



**Cable Route, Kirkgate  
Lane**

**Archaeological  
Assessment**

Prepared by:  
**The Environmental Dimension  
Partnership Ltd**

On behalf of:  
**Ethical Power Development Ltd**

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**Contents**

Executive Summary ..... 4

Section 1 Introduction ..... 5

Section 2 Legislation and Planning Guidance ..... 7

Section 3 Methodology..... 11

Section 4 Existing Information ..... 12

Section 5 Conclusion ..... 20

Section 6 References ..... 21

**PLANS**

- Plan EDP 1: Overview of Heritage Assets  
(edp8378\_d001a 16 November 2023 GYo/EBR)
- Plan EDP 2: Extracts of Historic Mapping  
(edp8378\_d002a 16 November 2023 GYo/EBR)
- Plan EDP 3: Extracts of LiDAR Data  
(edp8378\_d003a 16 November 2023 GYo/EBR)

## Executive Summary

- S1 This Archaeological Assessment has been produced by The Environmental Dimension Partnership Ltd (EDP) on behalf of Ethical Power Development Ltd to inform a full application for the implementation of a cable route at Kirkgate Lane, Wakefield (i.e. 'the Route').
- S2 The Route does not include any designated heritage assets, as defined in Annex 2 of the National Planning Policy Framework (NPPF), where there would be a presumption in favour of their preservation *in situ*. Furthermore, a review of information from the West Yorkshire Historic Environment Record, National Mapping Programme, historic mapping, LiDAR and other sources, identified a low potential for the Route to contain any significant archaeological remains, such that would warrant retention.
- S3 In addition, the Route runs beneath three existing modern roads and their associated verges, and so any earlier features or deposits within its footprint will have likely been destroyed by works associated with this infrastructure.
- S4 Given these considerations, and in the context of the narrow cable trench that the Route comprises and its alignment within the existing road and verges, no further archaeological work should be required to determine this application.
- S5 Such an approach would be compliant with the relevant paragraphs of the NPPF and policies of the local plan, and there is no reason on archaeological grounds as to why planning permission could not be granted.



## Section 1 Introduction

- 1.1 This Archaeological Assessment has been prepared by The Environmental Dimension Partnership Ltd (EDP) on behalf of Ethical Power Development Ltd and presents the results of an assessment of land for a proposed cable route at Kirkgate Lane, Felkirk, Wakefield (hereafter referred to as 'the Route'). This is associated with a separate planning application for a photovoltaic ('PV') electricity generation facility at Kirkgate Lane (Reference: 23/01900/FUL; hereafter referred to as the 'Solar Farm Site').
- 1.2 The aim of this Assessment is to consider the available historical and archaeological resources for the Route, and to establish its likely potential to contain archaeological remains, in accordance with the requirements of the National Planning Policy Framework (NPPF) and local planning policy.
- 1.3 As the development comprises a buried cable, the proposals will have no above-ground presence. Therefore, there is no potential for the proposals to result in an effect on the setting of built heritage and such matters are scoped out from this report. Instead, the Assessment focusses entirely on the potential for physical impacts as a result of the installation of the cable.

### LOCATION, BOUNDARIES, TOPOGRAPHY AND GEOLOGY

- 1.4 The Route will comprise a trench that will be approximately 1.8km long by c.0.45m wide (further details are provided below, see **Proposed Development**) and will run from the Solar Farm Site off Kirkgate Lane, near the hamlet of Felkirk in the east, before running west and south-west to the Monckton sub-station located off Lund Hill Lane (B6428). The Route is proposed to run under the existing roads of Kirkgate Lane, Church Lane and Lund Hill Lane for small segments and follow their associated road verges for the remainder of its length (**Plan EDP 1**). The Route runs from National Grid Reference (NGR) 438925,412616 in the east to NGR 437601,412600 in the west.
- 1.5 With regard to the underlying solid geology, the Route passes over bedrock of Pennine Middle Coal Measures Formation, a sedimentary bedrock formed between 318 and 309.5 million years ago during the Carboniferous period. No superficial deposits are recorded along the length of the Route ([www.bgs.ac.uk](http://www.bgs.ac.uk)).
- 1.6 The Route is roughly flat and located at a height of c.75m above Ordnance Datum (aOD) in the centre and south-west, rising to c.86m and 82m aOD at its most northern and eastern points respectively.

### PROPOSED DEVELOPMENT

- 1.7 The full planning application is to be submitted for the installation of a buried cable to connect between a ground mounted solar PV array at Kirkgate Lane, Felkirk (currently being considered as planning application reference: 23/01900/FUL) and an existing electricity

sub-station off Lund Hill Lane (B6428). The cable trench will require a 1.8km long by approximately 0.45m wide by approximately 0.5m deep trench, the route of which is shown on **Plan EDP 1**. It may include cable joints, the bays for which would approximately measure 1m wide by 1m long by 1m deep.

## Section 2

### Legislation and Planning Guidance

- 2.1 This section summarises the key elements of the legislative and planning policy context relating to the proposed development of the Route, at both national and local levels.

#### LEGISLATION

##### **The Ancient Monuments and Archaeological Areas Act 1979**

- 2.2 The relevant legislation concerning the treatment of scheduled monuments is the *Ancient Monuments and Archaeological Areas Act 1979* (HMSO 1979). This act details the designation, care and management of scheduled monuments, as well as detailing the procedures needed to obtain permission for works that would directly impact upon their preservation. The act does not confer any statutory protection on the setting of scheduled monuments, although this is considered as a policy matter in the relevant paragraphs of the NPPF.

##### **National Planning Policy**

- 2.3 The NPPF was revised in September 2023. Section 16 sets out the government's approach to the conservation and management of the historic environment, including both listed buildings and conservation areas, through the planning process. The opening paragraph, 189, recognises that heritage assets are an irreplaceable resource, and should be conserved in a manner proportionate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

- 2.4 Paragraph 194 concerns planning applications, stating that:

*"In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation".*

- 2.5 Paragraph 199 considers the weight given within the planning decision with regard to impacts on designated heritage assets, stating that:

*“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance”.*

- 2.6 Paragraph 200 considers the level of harmful effects on designated heritage assets and states that:

*“Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:*

- a. Grade II listed buildings, or grade II registered parks or gardens, should be exceptional; and*
- b. Assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, Grade I and II\* listed buildings, Grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional”.*

- 2.7 With regard to the decision-making process, paragraphs 201 and 202 are of relevance. Paragraph 201 states that:

*“Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*

- a. the nature of the heritage asset prevents all reasonable uses of the site;*
- b. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;*
- c. conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*
- d. the harm or loss is outweighed by the benefit of bringing the site back into use”.*

- 2.8 Paragraph 202 states that:

*“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”.*

2.9 With regard to non-designated heritage assets, paragraph 203 states that:

*“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”.*

2.10 Furthermore, footnote 68 to paragraph 200 states that:

*“Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets”.*

2.11 In this regard, footnote 68 is clear that for a heritage asset of archaeological interest to be subject to the policies for designated heritage assets, it must first be “demonstrated” that it is of sufficient interest to warrant such protection.

### **Local Planning Policy**

#### **Wakefield Metropolitan District Local Development Framework**

2.12 The Wakefield Metropolitan District Local Development Framework (LDF) was adopted in April 2009 and covers the period up to 2026. The LDF comprises a Core Strategy and Development Policies.

2.13 It contains the following policy, which is of relevance to this report.

#### *Policy D 17: Development Affecting Archaeological Sites*

*“Within the District are a number of Scheduled Ancient Monuments, and other unique archaeological assets. New Development has also led to the discovery and excavation of remains of national, regional and local importance such as Roman and Iron age Settlements and a chariot burial.*

1. *Development that affects the site or setting of a Class I or Class II archaeological site will only be permitted if there are exceptional circumstances of overriding public interest and suitable protective and mitigation measures can be implemented to safeguard the archaeological value of the site.*
2. *In the case of Class III sites permission will only be permitted where:*
  - a. *The archaeological remains will be preserved in situ through careful design, layout and siting of the Proposed Development; or*
  - b. *When in-situ preservation is not justified or feasible, appropriate provision is made by the developer for excavation and recording before and/or during development and for the post-excavation analysis, publication, and archive deposition of any findings.*
3. *Where development proposals affect sites of known or potential archaeological interest, an appropriate archaeological assessment and evaluation will be required to*

*be submitted as part of the planning application. Planning permission will not be granted without adequate assessment of the nature, extent and significance of the remains present and the degree to which the Proposed Development is likely to affect them."*

- 2.14 The plans and policies listed above have all been considered in the preparation of this assessment.

## **Section 3**

### **Methodology**

- 3.1 This report has been produced in accordance with the Standard and Guidance for Historic Environment Desk-based Assessment issued by the Chartered Institute for Archaeologists (CIfA, 2020). These guidelines provide a national standard for the completion of desk-based assessments.
- 3.2 The Assessment principally involved consultation of readily available archaeological and historical information from documentary and cartographic sources. The major repositories of information comprised:
- The National Heritage List for England (NHLE) curated by Historic England;
  - West Yorkshire Historic Environment Record (HER) on known archaeological sites, monuments, events and findspots within the vicinity of the Route;
  - Maps and documents held by online sources, the West Yorkshire Archive and National Coal Mining Museum for England Library;
  - LiDAR data;
  - Information from the Portable Antiquities Scheme; and
  - Aerial Photographs held by Historic England.
- 3.3 This Assessment provides a synthesis of relevant archaeological information for the Route derived from a search area extending up to 500m in radius from its boundary, hereafter known as the 'study area', to allow for additional contextual information regarding its archaeological interest and/or potential to be gathered.
- 3.4 The proposals have no above ground presence and therefore there is no potential for any effects on the setting of surrounding heritage assets. Instead, this report concentrates on identifying the possible direct impacts of the proposals on any buried archaeology within its footprint.
- 3.5 Designated heritage assets are only discussed within this report where they influence the archaeological potential of the Route and are therefore restricted to discussions of scheduled monuments. All other designated heritage assets, e.g. listed buildings and conservation areas, etc., are scoped out of this report and are not discussed hereafter.

## Section 4 Existing Information

### INTRODUCTION

- 4.1 The Route does not include, nor does it form any part of, any designated heritage assets concerning buried archaeological remains, i.e. scheduled monuments. The closest such assets are the deserted medieval village of Hodroyd Scheduled Monument (**1005778**), which is located c.5m to the north-east, and the Site of a post-medieval tannery (**1005775**), which is located c.100m to the north. The position of these monuments is depicted on **Plan EDP 1**. There are no other scheduled monuments within the study area.
- 4.2 The West Yorkshire HER contains one record related to archaeological features that overlaps with the Route. This comprises a series of cropmarks visible on aerial photos which may indicate an Iron Age or Roman rectangular enclosure and field system (**MWY4412**). Although this record spans the Route, it appears to be focused upon the fields immediately to the north and south. These remains, if present, are likely to have been impacted within the Route by the construction of the roads it follows (Kirkgate Lane, Church Lane and Lund Hill Lane) and the likely frequent reworking of road verges over time.
- 4.3 Otherwise, in the wider study area, there are records for prehistoric to modern archaeology, the locations of which are also shown on **Plan EDP 1**.
- 4.4 A total of 13 archaeological investigations or 'events' are also recorded within the study area, as shown on **Plan EDP 1**. Where relevant to the archaeological potential of the Route, these are discussed within the period specific sections below.
- 4.5 The proposals have no above ground presence and therefore there is no potential for any effects on the setting of surrounding heritage assets. As such, those 13 designated assets located within the 500m study area, comprising the two scheduled monuments discussed above (**1005778** and **1005775**), the Grade I Listed Building Church of St Peter (**1265442**) and its eight associated Grade II listed buildings (**1265443**, **1265444**, **1227281**, **1227284**, **1265378**, **1227283**, **1265337**, **1227442**), the Grade II listed Felkirk House (**1227286**) and the Grade II listed Hodroyd Hall (**1227514**), are only discussed below where relevant to the archaeological potential of the Route.

### KNOWN ARCHAEOLOGICAL REMAINS

#### Palaeolithic to Iron Age (c.500,000 BC-AD 43)

- 4.6 The West Yorkshire HER contains a single record dating to the prehistoric period within the Route. Three records are located within the wider 500m study area which potentially date to the pre-historic period.
- 4.7 The record within the Route, as discussed above, relates to a possible rectangular enclosure and field system, visible as cropmarks on aerial photographs (**MWY4412**). The field system comprises a sub-rectangular enclosure measuring roughly 60m x 60m, with an entrance to



the south. Various ditches and a group of elongated pits are also visible, and the features are interpreted as being Iron Age or Roman in date. These features are also recorded by the Lower Wharfedale National Mapping Programme (NMP) as **1394675/921445**. These cropmarks have not been investigated by intrusive works to date, and so the potential for them to reflect archaeological features is as yet unproven.

- 4.8 Approximately 450m north-east of the Route lies a double-ditched enclosure, visible as a cropmark in the playing fields of Wakefield Community School, South Hiendley (**MWY4417**). This record is also recorded by the NMP as **1394690**. The enclosure appears to be sub-circular in form, with a number of pits and ditches also visible, and is interpreted as being prehistoric or Roman in date. Similar cropmarks, including lengths of linear and curvilinear ditches, are recorded c.375m north-west of the Route and interpreted as field boundaries and enclosure systems likely dating to the Iron Age or Roman period (**MWY4792**).
- 4.9 The NMP also records two final groupings of cropmarks located approximately 450m to the north-west (**1394629**), and c.950m to the south-west (**1394605**), comprising possible further evidence indicating Iron Age or Roman field boundaries, an enclosure and a ditch. As above, none of these cropmarks have been investigated by intrusive works to date, and so their archaeological potential and interest remains unproven, and alternative origins cannot be ruled out.
- 4.10 One additional find spot is also recorded likely dating to the prehistoric period, this includes a flint thumb scraper found c.125m north-east of the Route (**MWY14215**).
- 4.11 While cropmark evidence of potential prehistoric or Roman field systems is recorded by the HER and NMP either crossing the Route or located near to it, the Route is located following three a modern roads (Kirkgate Lane, Church Lane and Lund Hill Lane) or their associated verges. As such, the ground through which the Route will be laid is likely to have been heavily disturbed by infrastructure related activity, and any similar features within its extent, such as field boundaries, would likely have been destroyed. As such, it is unlikely that any features or deposits of prehistoric date would survive within the Route.

#### **Romano-British (AD43-410)**

- 4.12 As discussed above, the West Yorkshire HER contains a single record possibly dating to the Iron Age or Roman period within the Route, this being cropmarks relating to an apparent enclosure and field system (**MWY4412**). This record is also recorded by the NMP as **1394675/921445**. As discussed above, these cropmarks have not been investigated by intrusive works to date, and so their archaeological potential and interest remains unproven, and alternative origins cannot be ruled out.
- 4.13 A further three records within the study area are discussed above and comprise cropmarks, which may relate to prehistoric or Roman field systems (**MWY4792**, **MWY4417**/NMP **1394690** and NMP **1394629** and **1394605**).
- 4.14 No further records relating to features of potential Roman date are recorded by the HER or NMP.

- 4.15 As discussed above, while cropmark evidence of potential prehistoric or Roman field systems is recorded by the HER and NMP either crossing the Route or located near the Route, it is unlikely that any features or deposits of Roman date would survive here due to the disturbance from the development of the Kirkgate Lane, Church Lane and Lund Hill Lane roads and their associated verges in which the proposals are located.

#### **Early Medieval (AD 410-1066)**

- 4.16 The West Yorkshire HER and NMP do not hold any records dating to the early medieval period within the Route, nor do they hold any records within the wider 500m study area.
- 4.17 The lack of records held by the HER and NMP within the study area suggests that the area was not widely settled during this period, with the earliest documentation of Felkirk dating to the medieval period.
- 4.18 Based on this information, there is no evidence to suggest the Route contains features or deposits of this date. Furthermore, it is considered that any features of this date would have been heavily destroyed by the later construction and maintenance of the Kirkgate Lane, Church Lane and Lund Hill Lane roads and their associated verges. As such, it is unlikely that any features or deposits of this date would survive along the Route even if once present (which seems unlikely).

#### **Medieval (AD 1066-1485)**

- 4.19 The West Yorkshire HER and NMP do not hold any records dating to the medieval period within the Route, and nine records are located within the wider 500m study area.
- 4.20 The closest of these records, located c.5m north-east of the Route, comprises the deserted medieval village of Hodroyd (**MWY1334/NMP 52594**). The remains of the settlement are designated as Scheduled Monument **1005778**.
- 4.21 The HER records the deserted village as comprising “an area of settlement earthworks (hollow way and tenements)” with an area of ridge and furrow to the west and an area of industrial earthworks to the north-east, as identified during field visits in 1976, 2002, 2004 and 2011 (**EWY779/EWY780/EWY781/EWY783**). The HER notes that the earthworks are “not well pronounced but their quality is ‘good’ for the region”, and that the monument is “one of the few earthwork sites of its type to survive within the South and West Yorkshire area of the coal measures”. The disturbance of the extensive coal mining of the area is evident as the asset is cut by the disused railways to the west and north-west.
- 4.22 The NMP further describes the earthworks as follows:

*“The village remains consist of a series of rectangular closes based on a hollow way running approximately NE-SW, which also forms the headland for ridge-and-furrow running downslope to the NW. This rig is bounded to the NE by a ditch. Both hollow way and ditch have hawthorn trees along them and have certainly formed hedgerows until recently. On the SE, or uphill, side of the hollow way a series of slight banks or scarps runs towards the present road, High Well Hill Lane, enclosing plots of ridge-and-furrow. Two or three possible building platforms also lie on the SE side of the hollow way but are too slight to*

*be surveyed. A shallow depression entered from the hollow way may be a cattle stance. The field of ridge-and-furrow to the NW of the hollow way ends on a large bank in the low-lying W corner of the modern field. This bank is cut by the railway and overlain by the tramway embankment. The SE edge of Cawker Wood is a continuation of this boundary line. In the S corner of the modern field a double-lynchet trackway marks the former line of High Well Hill Lane before it was re-routed to cross the railway. One of the croft boundaries meets and perhaps overlies the lower lynchet of this trackway. These earthworks are no more than 0.3m high except for the uphill scarp of the hollow way which is up to 0.7m high. To the NE (centred SE 3905 1290) is a series of scarps up to 0.5m high, possibly underlying the tramway, with oval depressions cut into them. These may be the remains of kilns or similar structures. The early focus of the village was probably around the church at SE 3869 1250. All the fields around the church are under arable and no earthworks are to be seen. The existing earthworks may represent a peripheral part of the settlement."*

- 4.23 With regard to the history of the monument, the HER notes that Hodroyd is well recorded in medieval documentary sources in connection with a holding belonging to Nostell Priory. Hodroyd is first mentioned as 'Hoderode' in 1143-54 and is described as a 'vill' in an undated charter of John de Hodroyd, as well as in two late 13<sup>th</sup> century charters, although the HER notes that it is most likely the settlement was no more than a hamlet in the South Hiendley township at this time.
- 4.24 It is currently unknown at what date the settlement was finally abandoned, nor the reasons for this. However, the HER notes that the close proximity to the site of a post-medieval tannery (Scheduled Monument **1005775**/HER **MWY1487**) may suggest that the village survived until the 18<sup>th</sup> century. The railway line and mine track cutting through the settlement date to the 19<sup>th</sup> century, and thus the settlement was definitely abandoned prior to this.
- 4.25 Immediately south of the deserted settlement, and c.5m east of the Route, lies **MWY1791**. This record is described as a garden, possibly belonging to Nostell Priory which is documented from the 13<sup>th</sup> century. The Priory Garden was originally bounded by a bank and later by a wall and ditch. This garden comprises a stone wall which is dated to the 18<sup>th</sup> or 19<sup>th</sup> century, although it may incorporate earlier material in the lower courses. Identification of this garden as the Nostell Priory Garden is conjectural based on the apparent similarities with the description in the Nostell Chartulary. The HER also notes that the field name 'Hall Croft' recorded on the apportionment for the South Hiendley Tithe Map may indicate a close association with Hodroyd Hall (Listed Building: **1227514**, HER record: **MWY8943**), which was under the same ownership as the priory.
- 4.26 Located c.10m south of the Route lies the Church of St Peter (**MWY474**), which is designated as a Grade I Listed Building **1265442**. The HER notes that the earliest elements in the church probably date from the 12<sup>th</sup> century. The church thus indicates a settled community during the medieval times, and potentially the early part of this period, as the HER notes that the place name 'Felkirk' has been interpreted as 'plank church', and presumably derives from a timber pre-conquest church building in this area.
- 4.27 To the north, c.200m north-east of the Route, record **MWY4046** relates to documentary evidence of a potential medieval building and moat at the site of Hodroyd Hall (Listed Building: **1227514**, HER record: **MWY8943**), potentially reflecting a precursor to the

current manor house, which has 17<sup>th</sup> Century origins. This record also includes a medieval or post-medieval tithe barn, depicted on the Ordnance Survey (OS) map of 1854. It is possible that the barn may have had associations with the Hall, or potentially with Church of St Peter or Nostell Priory.

- 4.28 The final three medieval records held by the HER relate to the agricultural management of the landscape, with ridge and furrow remains recorded c.350m north-east of the Route from aerial photographs (**MWY4416**), c.300m south of the Route (**MWY11856**) and c.400m north-west of the Route (**MWY11735**). It is noted that these furrows may also be post-medieval in date.
- 4.29 The NMP holds a number of additional records relating to cropmarks and earthworks identified as medieval or post-medieval ridge and furrow, including within a field immediately south of the Route (**1394749**, **1394742** and **1394774**).
- 4.30 The evidence thus clearly indicates a settled landscape during the medieval period, with a focus of activity around Hodroyd adjacent to the Route, and a wider agricultural landscape beyond this. However, the Route itself is located within the existing roads of Kirkgate Lane, Church Lane and Lund Hill Lane and their associated verges. Given that settlement around the church and Hodroyd was well established during this period, it is possible that the Route is reflective of earlier roads at this time, rather than forming part of the settlement itself, or may have fallen in its agricultural hinterland. Regardless, the road today is of modern construction and doubtless its footprint and adjacent verges have been heavily disturbed by infrastructure activity. As such, any features or deposits dating from the medieval period have likely been destroyed.

#### **Post-medieval to Modern (AD 1485-present)**

- 4.31 The West Yorkshire HER and NMP do not hold any records dating to the post-medieval or modern periods along the Route, although there are several records located within the wider 500m study area.
- 4.32 These records predominantly relate to the industrial development of the area. A post-medieval tannery is recorded c.100m north of the Route (**MWY1487**), which is also designated as Scheduled Monument **1005775**. The HER describes the tannery site as follows, based on field visits undertaken between 1976 and 2002 (**EWY907** - **EWY911**):
- “Extensive and well-preserved earthworks within the confines of OS field no. 7984. The components of the site include platforms on which the industrial buildings would have stood, pits where the kilns will have been soaked, a water channel and series of leats and ponds. Some of the buried masonry can be seen near one of the ditches (which themselves may have been constructed to supply the tanning pits)”.*
- 4.33 The site is also recorded by the NMP as **52593**, which adds the following information:
- “This site consists of a pond fed by an embanked channel from the north and drained by a channel and a smaller leat, possibly for overflow, towards the west. The inlet channel is blocked by a tramway embankment. In 1988 there is no sign of the platforms and pits seen in 1978 and the area was overgrown area.”*

- 4.34 The record does not provide a more specific date for the tannery beyond the post-medieval period and is considered to date between c.1550–1900. As discussed above, it is considered most likely that the tannery was constructed before the medieval settlement was deserted, and it seems likely the two sites were abandoned contemporaneously.
- 4.35 Approximately 5m north of the Route lies an area of earthworks related to medieval or post-medieval agriculture, which have been disturbed by later coal workings (**MWY3031/NMP 1394687**), identified during a field visit in 1996 (**EWY1407**). The field comprises an area of medieval or post-medieval ridge and furrow which, at the southern end, has been cut by later linear features. These linear features have been reviewed on aerial photographs, geological maps, and by a site visit and it is suggested that these may be coal-working remains, exploiting an outcropping of the Shafton coal in this area. The earthworks consist of parallel linear trenches, which are narrow but deep; the profiles are quite sharp and suggest that this may be late 19<sup>th</sup> or early 20<sup>th</sup> century mechanical excavation. A large number of circular depressions are also recorded within the woodland area of this site, likely the remains of bell-pits. The coal working is considered to post-date the ridge and furrow but to predate the woodland, which does not appear on the OS map of 1850. The HER also noted that earthworks and low stone walls at the southern edge of the woodland may mark the site of a post-medieval tannery, shown in this location on a map held by the parish council.
- 4.36 Approximately 250m south of the Route lies an area of modern open cast spoil heaps (**MWY473**). The spoil heaps were visible as earthworks on air photographs taken in 1980 and remain visible as cropmarks on later photographs; they are considered to relate to modern open cast mining in this area. The NMP also records extensive modern spoil heaping south of the Route (**1394582**), recorded as earthworks on aerial photographs dating from 1951 and 1980 (discussed in full in the **Aerial Photographs** section below). These spoil heaps are assessed as being the result of the open cast mining, and likely surface works, which were undertaken across the site during the late 19<sup>th</sup> and 20<sup>th</sup> centuries.
- 4.37 The remaining records relate to agricultural practices as discussed above, comprising evidence of medieval to post-medieval ridge and furrow (**MWY4416**, NMP **1394749**, **1394742** and **1394774**).
- 4.38 The evidence indicates a wider settled landscape during the post-medieval to modern period, with a focus on industrial and agricultural practices. However, a review of historic cartographic sources (see below) indicates that the Route was already established as a series of roads by the mid-19<sup>th</sup> century, and likely prior to this. As such, any surviving features or deposits dating to this period along the Route would likely simply relate to older surfaces of the roads and associated construction as the roads have been maintained for modern use; such deposits would be of negligible heritage value.

## **CARTOGRAPHIC SOURCES**

- 4.39 The earliest cartographic sources consulted, which show the land within the footprint of the proposed Route in detail, were the 1840 Tithe Maps for the Parishes of South Hiendley (eastern end of the Route) and Havercroft (Western end of the Route) (**Plan EDP 2**). Both

maps show the Route following the current road alignment, leading from what is now Kirkgate Lane at the eastern end, to what is now Lund Hill Lane to the west. The wider surroundings of the Route comprise agricultural fields, as well as a small hamlet including the Church of St Peter at Felkirk.

- 4.40 The First Edition OS map of 1854 (not reproduced) also shows this formation, with the Route running through the roads and their associated verges, with agricultural fields forming the wider landscape.
- 4.41 The Second Edition OS map of 1894 (**Plan EDP 2**) also shows no changes to the route of the roads. However, minimal changes to the landscape are noted, most obviously the addition of the railway line which crosses Church Lane at Felkirk and runs north to south. This tunnelled railway route is still present today and indicates that the land would have been heavily disturbed to allow for this new infrastructure. To the north-west end of the Route, the map shows the addition of the Hodroyd Colliery immediately to the south, as well as associated tramways and spoil heaps. One of these tramways crosses the road, thus indicating further disturbance to the Route in this location.
- 4.42 Whilst there is therefore some potential for remains related to the modern tramway to be encountered during works at the north-west end of the Route, it is noted that the tramway has been entirely cleared, and the road has likely undergone multiple rounds of maintenance works and associated infrastructure activity in the intervening period. As such, any remains would likely be heavily disturbed or destroyed and, given their date and likely condition, are unlikely to be of greater than negligible heritage interest.
- 4.43 Subsequent editions of the OS mapping show little change to this arrangement, although the Colliery is shown to be demolished by the 1934 edition map, however the tramway crossing the Route is still depicted, now running from the New Monckton Colliery further to the south. The tramway is marked as 'disused' by the 1966 edition OS map and remains today as a public footpath.
- 4.44 The historic maps thus confirm the assessment above that the Route runs through roads and associated verges which have followed the same alignment since the mid-19<sup>th</sup> century and likely earlier. As such, it is highly likely that any archaeological remains pre-dating the 19<sup>th</sup> century would have been destroyed by the later construction and continuous reworking of the roads and their verges.

## **AERIAL PHOTOGRAPHS**

- 4.45 A total of 78 vertical photographs, covering the Site and its immediate environs, were identified within the collection maintained by the Historic England Archives. None of the photographs are reproduced here due to copyright restrictions.
- 4.46 The available images span the period from May 1948 to September 1999 and add detail to the land use and development sequence shown on those historic maps discussed above.
- 4.47 The photographs demonstrate that, in the mid to late 20<sup>th</sup> century, the layout and boundaries at the Route appeared much as they did on the contemporary historic mapping.

The Route is shown to follow the existing roads, which are crossed by the railway line to the east (Kirkgate Lane) and the tramway to the north (Church Lane).

- 4.48 Whilst the wider surroundings indicate some potential for archaeological remains, through the presence of nearby cropmarks seen to the north and south of the Route, as discussed above, it is also evident that the modern road has likely removed any evidence of such earlier features. Similarly, the wider landscape shows clear evidence of disturbance relating to the mining industry during the later 20<sup>th</sup> century.
- 4.49 No cropmark or earthwork features, suggesting the presence of any form of archaeological activity, were identified along the Route on aerial photographs, with only the existing roads and their associated verges visible.

### **LIDAR DATA**

- 4.50 The LiDAR data, which dates from 2022, was obtained from the Defra website<sup>1</sup>. LiDAR Composite Digital Terrain Model (DTM) data was downloaded at the resolution of 1m. The data was converted to a vrt file and imported into QGIS 3.10 with GRASS 7.8.4 and then processed to show hill shade at an altitude of 45° with an azimuth of 315° in a multidirectional format. The LiDAR data is shown on **Plan EDP 3**.
- 4.51 The LiDAR clearly shows the roads and associated verges through which the Route is proposed, which are visible as raised edges to the side of the slightly sunken road.
- 4.52 The LiDAR also shows the sunken route of the former railway at the eastern end of the Route (Kirkgate Lane); however, the cable will be laid within the roadside bridge crossing the rail line. Further to the west, the former tramline associated with the Hodroyd and Monckton Collieries is visible crossing the Route (Church Lane). However, there is no evidence of the former tram line crossing the road itself, and instead the road and its verges appear to be well worked and likely comprising only modern made ground.
- 4.53 No features of archaeological interest are identified by the LiDAR along the Route itself, as is expected given that it has been maintained as a collection of roads and associated verges since at least the 19<sup>th</sup> century.

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<sup>1</sup> <https://environment.data.gov.uk/DefraDataDownload/?Mode=survey>

## Section 5 Conclusion

- 5.1 This Archaeological Assessment has been produced by EDP on behalf of Ethical Power Development Ltd to inform a full application for the implementation of a cable route at Kirkgate Lane, Wakefield (i.e. 'the Route').
- 5.2 The Route does not include any designated heritage assets, as defined in Annex 2 of the NPPF, where there would be a presumption in favour of their preservation *in situ*. The West Yorkshire HER contains one record related to potential, albeit unproven, archaeological remains that overlap with the Route, related to linear cropmarks indicating a possible Iron Age or Roman field system. However, this record appears focused within the fields to the north and south of the Route, whilst the Route itself runs within a series of roads and their verges, with any earlier remains having likely been destroyed by the construction and maintenance of this infrastructure.
- 5.3 Overall, the HER and NMP indicate some potential evidence for Iron Age to Roman activity, largely focused on land management, within the immediate proximity of the Route, as well medieval activity given the proximity of the deserted settlement of Hodroyd to the immediate north-east. However, as discussed above, the Route runs through roads and their associated verges and so any such features or deposits within this location have likely been destroyed by works associated with this infrastructure.
- 5.4 Historic mapping evidence shows that the road has been in place in its current formation since the mid-19<sup>th</sup> century, and likely prior to this. As such, any features or deposits of post-medieval date onwards would likely relate to highly disturbed earlier surfaces of the road and would be of no greater than negligible heritage interest. To the north of the Route, a former 19<sup>th</sup> century tramline crossed the road, however no above-ground evidence of this remains within the road and verges themselves, and it is likely that any buried remains in this location would have been heavily truncated (if not destroyed) by later maintenance of the road, and would be of no greater than negligible significance.
- 5.5 Given these considerations, and in the context of the narrow cable trench that the Route comprises and its alignment within the existing roads and verges, no further archaeological work should be required to determine this application.
- 5.6 Such an approach would be compliant with the relevant paragraphs of the NPPF and policies of the local plan, and there is no reason on archaeological ground as to why planning permission could not be granted.



## **Section 6**

### **References**

Chartered Institute for Archaeologists (CIfA), 2020. Standard and Guidance for Historic Environment Desk-based Assessment. Reading.

HMSO, 1979, Ancient Monuments and Archaeological Areas Act of 1979.

Ministry of Housing, Communities and Local Government (MHCLG), 2023. The National Planning Policy Framework. London.

Wakefield Council, 2009. Wakefield Metropolitan District Local Development Framework: Core Strategy.

Wakefield Council, 2009. Wakefield Metropolitan District Local Development Framework: Development Policies.

#### **LIST OF CONSULTED MAPS**

1840 Tithe map of South Hiendley Parish

1840 Tithe map of Havercroft Parish

First Edition Ordnance Survey map 1854

Ordnance Survey map 1894 Edition

Ordnance Survey map 1907 Edition

Ordnance Survey map 1933 Edition

Ordnance Survey map 1948 Edition

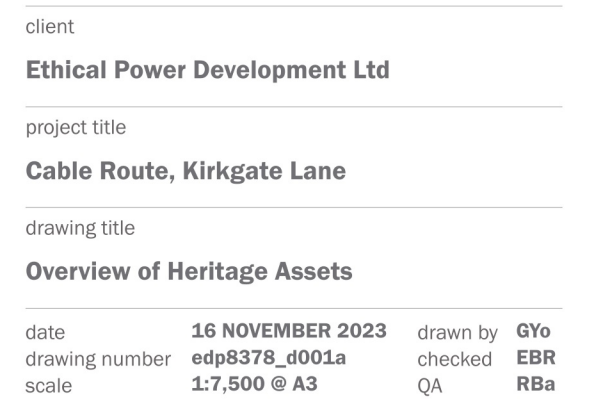
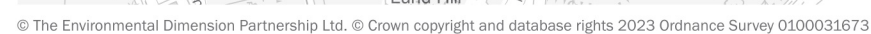
Ordnance Survey map 1966 Edition

## Plans

**Plan EDP 1:** Overview of Heritage Assets  
(edp8378\_d001a 16 November 2023 GYo/EBR)

**Plan EDP 2:** Extracts of Historic Mapping  
(edp8378\_d002a 16 November 2023 GYo/EBR)

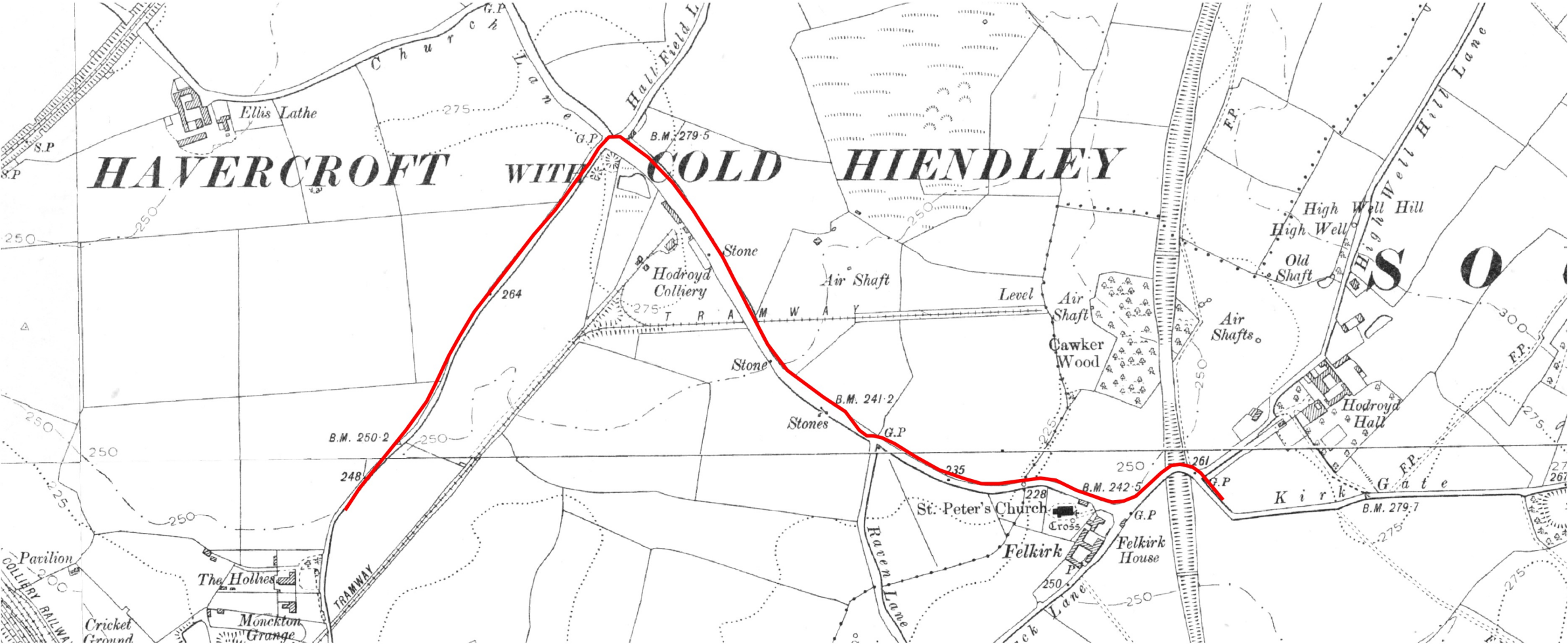
**Plan EDP 3:** Extracts of LiDAR Data  
(edp8378\_d003a 16 November 2023 GYo/EBR)







1840 South Hiendley Parish Tithe Map/1840 Havercroft Parish Tithe Map



1894 Edition Ordnance Survey Map

Cable Route



client  
**Ethical Power Development Ltd**

project title  
**Cable Route, Kirkgate Lane**

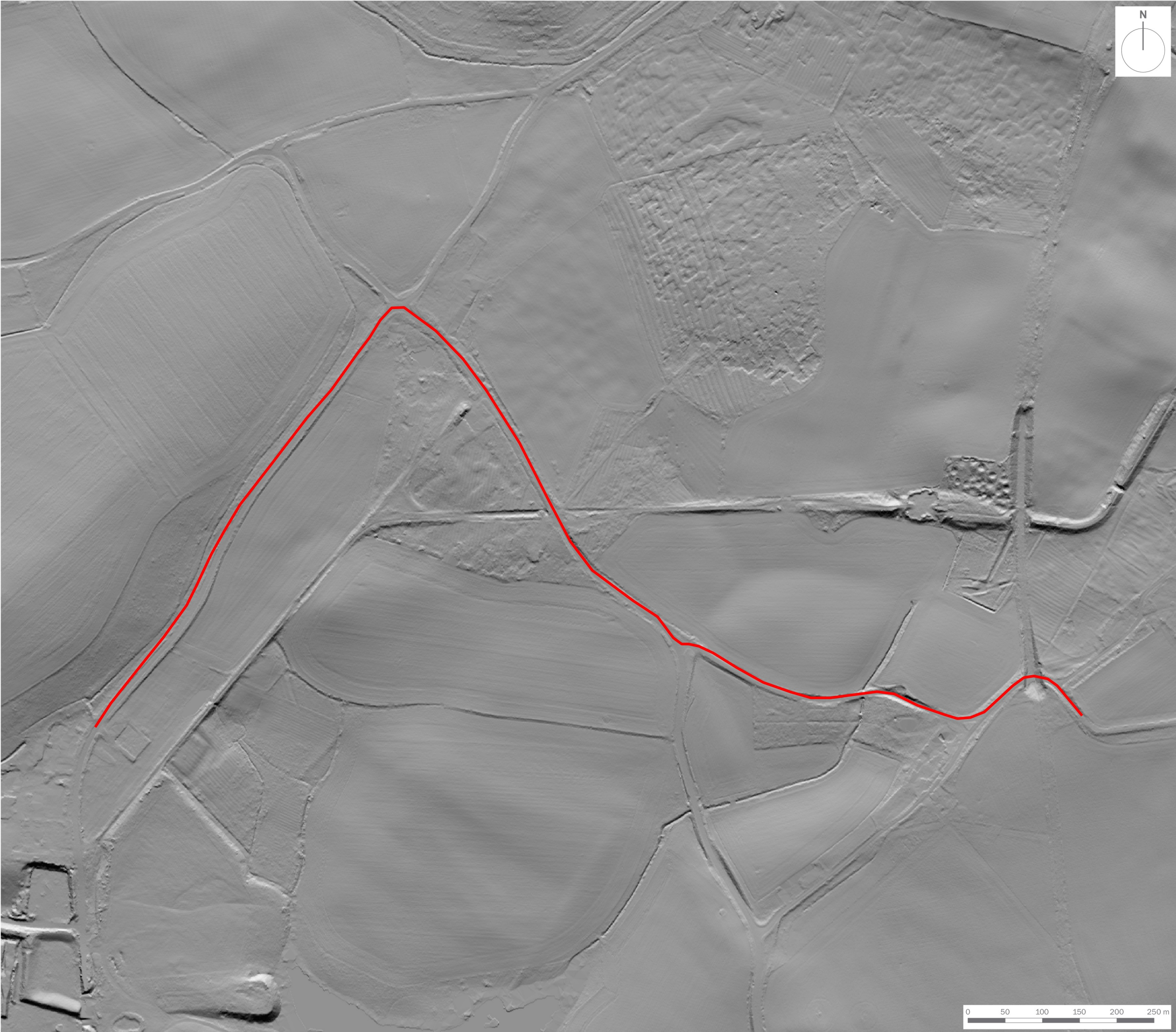
drawing title  
**Extracts of Historic Mapping**


|                |                         |          |            |
|----------------|-------------------------|----------|------------|
| date           | <b>16 NOVEMBER 2023</b> | drawn by | <b>GYo</b> |
| drawing number | <b>edp8378_d002a</b>    | checked  | <b>EBR</b> |
| scale          | <b>1:7,500 @ A3</b>     | QA       | <b>RBa</b> |

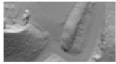


Registered office: 01285 740427 - [www.edp-uk.co.uk](http://www.edp-uk.co.uk) - [info@edp-uk.co.uk](mailto:info@edp-uk.co.uk)





 Cable Route

 LiDAR Data Using 1m Digital Terrain Model (DTM) with Multi-directional Azimuth Shading

|                               |                  |          |     |
|-------------------------------|------------------|----------|-----|
| client                        |                  |          |     |
| Ethical Power Development Ltd |                  |          |     |
| project title                 |                  |          |     |
| Cable Route, Kirkgate Lane    |                  |          |     |
| drawing title                 |                  |          |     |
| Extracts of LiDAR Data        |                  |          |     |
| date                          | 16 NOVEMBER 2023 | drawn by | GYo |
| drawing number                | edp8378_d003a    | checked  | EBR |
| scale                         | 1:5,000 @ A3     | QA       | RBa |

the environmental dimension partnership

Registered office: 01285 740427 - [www.edp-uk.co.uk](http://www.edp-uk.co.uk) - [info@edp-uk.co.uk](mailto:info@edp-uk.co.uk)





**CARDIFF**  
**02921 671900**

**CHELTENHAM**  
**01242 903110**

**CIRENCESTER**  
**01285 740427**

**info@edp-uk.co.uk**  
**www.edp-uk.co.uk**

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