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STANLEY FERRY QUARRY
WAKEFIELD, WEST YORKSHIRE

ARCHAEOLOGICAL AND HERITAGE ASSESSMENT
SUPPLEMENTARY INFORMATION

prepared for

WAKEFIELD SAND AND GRAVEL LTD

Report 64/3

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ARCHAEOLOGICAL AND HERITAGE ASSESSMENT

SUPPLEMENTARY INFORMATION

1.0 INTRODUCTION

1.1 This document provides information that supplements the archaeological and heritage assessment previously prepared as part of a wider Environmental Impact Assessment (EIA) that supported the planning application for two proposed adjacent areas of mineral extraction and restoration located at Birkwood and Smalley Bight to the north-west of Stanley Ferry (centred at SE 353 234). The application has been submitted to, and validated by, Wakefield Metropolitan District Council (20/01159/FUL).

1.2 The archaeological and heritage assessment (Cardwell 2020) addressed the predicted effects of the proposed development upon heritage assets, including the indirect (visual) effects upon the setting and significance of nationally designated Listed Buildings. The study did not however address the predicted effects upon Buildings of Local Interest, and this document accordingly does so in order to accord with the National Planning Policy Framework and Development Policy D19 of the Wakefield District Local Development Framework on Development Affecting Buildings of Local interest.

1.3 There are five Buildings of Local Interest within the agreed study area as listed below and referenced by their West Yorkshire Historic Environment Record number:

9880	Upper Altofts Methodist Chapel, Normanton	SE 3715 2551
9881	Greystones, 3 Birkwood, Normanton	SE 3709 2353
9882	Lee Briggs School, Normanton	SE 3749 2330
9927	Stanley Ferry Boat Repair Yard	SE 3550 2314
9928	Stanley Ferry Repair Shop	SE 3554 2309

1.4 All of the three buildings within Normanton are located some distance outwith the Zone of Theoretical Visibility for the proposed development, and are not therefore addressed further. This document accordingly specifically relates to the predicted effects upon the setting and significance of the Stanley Ferry repair shop and adjacent yard (**Figure 1**).

1.5 The planning policy background and the methodology to establish the predicted effects remain the same as those used in the archaeological and heritage assessment.

2.0 BASELINE INFORMATION ON HERITAGE ASSETS

2.1 Subsequent to the construction of the aqueduct opening of the Calder Cut by the Aire and Calder Navigation Company in 1839, a second phase of development at Stanley

Ferry in the late 19th century included the construction of a dry dock and smithy to the north of Lofthouse Basin, as well as the construction of Newland Basin, which opened in 1871, on the east side of the canal to the north of the aqueduct. This was constructed as a terminus for the tramway that brought 'Tom Puddings' (compartment boats) containing coal from Newland Colliery, and which were then taken along the canal to Goole.

2.2 In 1873 the company built the new and larger workshops located to the north of the aqueduct on the west side of the canal opposite the Newland Basin (to replace those constructed at Lake Lock in 1802) and which by 1875 had become the principal repair yard for the Aire and Calder Navigation Company (Fraser, no date, 18). As mapped by the Ordnance Survey in 1894 (**Figure 2**) the workshops and repair yard initially consisted of an L-shaped range of buildings (**Plates 1 and 2**). A single story range of brick-built workshops extending for a distance of some 40m on an approximately north-east to south-west alignment is located on the west side of an open yard and adjacent to the road between Stanley Ferry Bridge to the south-west and Altofts Bridge over the canal to the north-east. A separate building, a two-storey house (Calder House) that has been recently renovated, is located to the north, to the east of which is the modern single-storey office building. To the south a covered dry and wet dock extended the full distance between the canal and the road, adjacent to which a tall erecting shop with its own wet dock was constructed. This initially only fronted onto the canal but was later gradually extended north-westwards in phases by 1908 and 1921, and had attained its current full length (some 70m) up to the road by 1938, with an entrance onto the road at this end. The erecting shop protected a travelling crane that ran the entire length of the shop and the small wet dock contiguous with the canal. A further adjoining single storey brick building had been constructed to its south by 1908. The open yard area previously contained other structures, including a chimney associated with the boiler room that provided the steam power for the machinery. Although the construction of cargo boats 58ft in length ceased with the Second World War (Stanley History Online), and 'Tom Puddings' ceased to be maintained, the repair yard and most of the associated buildings subsequently continued in use, and are now operated by the Canal and River Trust to build or repair several hundred sets of lock gates a year for the national system. While most of the original equipment has been removed, and the buildings have been recently re-roofed and the dock buildings renovated, the workshops and repair yard are unique to West Yorkshire as a specialised and purpose built engineering complex and were therefore added to the list of Buildings of Local interest in 2008.

2.3 The workshops and repair yard form part of a more extensive group of buildings and structures, including the aqueduct and canal basin, and are directly and functionally associated with the use of the Aire and Calder Navigation to the south and east and which form their immediate setting (**Plate 3**). While there have been changes to this complex, most notably the infilling of the Newland Basin, the construction of the modern replacement aqueduct and the Stanley Ferry Inn and adjacent buildings, the area remains readily discernable in terms of its original purpose and still remains in use. Although there are open views to the east and south in particular, the wider landscape setting is not readily discernible and the buildings (and specifically the larger workshop), structures (including Altofts Bridge) and vegetation provide a sense of enclosure along the north-western side and enhance the appreciation of the basin itself. This is further complemented by public access to most of the area, although the aqueduct, workshop and yards to

both the north and south of the river are not accessible (other than on occasional open days in respect of the workshop). While the setting of these heritage assets is essentially functional rather than 'designed' or linked to specific views, as a result of their association and group value with the other surrounding assets the setting is considered to make an evidential contribution to their significance and therefore to be of medium to high sensitivity.

2.4 The area to the west is considered to be defined by a distinct and separate setting. The rear of the buildings back onto the road between Stanley Ferry Bridge and Altofts Bridge, defined on its west side by a substantive hedge containing some gaps, and beyond which is located both the River Calder and open farmland at a lower level than the road embankment (**Plate 4**). There is a gated entrance from the road into the repair yard towards the north of the buildings and a roller door at the rear of the principal workshop to the south with an adjacent gateway, but other than these access points the buildings do not have any direct association with the adjacent land and the farmland to the west in particular. This setting is accordingly considered to make a limited contribution to the significance of the workshop and repair yard and to be of low sensitivity.

3.0 DEVELOPMENT EFFECTS

3.1 There are no direct (physical) effects predicted upon either the workshops or the repair yard from the proposed development. Only potential indirect (visual) effects upon the setting and significance of the buildings are therefore addressed.

3.2 Views from the east and south-east towards the proposed development areas from the area of the canal basin within which the workshops and repair yard would be visible would be screened either by the buildings themselves or the hedgerow along the western side of the road beyond. In winter, however, there is one specific and limited viewpoint within which the Birkwood area is just discernible from the modern aqueduct through the original aqueduct arch and the entrance gateway from the road to the south of the workshop within which the workshop would also be visible. There are therefore no views within which the repair yard and workshops would be seen juxtaposed against the proposed development beyond from almost all areas of the surrounding canal basin. Five barges would be used to transport the mineral off site from the loading platform north of Altofts Bridge towards Dewsbury, so ten movements a day would therefore pass the workshops and repair yard in this direction. However, while this would result in some increase in the existing volume of traffic that uses the canal, it would reflect the commercial nature of the transport for which the Aire and Calder Navigation and its associated infrastructure was originally constructed.

3.3 From the roller door at the rear of the tall erecting shop and the adjacent area there would be unrestricted views into part of the Birkwood site at the location of the proposed site entrance on the opposite side of the road (**Plate 5**) for the full 11 year period of the proposed development (though views of the site itself would be partially screened by the surrounding soil mounds) and subsequently of the fishing lakes and landscape restoration. Further to the north there would be substantially more restricted views into the site from the rear of the range of brick built workshops (which have few windows or openings on their western side) as a result of the intervening hedgerow along the roadside, although these views would

increase in winter. An indication of the screening effect of the hedgerow is indicated in the view back towards the buildings from within the Birkwood site, where it is the larger buildings adjacent to the proposed entrance that are the most visible (**Plate 6**). With the exception of the initial 13 low loader movements to bring the plant onto site (and remove at the end of the proposed development) there would be a maximum of 12 vehicle movements onto and off site each day, which is not considered a material change to the existing moderate traffic volumes along the road. Any impact from noise is predicted to be restricted to the temporary periods while the soil mounds were being constructed and removed and of about a year when mineral extraction at the eastern end of the Birkwood site would be within 100m of the building and would be more than 10dBA above the background levels (but otherwise within the 55dBA threshold) and to some degree mitigated by the intervening traffic.

3.4 The workshops and repair yard at Stanley Ferry are of significance on the basis of their architectural, historical and engineering values, and specifically as a well-preserved example of a specialised and purpose-built engineering complex that is associated with the Aire and Calder Navigation. There would be no alteration to, or destruction of, the assets themselves. Their direct functional relationship is with the canal, and when viewed from the area of the canal basin, which is considered to make a medium to high contribution towards their significance, neither the appreciation of the buildings, nor the understanding of the values for which they are significant, would be affected. There would, however, be some views from the rear of parts of the complex of both the entrance into the Birkwood site and views of the site more generally. More distant views from the west in particular (such as from the public right of way along the Nagger Line), and within which both the proposed development and the workshop buildings would be visible, are predicted to be relatively limited and restricted as a result of intervening vegetation such as hedgerows (and the surrounding soil mounds during extraction). In all these views the predicted impact is considered to be moderate adverse in the medium term during the period of mineral extraction, and then permanent upon restoration as an angling lake. Impacts upon tranquillity from noise during both the construction and removal of the soil mounds surrounding the site and mineral extraction within the vicinity of the buildings are predicted to be moderate adverse but temporary. Given that the existing landscape setting to the west of the workshops and repair yard is considered to make a limited contribution to their significance and to be of low sensitivity, the proposed development is predicted to have a moderate to minor adverse effect upon the significance of these heritage assets.

4.0 CONCLUSION

4.1 The workshops and repair yard of later 19th century date at Stanley Ferry are well-preserved example of a specialised and purpose-built engineering complex that is associated with the Aire and Calder Navigation and are accordingly listed as Buildings of Local Interest. The proposed development would have no direct physical impacts upon these heritage assets. Their functional relationship is with the canal, but as a result of the screening effect of the buildings themselves there would be no affect upon the setting of buildings when viewed from the area of the canal basin. There would however be some views from the rear of parts of the complex of both the entrance into the Birkwood site and views of the site more generally, as well as views from the west towards the buildings within which the

proposed development would also be visible, which would be a moderate adverse impact in the medium term during the period of the mineral extraction and then permanently upon restoration as an angling lake. Impacts upon tranquillity from noise during the construction and removal of the surrounding soil mounds and mineral extraction within the vicinity are predicted to be moderate adverse but temporary. Given that the landscape setting to the rear of the workshops and repair yard is considered to make a limited contribution to their significance and to be of low sensitivity, a moderate to minor adverse effect upon the significance of these heritage assets is predicted. This would accordingly constitute less than substantial harm.

REFERENCES

Cardwell P (2020) *Stanley Ferry Quarry, Wakefield, West Yorkshire: Archaeological and Heritage Assessment* **64/1**

Fraser B (no date) *A History of Stanley Ferry*

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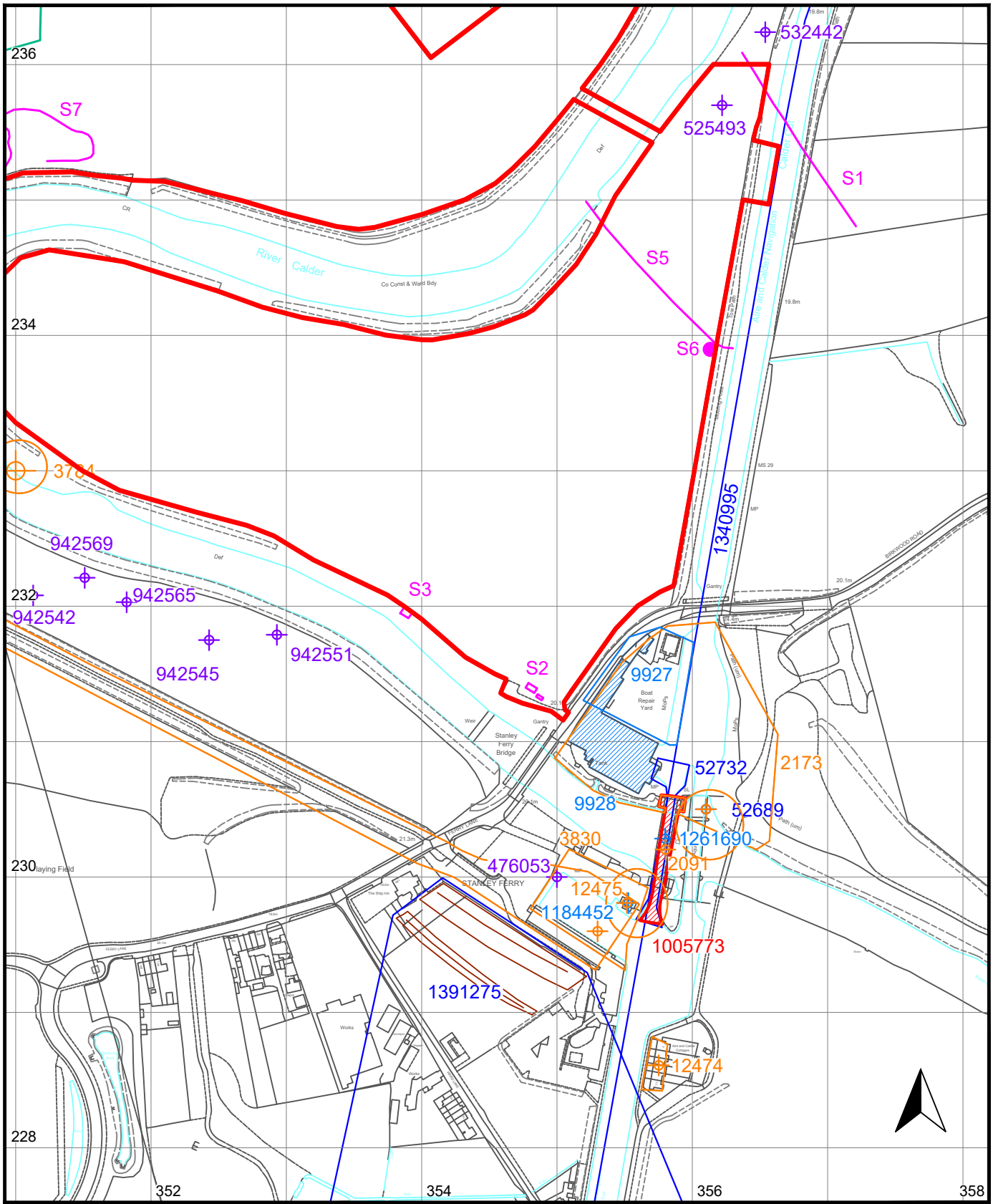

Key

- planning application boundary (part of)
- Scheduled Monument
- Listed Building
- Building of Local Interest
- Portable Antiquities Scheme (PAS)
- WYHER site
- Lower Wharfdale Mapping Programme (LWMP)
- NRHE site
- other sites

Note:
Data obtained from the West Yorkshire Historic Environment Record (WYHER) and the Historic England National Record of the Historic Environment (NRHE)

0 200m

scale 1:4000 @ A4

Stanley Ferry Quarry

Figure 1

Heritage assets in the vicinity of Stanley Ferry

date	version
06/07/2020	1

Key

planning application boundary (part of)

0 200m

scale 1:4000 @ A4

Stanley Ferry Quarry

Figure 2
Stanley Ferry: 1894 25-inch to the mile Ordnance Survey map of Yorkshire 1894 (sheet CCXXXIII.16)

date	version
06/07/2020	1

Plate 1: Stanley Ferry repair yard and workshops from the north-east (3 July 2020)

Plate 2: Stanley Ferry workshops and repair yard from the south-east (3 July 2020)

Plate 3: Stanley Ferry repair yard, workshops, aqueduct and canal basin from the north from Altofts Bridge (3 July 2020)

Plate 4: The rear of the Stanley Ferry workshops from the south with the entrance into the Birkwood site to the left (3 July 2020)

Plate 5: View westwards of the entrance and part of the Birkwood site from the rear of the Stanley Ferry workshops (3 July 2020)

Plate 6: View of the rear of the Stanley Ferry workshops fro the west from within the Birkwood site (3 July 2020)