the 1960s or '70s, as well as changes to the footbridge, including a new lift shaft and motor room on Platform 1 in the late 1990s.

[6] Atkins. 2020. *Transpennine Routh Upgrade: Dewsbury Station Statement of Significance*. London, Atkins.

Insert 2-1 Indicative phasing plan for the station's historic development.

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: Professional Ethics in Archaeology.* Reading, Chartered Institute for Archaeologists;
- Chartered Institute for Archaeologists. 2020a. *Standard and Guidance for the archaeological investigation and recording of standing buildings or structures*. Reading, Chartered Institite for Archaeolgists;
- Chartered Institute for Archaeologists. 2020b (origionally published in 2014). *Standard and Guidance for the creation, compilation, transfer and deposition of archaeological archives*. Reading, Chartered Institute for Archaeologists;
- Ministry of Housing, Communities and Local Government (MHCLG). 2021. *National Planning Policy Framework* (NPPF). London: Ministry of Housing, Communities and Local Government;
- Historic England. 2008. *Conservation Principles, Policies and Guidance*. London: Historic England;
- Historic England. 2015a. *Historic Environment Good Practice Advice in Planning: Note 2 – Managing Significance in Decision-Taking*. London, Historic England;
- Historic England. 2015b. *Digital Image Capture and File Storage Guidelines for Best Practice*. London, Historic England;
- Historic England. 2016. *Understanding Historic Buildings: A guide to good recording practice*. London, Historic England;
- Historic England. 2017 (origionally publisshed in 2015). *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*. Salisbury, Institute of Historic Building Conservation.

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 Dewsbury Station 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 (2022/65/91212/E) for Dewsbury Station (further drawings were also submitted with this application):

- Existing plans: 151667-TSA-40-MDL1-DRG-T-LP-160003, 151667-TSA-40-MDL1-DRG-T-LP-160009, 151667-TSA-40-MDL1-DRG-T-LP-160010, 151667-TSA-40-MDL1-DRG-T-LP-160021
- Existing elevations and sections: 151667-TSA-40-MDL1-DRG-T-LP-160004, 151667-TSA-40-MDL1-DRG-T-LP-160005
- Existing roof plan: 151667-TSA-40-MDL1-DRG-T-LP-160002
- Existing footbridge plans: 151667-TSA-40-MDL1-DRG-T-LP-160021
- Existing footbridge section: 151667-TSA-40-MDL1-DRG-T-LP-160023
- Existing footbridge elevation: 151667-TSA-40-MDL1-DRG-T-LP-160022
- Existing canopy sections: 151667-TSA-40-MDL1-DRG-T-LP-160015

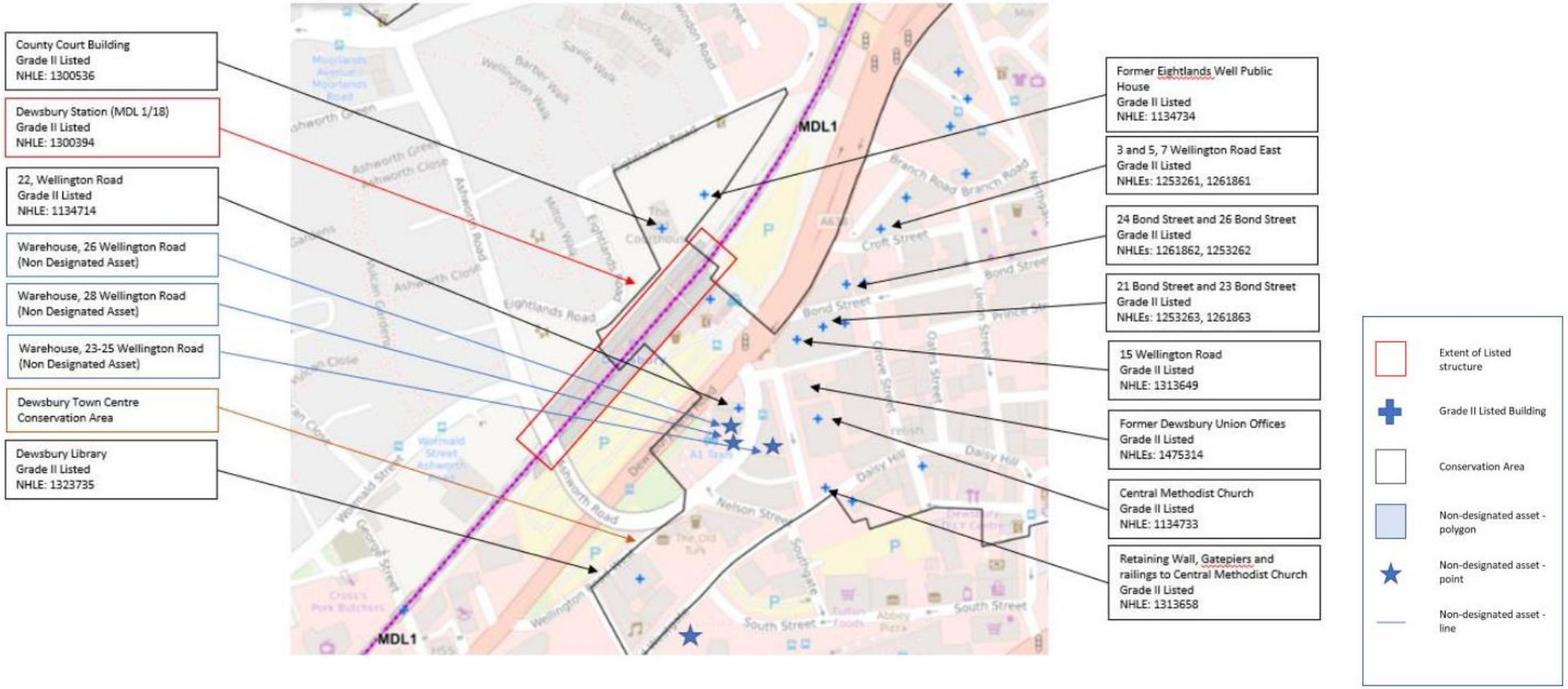
4.1.2 Drawings showing any detailed design developed during the period following the approval of Listed Building Consent (if any) will be provided to the building recorder where appropriate.

Table 4-1 Structures to be recorded

Asset reference	Asset name	NGR	Summary Description	Level
NHLE 1300394	Dewsbury Station	SE24341 21795	Description: Dewsbury Station opened on September 18th, 1848. The construction of the station was a key event in the transformation of the town by providing access to a wider market for the heavy woollen industry. The station building was designed by John and Henry Paul Child and built by Simpson and Field. The station's design was described as unexpected, being of a style and construction more likely to be found in a rural setting. The Tudor style station was constructed in ashlar stone, unlike subordinate stations at the time which were built of wood, and the façade comprised arched entrances, mullioned transomed windows and Jacobean gables with pitched slate roofs and prominent chimneys. Setting: The setting of the station contributes considerably to its significance. Views to and from the station evidence the spatial relationships with the surrounding townscape and railway	Level 2

Asset reference	Asset name	NGR	Summary Description	Level
			infrastructure. The experience of the station by those using it, including moving through it on foot and by train also contributes to the station's setting. The topography and built environment of the station means that internal views along the platforms or from station buildings and structures are more limited than external views. Consequently, the station is afforded a highly enclosed setting. Significance: The first station building at Dewsbury was built in 1848 at the height of the Heroic Age (1841 – 50) of railway development. What remains today is a small section of the original structure, which was once the main entrance. This is the only physical form of the original building, along with the wall (to the south) which was once part of the winged building and formed the station building's façade on platform 2. The 1848, 3 bay building with the shaped gable central bay protruding, provides a substantial contribution to the significance of the Station as it references the first station building that was erected here. The survival of this 3 bay section provides the only extant link to the previously more substantial double-winged 1848 station building. This was very much in the country house style and has some similarity in proportions and grandeur with local Huddersfield Station. The 19-20th century expansion brought with it the construction of the new as well as the demolition of the old. LNWR led the expansion design programme, and 1887 architectural drawings from their offices show the design intent which is now appreciable in the physical form of the current Station.	

4.1.3 The location of the structure is shown in the location plan within Insert 4-1 below, with photographs of the structure included in Inserts 4-2 and 4-3.



Insert 4-1 Dewsbury Station location plan and surrounding heritage assets (note these assets need not be included in the recording).

Insert 4-2 Principal south-eastern facade and entrance of Dewsbury Station.

Insert 4-3 Dewsbury Station platform, showing platform canopies and footbridge.

Access requirements

4.1.4 The building recorder will be provided with a number of existing resources as outlined in paragraph 5.2.6. Notwithstanding the availability of this existing information, access to the station will be required to undertake building recording to the required level.

4.1.5 Due to access restrictions for Dewsbury Station, liaison with the TRU Alliance, facilitated via the Client, ***must*** be undertaken to arrange a suitable date to undertake the survey of the structure. When surveying the areas of the station covered by the recording from the station platforms, trackside working protocol must be adhered to as required.

4.1.6 Survey of the structure will likely be required to take place during the programmed scheme construction works at the Station. Consequently, liaison with the Client and the TRU Alliance will define working procedures, taking account of restrictions and safety processes in place in light of the construction works taking place at any given survey time.

4.1.7 It may be necessary for the building recorder to undertake more than one site visit, for example to record the station prior to the remodelling and then at a later stage to record elements of the structure after it has been altered. Full details of the project works at the station at the time of any visits, including access requirements will be provided to the building recorder as appropriate.

4.1.8 The former subway at the station is located below Platform 2 and accessed via a trap door hatch in the platform surface adjacent to the station building. The subway is a confined space; due to the access restrictions, appropriate processes for access should be agreed with the TRU Alliance and/or Network Rail (as appropriate) prior to the survey. If safe access is not reasonably practicable, recent inspection information and other existing project information regarding the survey will be provided to the building recorder via the TRU Alliance (see Section 5.2 below).

4.1.9 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.

4.1.10 Vehicle parking will be available at the station via prior arrangement with the TRU Alliance and Network Rail. The survey does not require any access to third party land.

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.

5. METHODOLOGY

5.1 Documentary research

5.1.1 Documentary research shall be undertaken to supplement the currently known information 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 2 standard

5.2.1 As identified above in Section 1.2, the scope of the historic building recording was defined in the Heritage Statement submitted in support of the granted Listed Building Consent application. This identified that the recording be undertaken to Level 2 standard in accordance with Historic England guidance, and would include:

- A recording of the Station footbridge and existing canopies, including a drawn record, photography and a written record; and
- A recording of the subway, including a drawn record (using pre-existing survey data), photography and a written record

5.2.2 In response to the consented design which results in alterations to the ends of the historic platforms, the Level 2 recording will also cover those sections of platform to be altered and extended. This recording will include a drawn record, photography and a written record.

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

Drawn record

5.2.4 A drawn record shall be prepared of the footbridge, canopies, platform ends and subway at Dewsbury Station. As a minimum the drawn record shall include:

- Dimensioned / measured plans of the structures as existing. These will identify evidence for phasing, alteration, structural features of historic significance, evidence for fixtures and fittings (such as signalling, signage) 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 will be provided by Network Rail (see below, 5.2.6);
- 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 floor and ceiling heights, the form of the roof canopies) or dimensioned sketched sections if access to interior spaces (for example the subway entrance) is not safely practicable;
- A site plan relating the different key components (canopies, footbridge, subway etc.) to the wider environs of Dewsbury Station; and
- A plan or plans identifying the location and direction of accompanying photographs.
- Copies of earlier drawings i.e. from the construction or periods of historic development of the station, phases on notable alteration etc. (available from Network Rail National

Records Group (NRG) archives). These will be provided by Network Rail (see below, 5.2.6).

5.2.5 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).

5.2.6 Existing plans for the station will be supplied by Network Rail and may be employed as the basis for the drawn record. In the case of Dewsbury Station, existing measured plans of the building are available, including:

- Measured drawings of the structure previously produced for the Listed Building Consent application;
- Any point cloud data, if available, from surveys of the structures (in CAD and/or POD format);
- A Matterport survey scan of the subway space under Platform 2; and
- Archival drawings of the structures from the Network Rail NRG archives.

Photographic record

5.2.7 A photographic record of the canopies, footbridge, platform ends and subway at the station 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. The photographic record will be obtained as far as reasonably practicable, based on access restrictions, in line with or exceeding the minimum scope defined below. The photographic record of the site shall be used to amplify and illuminate the archive drawings and supplement and verify the written record.

5.2.8 As a minimum the photographic record will include:

- General views of the station and key elements in their wider setting and landscape, where these can be safely obtained from the station, public rights of way or from third party land where access has been granted;
- The overall appearance of the canopies, footbridge and platform ends, including oblique and parallel shots. Typically, a series of oblique views showing all external elevations of these elements, to give an overall impression of their 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 interior of the subway space under Platform 2, where safely accessible (or recent inspection photographs if safe access is not reasonably practicable);
- Any external architectural detail, structural, functional or decorative, which is relevant to the structures' designs, development or uses and which does not show adequately on general photographs; and
- Any dates or other inscriptions; any signage, makers' plates or graffiti which contribute to an understanding of the building. A transcription should be made wherever characters are difficult to interpret.

5.2.9 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.

5.2.10 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]

5.2.11 As noted above, photographic survey of the interior of the subway may not be completely possible due to the access restrictions around the confined space. If safe access is not reasonably practicable, the building recorder will be provided with recent inspection or survey photographs of the space via the TRU Alliance, to inform the historic building record.

5.2.12 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 (**Dewsbury**) the date of photograph, the subject of the photograph, the direction of shot and the name of the organisation taking the photograph.

Written record

5.2.13 A written record of the canopies, footbridge, platform ends and subway 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);
- 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.

5.2.14 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 2 Historic Building Recording of all the relevant elements of the Station covered in the scope of the 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;

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

- The structures' location, parish and National Grid References (NGRs);
- Aims and objectives of the historic building recording;
- A description of the methodology used for the survey;
- Historical background;
- A statement which will summarise the building's form, function, date and sequence of development, and identify the architects, builders, patrons and owners if known;
- General and detailed location plans at appropriate scales, showing the location of the building. The general location plan shall be presented at not less than 1:10,000 scale, and detailed location plans shall be presented at not less than 1:100 scale;
- Plan drawings presenting the results of the Level 2 Historic Building Recording. Drawings shall be presented at an appropriate scale and in accordance with the guidance and conventions provided in *Understanding Historic Buildings: A Guide to Good Recording Practice*.[8] All elevations will have an appropriate drawn metric scale clearly visible and should be cross-referenced to the relevant plans and overall site plan;
- Reproduction of the complete photographic record produced at a high resolution and at sufficient size to make the detail in each photograph fully visible upon reproduction;
- A detailed selection of colour digital photographs to illustrate the written report;
- Fully referenced bibliography and cartographic sources;
- Photographic registers as an appendix in addition to drawn photographic plans detailing the position and direction of each shot at an appropriate scale;
- Index to and location of the archive;
- Copy of this WSI within an appendix; and
- OASIS form within an appendix.

5.3.2 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.
- 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 any relevant condition(s); 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.

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

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 the 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	Dewsbury Station	Winter 2023/ Spring 2024
Submission of draft report to the 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 the 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 / WYAAS 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 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 Client and wider 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.

6.2.6 As noted above in paragraphs 4.1.4 to 4.1.9, the building recording survey may need to be undertaken at times during which Dewsbury Station is subject to the scheme construction works. Liaison with the Client and the wider TRU Alliance must be undertaken to understand the health and safety considerations specific to the construction works at any given time, with requirements for safe working taken into account and applied to the survey approach, details of which should be included within the required WPP and TBS documents as appropriate.

6.2.7 As noted above in paragraph 4.1.8, the former subway at the station comprises a confined space. Liaison with the Client and the wider TRU Alliance must be undertaken to understand the health and safety considerations specific to accessing such a space, and whether this is reasonably practicable. Details of such safe access, if possible, should be included within the required WPP and TBS documents as appropriate.

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 call on supervisors for the works.

7. REFERENCES

Atkins. 2020. *Transpennine Route Upgrade: Dewsbury Station Statement of Significance*. London, Atkins.

Chartered Institute for Archaeologists (CIfA). 2022. *Code of Conduct: Professional Ethics in Archaeology*. Reading, Chartered Institute for Archaeologist. (Original work published 2014).

Chartered Institute for Archaeologists. 2020a. *Standard and Guidance for the archaeological investigation and recording of standing buildings or structures*. Reading, Chartered Institute for Archaeologist. (Original work published 2014).

Chartered Institute for Archaeologists. 2020b. *Standard and Guidance for the creation, compilation, transfer and deposition of archaeological archives*. Reading, Chartered Institute for Archaeologist. (Original work published 2014).

Ministry of Housing, Communities and Local Government (MHCLG). 2021. *National Planning Policy Framework* (NPPF). London: Ministry of Housing, Communities and Local Government.

Historic England. 2008. *Conservation Principles, Policies and Guidance*. London: Historic England.

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

Historic England. 2017. *Historic Environment Good Practice Advice in Planning - Note 3: The Setting of Heritage Assets.* London, Historic England. (Original work published 2015).

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

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

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

Network Rail. 2022. *The Network Rail (Dewsbury to Leeds W4 Scheme) Trans-Pennine Route Upgrade: Dewsbury Station- Heritage Statement*. London, Network Rail.

APPENDIX C OASIS REPORT FORM

OASIS Summary for oxfordar2-532382

OASIS ID (UID)	oxfordar2-532382
Project Name	Transpennine Route Upgrade West, Dewsbury Station (MDL1/18) Historic Buildings Investigation and Recording
Sitename	Dewsbury Station (MDL1/18)
Sitecode	MDL1/18
Project Identifier(s)	L11502
Activity type	Buildings Recording And Investigation
Planning Id	2022/91212
Reason For Investigation	Planning: Listed Building Consent
Organisation Responsible for work	Oxford Archaeology (Lancaster)
Project Dates	03-Oct-2024 - 14-Mar-2025
Location	Dewsbury Station (MDL1/18) NGR : SE 24341 21795 LL : 53.6920391336689, -1.632864840123242 12 Fig : 424341,421795
Administrative Areas	Country : England County/Local Authority : Kirklees Local Authority District : Kirklees Parish : Kirklees, unparished area
Project Methodology	Level 2 historic building survey
Project Results	Dewsbury Station (MDL1/18) was constructed during the Heroic Age (1841-1850) of railway development, for the Leeds, Dewsbury & Manchester Railway (1845-1847) and officially opened in 1848. The station has been subject to alteration since its original construction and as a result, boasts a considerable amount of varying architectural elements and fabrics, connecting it to the Heroic Age (1841-1850) of railway building as well as later twentieth and twenty-first Century improvements. By comparing the historic Ordnance Survey (OS) maps from 1855 and 1930, Dewsbury Station (NHLE 1300394) underwent major changes from it being first established in 1848. It shows that the station became more prominent over time, with its expansion and improvement work designed to accommodate more comfort for passengers and staff members at the station, as well as improving accessibility to both platforms by building a new footbridge to replace the unsafe subway passage that originally connected the platforms in 1848. Its establishment helped to facilitate the growth of Dewsbury and the surrounding area by improving its goods and passenger connections across the industrial north.
Keywords	Railway Station - POST MEDIEVAL - FISH Thesaurus of Monument Types
Funder	Private or public corporation BAM Nuttall on behalf of TRU Alliance
HER	West Yorkshire HER - unRev - STANDARD
Person Responsible for work	Paul Dunn
HER Identifiers	
Archives	Digital Archive - to be deposited with Archaeology Data Service Archive;

Report generated on: 14 Mar 2025, 10:22

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
Oxford Archaeology Ltd is a
Private Limited Company, No: 1618597
and a Registered Charity, No: 285627