



Canal &
River Trust

ANCIENT MONUMENTS AND ARCHAEOLOGICAL AREAS ACT 1979 (AS AMENDED)

MANAGEMENT AGREEMENT UNDER SECTION 17 OF THE ACT IN RESPECT OF LOCOMOTIVE OR TURN BRIDGE, (SCHEDULED MONUMENT NO WY1185A), QUAY STREET, HUDDERSFIELD BROAD CANAL, CALDER & HEBBLE NAVIGATION



2013

LOCOMOTIVE OR TURN BRIDGE

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ANCIENT MONUMENTS AND ARCHAEOLOGICAL AREAS ACT 1979 (AS AMENDED)

MANAGEMENT AGREEMENT under section 17 of the Act in respect of Locomotive Bridge (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 WY1185A) shown coloured red in Appendix 2 to the ‘Specification for Repairs to Locomotive Bridge’ 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 Locomotive Bridge’ as 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 Locomotive Bridge’ as attached to the Agreement.

Repairs should not damage the character of the bridge, 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 Locomotive Bridge’, this Agreement does not restrict public access or use of the bridge 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 LOCOMOTIVE BRIDGE

Canal and River Trust
Fearn's Wharf
Neptune Street
Leeds

Introduction

The purpose of this Specification is to allow 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 Locomotive Bridge.

In practice, this means that a range of operations undertaken to the bridge, 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, 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

Locomotive Bridge (also sometimes known as Turn Bridge) is located on the Huddersfield Broad Canal, near Huddersfield. Huddersfield Broad Canal, opened in 1776, is a wide-locked navigable canal which runs for 4 miles between the Huddersfield Narrow Canal in the centre of Huddersfield at Aspley, and the Calder and Hebble Navigation at Cooper Bridge. Originally known as the Cooper Canal, as it branched off the Calder and Hebble Navigation at Cooper Bridge, it was later known as Sir John Ramsden's Canal, after the Lord of the Manor and main land-owner, and then later became known as the Broad Canal to distinguish it from the Narrow Canal which opened in 1811. The Broad proved to be a lifeline for the rapidly developing textile industry in Huddersfield, bringing in coal and shipping out finished textiles for which Huddersfield was world renowned.

The most historically significant structure on the canal is the lift bridge at Quay Street, known as the Locomotive Bridge or sometimes as Turn Bridge. The latter name derives from the turning or swing bridge that originally spanned the canal here, and which also gave its name to the wider area of this industrial sector of Huddersfield, known as Turnbridge. The name Locomotive Bridge apparently derives from its powered mechanical 'locomotive' movement (or 'locomotion'). There is also some similarity between the appearance of its machinery and that of early steam-powered railway locomotives. Here though, the machinery was operated by hand-winch; replaced by electric motors in the 1980s.





The bridge is made of iron girders with planking over the central section of the roadway. It is raised in the horizontal position via chain pulleys carried on an iron box-framed gantry, with the machinery contained in small compounds on the west bank. This consists of two large domed cylindrical counterweights each bearing the date 1865, the now redundant 19th century hand-crank and winch gear and 20th century metal boxes containing the electrical equipment.

The stone-lined canal narrows quite sharply to accommodate the bridge. The bridge abutments are of dressed stone and brick, and small machinery

compounds on the west bank have coped stone walls and wooden gates (the latter a modern replacement). The bridge is an imposing structure, prominently visible from the canal and approach roads. Individual elements of the bridge contain subtle details that are important to its historic character and significance, for instance the bold and simple design and layout of the historic machinery; the dated name plaque; the neatly dressed and coped walls; the rope marks and protective metalwork rubbing strips on the bridge stonework (to deflect tow-lines); the original brickwork. The ongoing conservation management of the bridge should take full account of the need to conserve and if possible enhance these and other historic features of the monument. Particularly important is the timely maintenance of paintwork and pointing, and the reinstatement of missing or dislodged fabric such as coping stones from walls.

The 20th century iron footbridge erected on the north side crosses the waterway at high level and has solid side panels, and as a result is visually intrusive in terms of the setting and appearance of the Locomotive Bridge. However, this impact is somewhat mitigated by the contrasting form and colour of the footbridge which helps to distinguish the two bridges, and the footbridge also shows the historic development of bridge provision here. Because of its visual prominence, and the visual impact of graffiti and deteriorating paintwork, it is important that the footbridge is well maintained.

Locomotive Bridge stands adjacent to the Turnbridge Mills complex, which provides an impressive and appropriate 19th century industrial backdrop and also forms the primary element of the setting of the scheduled bridge. The earlier mill building adjacent to the bridge is listed Grade II, as is the prominent chimney alongside the bridge, being a good example of elegant architectural treatment applied to a utilitarian industrial structure. The chimney is thought to have been built circa 1872 as part of a cotton spinning mill for the Hirst Brothers and forms a prominent landmark feature of Huddersfield's skyline and contributes to the setting of the bridge.





By the 1893 Ordnance Survey map, the mill was part of Turnbridge Mills which included an 1846 textile mill on the south side of Quay Street, Huddersfield (listed Grade II). The complex passed into the ownership of JL Brierley Ltd. in 1895.

As well as being significant heritage assets in their own right, the various historic buildings and structures here, both designated and non-designated, together form an important group which is of local, regional and national significance.

Locomotive bridge is designated as a Scheduled Ancient Monument. 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. Note that the abutments and machinery compounds and the footbridge are included in the scheduled area. The SAM designation 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.

- New installations of signs, furniture, fencing, or railing.
- Works involving replacement and repairs to brick or stonework
- Works involving replacement and repairs to the historic 19th - early 20th century machinery, counterweights, chains, rollers, pulleys and hand-winch gear.
- 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.

- Graffiti and paint removal (however, full removal of painted surfaces down to the bare metal would require prior consultation)
- Re-pointing
- Works to modern electrical equipment, Winch Boxes, Chains & Rollers and other Mechanical and Engineering maintenance and like-for-like repairs of life-expired parts of this equipment. (However, works involving replacement and repairs to the historic 19th - early 20th century machinery, counterweights, pulleys and hand-winch gear etc. would require prior consultation.)
- Timber fencing repairs
- Vegetation clearance
- Repairs to Historic Surfaces and Re-surfacing
- Painting of bridge and ancillary equipment

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 change 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

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 STATUTORY DESCRIPTION

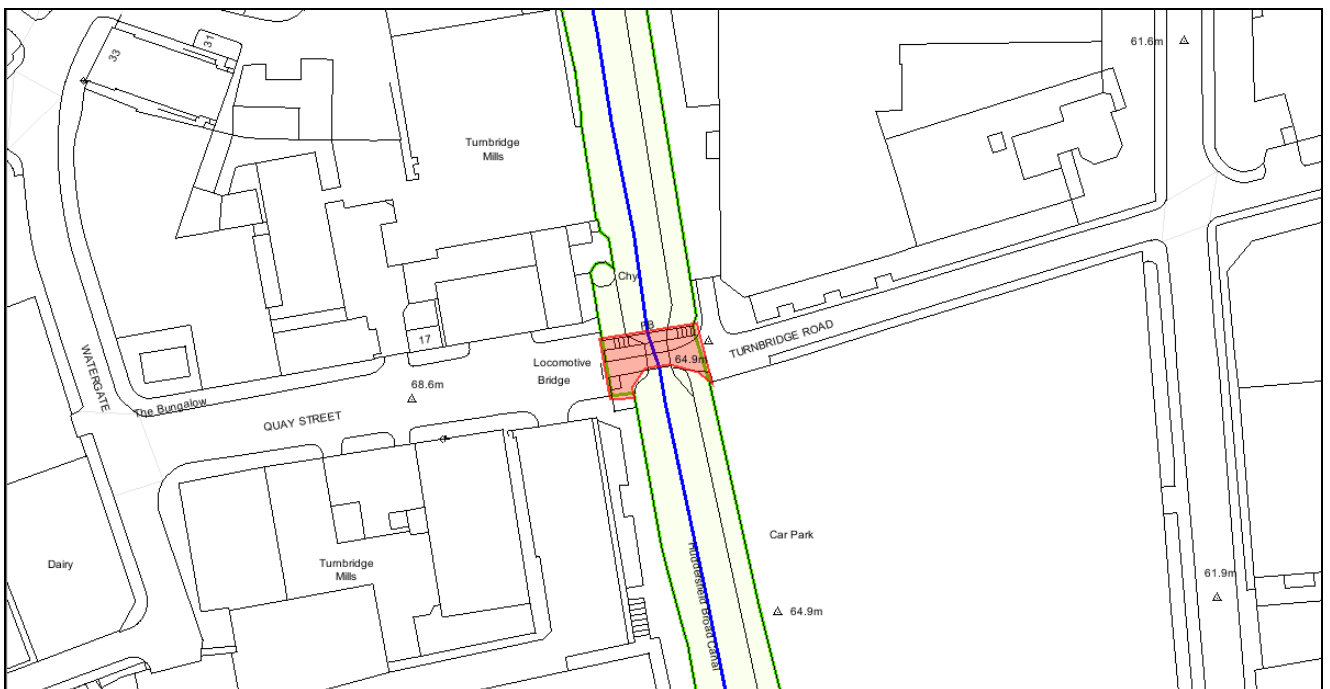
SAM Statutory Text

Statutory Scheduled Name	Turn Bridge, Quay Street, Calder & Hebble Navigation
Statutory Scheduled Reference	0/0/1185A
Grade	SAM
Date Scheduled	10/21/1977
Statutory Description	<p>This unusual bridge, which can be raised or lowered to allow the passage of canal barges, also carries traffic along Quay Street. It is made of iron girders with planking on the floor of the central part, which is raised via chain pulleys over an iron girder gantry on the canal bank. The machinery is worked by a hand crank on the W bank and the bridge is balanced by two large counterweights each bearing the date 1865. The stone-faced canal banks are narrowed at this point to accommodate the bridge. A separate iron footbridge has been provided for pedestrians on the N side.</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

LOCOMOTIVE BRIDGE 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 Locomotive Bridge, Huddersfield Broad Canal

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: