

ANCIENT MONUMENTS AND ARCHAEOLOGICAL AREAS ACT 1979 (AS AMENDED)

MANAGEMENT AGREEMENT UNDER SECTION 17 OF THE ACT IN RESPECT OF STANLEY FERRY AQUEDUCT, (SCHEDULED MONUMENT NO WY1189), AIRE AND CALDER NAVIGATION



2013

STANLEY FERRY AQUEDUCT

Prepared by:

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ANCIENT MONUMENTS AND ARCHAEOLOGICAL AREAS ACT 1979 (AS AMENDED)

MANAGEMENT AGREEMENT under Section 17 of the Ancient Monuments and Archaeological Areas Act 1979 (as amended) in respect of Stanley Ferry Aqueduct (Scheduled Monument WY1185A)

1. This agreement is made under Section 17 [referred to henceforth as S.17] of the Ancient Monuments and Archaeological Areas Act 1979 (as amended) [referred to henceforth as the “1979 Act”] between the Historic Buildings and Monuments Commission for England (English Heritage) and British Waterways (and their successor, the Canal and River Trust) as Occupier of the Scheduled Ancient Monument known as Stanley Ferry Aqueduct (Scheduled Monument No WY1189) shown coloured red in Appendix 2 to the ‘Specification for Repairs to Stanley Ferry Aqueduct’ for the period of five years from the date of the Occupiers signature.
2. By signature of this Agreement the Occupier agrees to undertake the following obligations in respect of the site of the monument.

Inspections are to be carried out by the Occupier, or their appointed representatives, on a regular basis, as per the requirements of ‘Specification for Repairs to Stanley Ferry Aqueduct’ attached to the Agreement.

Intervention through repair must be kept to the minimum required to conserve the asset, with the aim of achieving a sufficiently sound structure to ensure its long-term survival and to meet the requirements of its use.

Repairs should be undertaken to the specifications as per the ‘Specification for Repairs to Stanley Ferry Aqueduct’ attached to the Agreement.

Repairs should not damage the character of the aqueduct, alter the features which define its historic and architectural importance or unnecessarily damage or destroy the historic fabric.

Works executed by the Occupier, in relation to land owned or occupied by the Occupier, being works of repair or maintenance, not involving a material alteration to a scheduled monument, which are essential for the purpose of ensuring the functioning of a canal, benefit from Class 3 Consent under the Ancient Monuments (Class Consents) Order 1994 (as amended), and further application is unnecessary.

Works that are executed in accordance with the terms of a written agreement under S.17 of the 1979 Act, i.e. those specified in paragraphs 2.1 - 2.4 above, benefit from Class 8 Consent under the Ancient Monuments (Class Consents) Order 1994 (as amended), and further application is unnecessary. No other works benefit from Class 8 consent.

For all other works requiring such consent under the 1979 Act and not covered by this Agreement and not within the description of works which benefit from consent under the Ancient Monuments (Class Consents) Order 1994 (as amended), it is a legal requirement to obtain prior Scheduled Monument Consent from the Secretary of State for Culture, Media and Sport. Undertaking works to a Scheduled Monument without the necessary prior Scheduled Monument Consent is a criminal offence.

Except where otherwise provided in the Agreement and the ‘Specification for Repairs to Stanley Ferry Aqueduct’, this Agreement does not restrict public access or use of the aqueduct by the Occupier or members of the public

If the occupation of the monument ceases before the expiry date of this Agreement, notify English Heritage immediately.

Signed

Canal and River Trust

Date

English Heritage

Date

ANCIENT MONUMENTS AND ARCHAEOLOGICAL AREAS ACT 1979 (AS AMENDED)

ANNEXE TO MANAGEMENT AGREEMENT

**AGREED SPECIFICATION FOR REPAIRS
STANLEY FERRY AQUEDUCT**

Canal and River Trust
Fearn's Wharf
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Introduction

The purpose of this Specification is to allow the Canal and River Trust to undertake a range of agreed works, and ensure the continued preservation of the special archaeological, architectural and historic interest of Stanley Ferry Aqueduct.

In practice, this means that a range of operations undertaken to the aqueduct, which would normally require formal Scheduled Monument Consent, are now facilitated through this specification attached to the formal Management Agreement under Section 17 of the Ancient Monuments and Areas Act 1979 (as amended). This is in addition to the operations that British Waterways and its successor, the Canal and River Trust, can already carry out under the Class 3 Consent forming part of The Ancient Monuments (Class Consents) Order 1994, which states:

**CLASS 3
WORKS BY BRITISH WATERWAYS BOARD**

Permitted works:

Works executed by the British Waterways Board, in relation to land owned or occupied by them, being works of repair or maintenance, not involving a material alteration to a scheduled monument, which are essential for the purpose of ensuring the functioning of a canal.

The broad context for framing the works specified in this agreement is set out in two English Heritage publications: *Principles for Sustainable Management of the Historic Environment* and the well established guidance set out in *Principles of Repair*.

Site description and designation

Stanley Ferry Aqueduct was built between 1836 and 1839 to take the Aire and Calder Navigation over the River Calder near Wakefield.



*Contemporary engraving showing Stanley Ferry Aqueduct seen from the west,
with the Toll House just visible on the far right.*

Designed by George Leather Jun.(of George Leather & Son of Leeds) and built by H. McIntosh, the aqueduct has a span of 50.3 metres (165 ft), with a canal trough 7.3 metres (24 ft) wide and 2.6 metres (8.5 ft) deep, flanked on each side by a railed path. The aqueduct bridge is an arched suspension construction, with a pair of wide cast-iron girder bow-arches and suspension rods carrying the canal in a deep cast-iron trough. The trough itself is screened on each side by long Classical architectural frieze in the Greek Doric style, with over 50 fluted columns and a fully detailed entablature, which terminates at each end in a projecting 7-bay Doric temple-style 'pavilion' which screens the stone abutments of the bridge on the river bank at each side. The design of the aqueduct and of its Classical detailing is very fine, and the structure is a nationally outstanding example of early industrial architecture which is at the same time functional, innovative and aesthetically highly accomplished. It is one of the earliest through-arch bridges in the world and is considered to be the largest aqueduct executed in cast iron. The cast iron structure is still in use today, though an additional wider concrete aqueduct was constructed alongside in 1981 and the original was then renovated.

The site is one of three historic fords crossing the River Calder near Wakefield. Because the river was deepened for navigation a ferry became necessary, hence the place name, but this was replaced by the first road bridge here in 1879. Stanley Ferry is also the place where the 'Tom Pudding' tub boats were loaded with coal from local collieries between 1863 and 1985 and transported by canal down to Goole in long 'trains'. The aqueduct is still the centre of an operational hub, with the historic boatyard located to the north of the river now operating as a workshop constructing lock gates using traditional methods, whilst to the south of the river is the historic canal basin with its former toll-house, now a marina with a boatyard and public house.

The former aqueduct toll house which stands to the south end of the aqueduct is Grade 2 listed and described in the listing as a canal office or cottage. Built in 1839 for the Aire and Calder Navigation Company, with dressed stone frontages, its Doric architectural style mirrors the Classical 'temple' abutments on the aqueduct.. Former canal workers' cottages stand to the east, now in private ownership.



A priority for site management here is the improvement of the conservation of the aqueduct and its setting and appearance. The build-up of silt, debris and vegetation on the riverbanks is having a significantly adverse effect on the historic fabric and the appearance of the structure. The south bank has been backfilled with loose stone and concrete, and silt and debris is covering parts of the temple abutments, impeding drainage and promoting corrosion and plant growth, as well as obscuring parts of the structure and preventing a full view of the bridge. The temple abutments themselves can no longer be clearly seen due to silt, debris and invasive plants which have taken root on both banks of the river. Willows downstream also partly obscure the vista from the west. The adverse impact of the debris and vegetation on the appearance and setting of the aqueduct is an important consideration, as the design of the structure, with its flanking 'temple' abutments, is a

carefully balanced composition intended to be seen as a whole. The fact that the east side of the aqueduct is now obscured by the 1981 concrete aqueduct increases the importance of clearing and opening up the still visible western side and the wider views of it.

The repairs and repainting works carried out in 1980 included lighting the aqueduct from the banks. However the lighting scheme no longer works and the metalwork of the aqueduct requires a new coat of paint.

There is also considerable potential to increase public awareness and the public profile of this important and attractive structure and its associated buildings, subject to the agreement of their owners and other stakeholders.



The aqueduct is designated as a Scheduled Ancient Monument (SAM) as well as a Grade 1 Listed Building. This means that it is a structure of outstanding national importance that should be retained for future generations, and the presumption is that it will be conserved with as little alteration as possible. The extent of the scheduled area is indicated on the plan at the end of this document. Whilst the aqueduct is both a SAM and listed, the Ancient Monuments legislation takes precedence. This means that it is subject to the Scheduled Monument Consent process, and also allows the structure to be considered for a Management Agreement under S.17 of the Act.

Appendix 1 contains the text of the statutory designation, whilst the extent of the site is shown in Appendix 2.

Site Monitoring

Monitoring and General Principles

It is agreed that the structure will be inspected as follows:

Interval	Type of Inspection
Monthly	Length Inspection looking for significant changes.
Yearly	Annual Inspection
10 Yearly	Principal Inspection

Inspection will be carried out by Canal and River Trust Length Inspector/Engineers (or their appointed representative) in association with the Canal and River Trust Heritage Advisor.

Monitoring will identify any required works. These will fall into one of two categories, those which are covered by this agreement and those that are not and therefore requiring formal consent.

Scope of works not covered by the agreement

These works may require formal consent and consultation with English Heritage will inform the approach to be taken.

- All metalwork repairs, removal or replacement. These will include the metal structure, its details and the post and chain fences to the approaches.
- Works requiring removal of all paint surfaces down to the bare metal.
- Works requiring Planning Permission.
- Any works adjacent to, or close to, the structure which may affect it.

Scope of works covered by the agreement

These works should be carried out in accordance with the specifications set out in Heritage Works, Appendix 5.

- Painting of metalwork
- Graffiti and paint removal (however, full removal of painted surfaces down to the bare metal would require prior consultation)
- Limited repair and repointing of stonework
- Vegetation clearance and debris removal

Prior notification, recording and archiving

It is agreed that the extent of any work proposed shall be agreed on site, prior to the commencement of works, by the Canal and River Trust Engineer or their representative and the Canal and River Trust Heritage Advisor. It should be based upon a detailed survey of the structure and an assessment of the affected fabric.

At least four weeks' notice (or shorter period by mutual agreement) shall be given of any work covered by the Management Agreement. The notice should include a brief description of what is involved and a timetable for the works.

It is agreed that the Canal and River Trust Engineer or their representative will ensure that all those involved in any works are informed of the scheduled status of the monument, its extent, and the legal obligations that apply.

It is agreed that all equipment and machinery shall be used and operated in the scheduled area in conditions and in a manner likely to ensure that no damage is caused to the monument.

If the scope of works changes at any point in the process, the Canal and River Trust Engineer or the Canal and River Trust Heritage Advisor will notify English Heritage.

Notification of works should be sent to:

Neil Redfern, email: neil.redfern@english-heritage.org.uk
Principal Inspector of Ancient Monuments
Yorkshire Office
37 Tanner Row
York
YO1 6WP

Louise Richardson
Wakefield Council
Newton Bar,
Leeds Road,
Wakefield
WF1 2TX

A record of all repairs shall be kept and all repairs should be recorded on a Heritage Works Record Card (Appendix 6) which shall be completed, signed and placed within a Heritage Log. The records should also include good quality digital photographs of the affected area both before and after work is undertaken.

When records are prepared, two copies of the record should be distributed. One shall be lodged with -

West Yorkshire Archaeology Advisory Service,
Registry of Deeds
Newstead Road
Wakefield
WF1 2DE

Contact – David Hunter Tel. (01924) 306798 E-mail: dhunter@wyjs.org.uk

and a second with Canal and River Trust (contact: Judy Jones, Heritage Advisor – 07920 532656)

If any party has concerns regarding the applicability of this agreement to any particular works, or about the details of any works that it covers, contact should be made with Neil Redfern , email: neil.redfern@english-heritage.org.uk who will liaise and advise as necessary.

Appendix 1

SAM AND LISTED BUILDING STATUTORY DESCRIPTION

SAM Statutory Text

Statutory Scheduled Name	Stanley Ferry Aqueduct
Statutory Scheduled Reference	0/0/1189
Grade	SAM
Date Scheduled	2/2/1976
Statutory Description	<p>The aqueduct, which carries the Aire and Calder Canal over the River Calder, is composed of a cast-iron trough supported by the girders of a bow-string arched cast-iron bridge. On either side of the waterway runs a narrow path flanked on the outside by iron railings. The trough is masked from external view by a row of fluted pillars with Doric capitals also in cast-iron. The stone piers situated on the river banks which support the aqueduct, are masked by Doric temple facades reflecting the style of the bridge columns. This is an excellent example of early industrial architecture designed to be both functional and with aesthetic appeal. Stanley Ferry is an interesting point on the canal where it crosses the River Calder, then is itself crossed by a road bridge a few yards further on.</p>

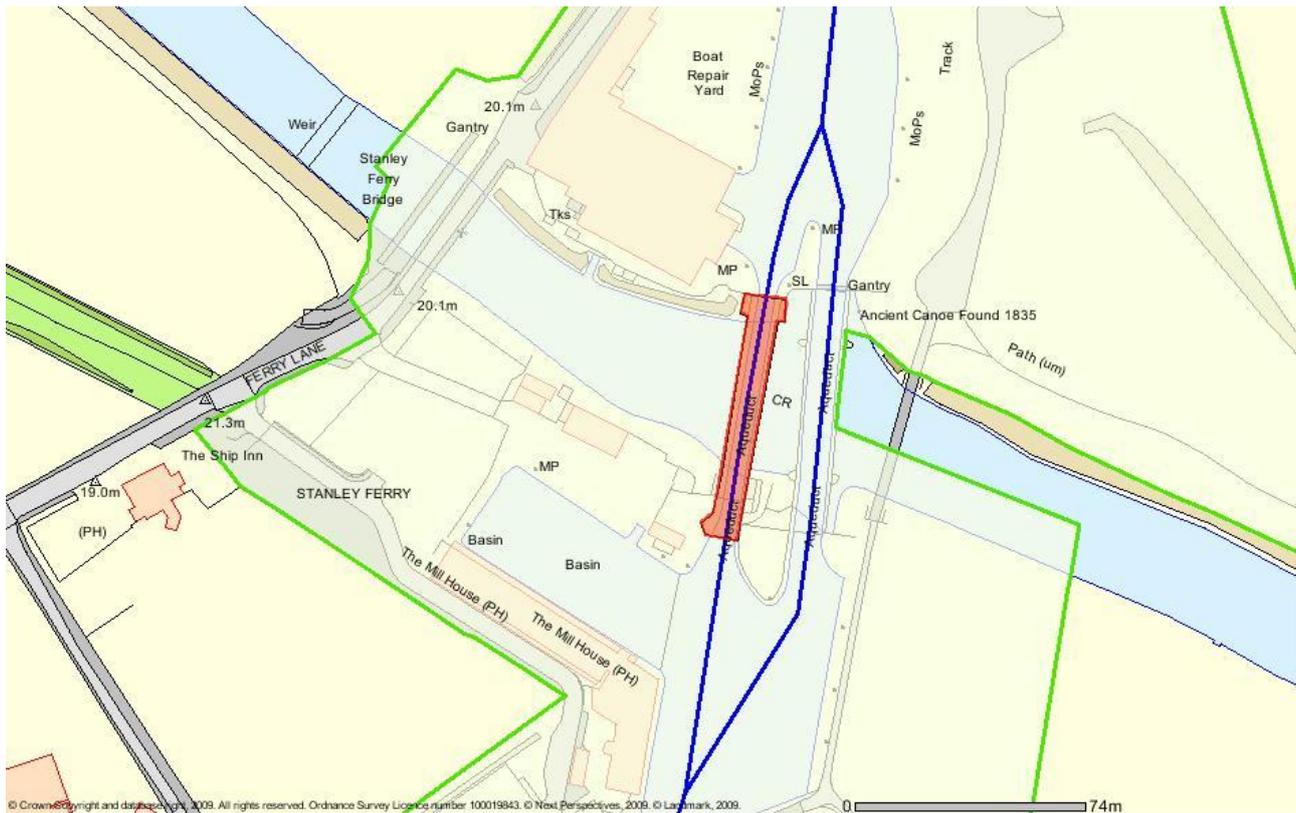
Listed Building description

Statutory Listing Name	Stanley Ferry Aqueduct (that part in Normanton CP)
Statutory Listing Reference	1496/2/67
Listing Grade	Grade One
Date Listed	9/10/1987
Statutory Description	<p>Aqueduct carrying Calder Cut of Aire and Calder Navigation over River Calder. Built 1837-39; designed in 1834 by George Leather jun. of George Leather and Son, of Leeds. Cast iron with stone abutments. Arched suspension construction, with trough designed in Classical style. Two iron girder areas of 155 ft span, with a horizontal tie at the apex, and steel</p>

Appendix 2

SITE PLAN SHOWING EXTENT OF SAM (IN RED) AND CANAL AND RIVER TRUST LAND OWNERSHIP (IN GREEN).

Note that the mapping of the Scheduled Monument is indicative only, and if works are proposed in the vicinity of the boundary, then the precise extent of the scheduled area and position of its boundary will need to be checked with English Heritage.



Appendix 3

BRITISH WATERWAYS (and their successors) MANDATORY STANDARD: HERITAGE

Management Brief

Our aim is for the heritage of the waterways to be treasured as a valued national asset.

The careful protection and management of that heritage is an essential part of the ongoing work to achieve our vision.

BW's primary heritage assets consist of its historic canals and river navigations, and their built heritage, archaeology and man-made landscapes. Secondary heritage consists of the portable artifacts and archives that BW indirectly manages in partnership with The Waterways Trust and others. Beyond these, the wider historic environment includes assets that are not managed by BW but are nevertheless important to the appeal and use of our waterways.

BW's waterways are used for navigation and recreation. We seek to integrate the needs of those who visit and use the network with a sustainable approach to effective management of the waterway heritage.

In line with our vision BW seeks to become the acknowledged expert in achieving sustainable integration of the competing needs and uses of the waterways. Compliance with legislation and regulation is a minimum requirement. We will aim to exceed this requirement by continually improving our performance and delivering appropriate best practice.

Where balances and judgments have to be made between competing resources and activities, we will take a long term and strategic view that assumes a presumption in favour of preserving the waterway heritage.

Authorised by: Jim Stirling

Technical Director

Date: 25.02.2010

Custodian: Nigel Crowe, Head of Heritage

Appendix 4

BRITISH WATERWAYS (and their successors) HERITAGE PRINCIPLES

1. PRINCIPLES

1.1 General

- BW will seek to manage the physical impact of human activities in order to protect the waterway heritage.
- BW will seek, through national and local planning policies, to encourage adjacent land uses and development which will not conflict with the historic environment of the waterways.
- BW will seek to become increasingly self-regulating in heritage management through the use of heritage partnership agreements.
- BW will give all its heritage assets, whether designated (i.e. legally protected) or non-designated, the same level of beneficial treatment.

1.2 Understanding significance

Before works to a historic building, structure or historic site take place, a heritage assessment should be undertaken to determine its significance. This assessment will establish heritage value and will help to guide the planning and execution of works.

Regard should be had for the historic functionality of waterways; e.g., gauge of track, turnover bridge configuration, positioning of bollards, strapping posts and rope hooks. The heritage value of these functional traditions is significant and should be secured.

1.3 Historic buildings and structures

All major projects and general works should demonstrate a respect for waterway heritage, and an approach based on minimum physical intervention involving minimum loss of existing fabric should be undertaken.

Interventions should be reversible wherever possible. Regard should be had for the contributions of different periods of work in an historic structure. The heritage value of such contributions must be judged within the context to which their host structure belongs.

The patina of age and use forms part of the value of a historic building or structure and its removal should only be considered when it is essential to the protection of historic fabric. Falsification of patina should be avoided. Most repairs and alterations should be carried out in materials that match the historic fabric.

Interventions involving replacement of missing parts should be discreetly date-marked to differentiate new from old. Historic materials, fixtures and fittings are valuable and wherever possible should remain in situ. Where such items cannot be left in situ they should be carefully salvaged and stored for re-use in an appropriate context.

1.4 Historic man-made landscapes

Major projects and general works will be planned and designed so as to minimise their impact on the historic man-made landscape.

Consideration of historic landscape character and local distinctiveness will influence the design and planning of waterside development.

1.5 New development

New development can be acceptable in an historic setting provided it maintains an appropriate visual context of form, scale and materials, and does not devalue the significance of heritage assets.

New uses that are sustainable and compatible with the heritage significance of the waterways will be encouraged.

1.6 Archaeological recording

Where development or major works that affect heritage assets are taking place, physical features should be archaeologically recorded.

Archaeological records should be placed in local historic environment records (HERs) and made publicly available.

1.7 Interpretation

Heritage interpretation should aim to communicate the local distinctiveness and cultural associations of individual historic sites and waterways. BW will work in partnership with relevant local and national organisations to achieve this aim.

Interpretative signage should be carefully planned, designed, and integrated into historic sites with minimum intrusion.

1.8 Volunteers

Volunteers, particularly those with specialist knowledge, will be encouraged to participate in a range of heritage activities including research and recording, repair and restoration projects, and heritage open day events.

1.9 Competent people

All BW people, contractors, and volunteers working on historic buildings, structures and archaeological sites will have sufficient heritage competence and expertise.

Appendix 5

BRITISH WATERWAYS (and their successors) HERITAGE WORKS

See Attached CD Rom.

Appendix 6

STANLEY FERRY AQUEDUCT HERITAGE WORKS RECORD CARD

To be completed and forwarded to Heritage Advisor for countersigning and recording within the Heritage Log.

Description of Works

Start Date

Completion Date

Relevant Sections of the Specification For Repairs To Stanley Ferry Aqueduct, Aire and Calder

Proposed materials and techniques to be utilised.

Photographs Taken Prior to Works – attached or on computer system?
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Confirmation	
<i>Signed Project Manager</i>	<i>Countersigned Heritage Advisor</i>
Date	Date

Record Deposited at:
Date: