

## Huddersfield Railway Station: Main Block, St George's Square, Huddersfield, West Yorkshire

Archaeological Assessment and Fabric Appraisal





**HUDDERSFIELD RAILWAY STATION: MAIN BLOCK,  
ST. GEORGE'S SQUARE, HUDDERSFIELD,  
WEST YORKSHIRE**

**Archaeological Assessment and Fabric Appraisal**

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ST. GEORGE'S SQUARE, HUDDERSFIELD, WEST YORKSHIRE**

**Archaeological Assessment and Fabric Appraisal**

**Summary**

Wessex Archaeology was commissioned by First/Keolis Transpennine Limited to undertake an archaeological assessment and fabric appraisal of the main block at Huddersfield Railway Station, St. George's Square, Huddersfield, West Yorkshire (centred on National Grid Reference (NGR) 4143 4169) to establish the archaeological/historical sensitivity of the Site.

Huddersfield Railway Station is situated towards the centre of Huddersfield, forming the eastern boundary of St. Georges Square. The main station building comprises a large two-storey pedimented block with grand portico, flanked by colonnaded single-storey wings terminating in square pavilions.

The exterior fabric of the station building largely dates to the 1840s, although there have been localised alterations associated with openings and more extensive alterations to the west elevation adjacent to the booking hall. Within the station there is relatively little internal fabric from the 1840s, with the current layout largely dating to the latter half of the 19<sup>th</sup> century to early 20<sup>th</sup> century. The majority of the plaster cornices and fireplaces present date to the 1880s, although window architraves are possibly original.

Despite considerable changes to the layout of the station, its external appearance has remained extensively true to the original architect's design. Evidence for the primary phase of interior (1848-1859), and additional detail of alterations made since, is likely to remain beneath present surface finishes.

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**Acknowledgements**

The archaeological fabric appraisal was commissioned by First/Keolis Transpennine Limited and the work was monitored by David Hunter of the West Yorkshire Archaeological Advisory Service as Kirklees Council's archaeological advisor. The authors would also like to thank Mark Howlett of Architek UK for providing site drawings, Lorraine Humphries of First Group for arranging access, and the staff of Huddersfield Railway Station for showing us around.

The recording was undertaken by James Thomson with assistance from Lucy Dawson. The research and preparation of this report was undertaken by James Thomson, with illustrations by Chris Swales. The project was managed on behalf of Wessex Archaeology (Sheffield) by Oliver Jessop.

## HUDDERSFIELD RAILWAY STATION: MAIN BLOCK, ST. GEORGE'S SQUARE, HUDDERSFIELD, WEST YORKSHIRE

### Archaeological Assessment and Fabric Appraisal

## 1 INTRODUCTION

### 1.1 Project Background

1.1.1 Wessex Archaeology was commissioned by First/Keolis Transpennine Limited on behalf of Kirklees Council (hereafter 'the Client') to undertake an archaeological assessment and fabric appraisal at the main block of Huddersfield Railway Station, St. George's Square, Huddersfield, West Yorkshire (hereafter 'the Site') centred on National Grid Reference (NGR) 4143 4169. (**Figure 1**).

1.1.2 This programme of archaeological work was undertaken to establish the archaeological/historical sensitivity of the Site, and to enable West Yorkshire Archaeological Advisory Service (WYAAS) to determine the extent to which further archaeological recording may be necessary.

### 1.2 Site Location

1.2.1 Huddersfield Railway Station (hereafter 'the Station') is situated towards the centre of Huddersfield, forming the eastern boundary of St. Georges Square (**Figure 1**). The Site comprises a large two-storey pedimented block with grand portico, flanked by colonnaded single-storey wings terminating in square pavilions. The Site occupies an area of approximately 0.15ha at 95m AOD.

1.2.2 Whilst the Site comprises the range of buildings between the railway line and St. George's Square, the Station envelopes a wider area including the Site, its platforms, and the ancillary structures located around them.

1.2.3 Beyond the platform to the north of the Site, the Station possesses an island platform separated by two railway lines and covered with a roof. Beyond the platforms to the west there is a five-storey brick built warehouse and yard both of which had historically functioned as railway freight facilities.

## 2 METHODOLOGY

### 2.1 Introduction

2.1.1 The methodology employed on site was in accordance with a brief prepared by WYAAS, as Kirklees Council's archaeological advisor (WYAAS August 2010; **Appendix 3**).

### 2.2 Aims

2.2.1 The principal purpose of the archaeological fabric appraisal was to identify the archaeological potential of the Site in order to inform WYAAS. The general aims of the building recording were:

- to undertake a desk-based assessment for the buildings on the Site involving the collation of relevant written, drawn, cartographic and photographic information;
- to inspect all of the buildings on Site to identify features of archaeological interest relating to phasing, building function, and technological features;
- to present the evidence for the archaeological potential of the Site from the historical research and fabric appraisal in order to inform the future creation of a strategy by WYAAS to mitigate any damaging effects of development on the archaeological record.

## **2.3 Archaeological Assessment**

### **Study Area**

- 2.3.1 An area comprising a 200m radius surrounding the Site (hereafter 'the Study Area') was studied to provide a context for the discussion and interpretation of the known and potential heritage resource within the Site.

### **Sources**

- 2.3.2 A number of publicly accessible sources of primary and secondary information were consulted, including:
- West Yorkshire Historic Environment Record;
  - Yorkshire Archaeological Society Library;
  - Huddersfield Local Studies Library;
  - The Kirklees office of the West Yorkshire Archive Service (Kirklees WYAS);
  - Kirklees Department of Planning; and
  - Relevant material held at Wessex Archaeology.
- 2.3.3 In addition, remote searches were made of several other potential sources of information, including:
- The National Railway Museum who hold duplicates of material consulted at Kirklees WYAS; and
  - The library of the Royal Institute of British Architects who hold information on James Pritchett (the architect who designed the station building) and several images of Huddersfield Railway Station.

## **2.4 Fabric Appraisal**

- 2.4.1 The programme of recording was conducted between the 8<sup>th</sup> and 9<sup>th</sup> of September 2010. A complete index of the fieldwork archive is included in section 7 of this report as **Table 1**.
- 2.4.2 In accordance with the brief provided by WYAAS, the fabric appraisal specifically targeted the ground floor and basement of the central block and wings of the Site. During the appraisal access was also gained to the pavilions which now operate as public houses, although not for the basement beneath the King's Head Public House.
- 2.4.3 It should be noted that neither the first floor of the central block nor attics within any part of the Site were included in this survey.



### **Photography**

- 2.4.4 A digital photographic record was created of general and detail viewpoints of both exterior elevations and interior divisions at a resolution of 12.1 megapixels. Graduated photographic scales were included in images wherever possible. A comprehensive photographic viewpoint plan was produced for the Site archive.
- 2.4.5 The photographic record is reproduced in this report as **Plates 1-65**, and their location and direction recorded on **Figure 17**.

### **Metric Base**

- 2.4.6 Archaeological observations and photographic viewpoints made during the course of the fabric appraisal were recorded on plans provided by Architek UK.

## **2.5 Best practice**

- 2.5.1 This programme of recording was in compliance with English Heritage's *Understanding Historic Buildings: a guide to good recording practice* (2006) and the Institute for Archaeologists' *Standards and Guidance for the archaeological investigation and recording of standing buildings or structures* (IfA 1994a, revised 2008). The archaeological assessment has been carried out in accordance with the Institute for Archaeologists' *Standard and Guidance for desk-based assessment* (IfA 1994b, revised 2008).

## **2.6 Copyright**

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# **3 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND**

## **3.1 Introduction**

- 3.1.1 This section presents a summary of the development and evolution of Huddersfield Railway Station based on evidence from the documentary sources detailed in section 2.3.2 above.

## **3.2 Statutory and Local Heritage Designations**

- 3.2.1 The site lies within the Huddersfield Town Centre Conservation Area (**Figure 2**), and is classified a Class III site by the West Yorkshire Archaeological Advisory Service in line with guidance in the Kirklees Unitary Development Plan (policy statement 4.21).
- 3.2.2 Huddersfield Railway Station is a Grade I Listed Building (No. 407,013). The full record for the listing is included in this report as **Appendix 2**, and provides a concise architectural description of the exterior of the building.

3.2.3 Within the Study Area there are 49 Listed Buildings of Grade II or higher, the majority post-dating the Station and for which the Site forms an important part of their setting. A gazetteer of these buildings is included in this report as **Table 3** in **Appendix 1**, and their position in respect to the Site is illustrated on **Figure 1**.

### **3.3 Post-Medieval to Modern Huddersfield**

3.3.1 The settlement of Huddersfield originated as a manor which grew to form the basis of the present town when it came into the ownership of the Ramsden family in 1599. The character of Huddersfield from this point was one of increasing industrial land use with industrial sites appearing along the River Colne and its tributaries. These sites largely comprised woollen and textile mills, which by the 18<sup>th</sup> century had become Britain's most important economic sector.

3.3.2 In West Yorkshire; Bradford, Halifax and Huddersfield become major industrial centres in the 19<sup>th</sup> century, as mills and their associated workers' accommodation spread along riverside valleys and surrounding hills (RCHM 1992:4). The rapid expansion of Huddersfield during the 18<sup>th</sup> and 19<sup>th</sup> centuries is clearly evident on historic maps (**Figures 3-4**), whilst parts of the city are still dominated by the distinctive large multi-storey buildings characteristic of this period (*ibid.*: 166).

3.3.3 Technological advancements towards the end of the 18<sup>th</sup> century rapidly increased the output of the mills and necessitated improvements to the transport infrastructure. In Huddersfield where, in the woollen industry had necessitated the construction of a large Woollen Hall in 1766 and integration into the new canals network (**Figures 3-4**).

3.3.4 Two canals into Huddersfield were opened in 1811 (Sutherland 2005: 5), one from the west across the Pennines at great expense (Huddersfield Narrow Canal) and the other from the east from the Calder and Hebble Navigation (Huddersfield Broad Canal).

### **3.4 History of the Railway in Huddersfield**

3.4.1 Despite the success of the canal network it was quickly overshadowed by the rising achievements of the railway. The railway revolution is generally accepted to have started in 1825 when George Stephenson persuaded the owners of the Stockton and Darlington horse-drawn railway to allow him to trial his experimental steam propelled locomotive engines. The first intercity passenger railway was opened in 1830 (the Liverpool and Manchester Railway (LMR)) and by 1841 the first trans-Pennine line between Manchester and Leeds had opened, although this went via Summit rather than the more direct route across at Standedge (Earnshaw 1992: 115).

3.4.2 Attempts were made in the early 19<sup>th</sup> century to construct a trans-Pennine route via Huddersfield and Standedge, first by the Huddersfield and Wakefield Railway in 1824 and again by the Huddersfield and Leeds Railway in 1835 (Joy 1984: 135). However, both projects were abandoned. Furthermore the Manchester and Leeds Railway (M&LR) were uninterested in establishing a second trans-Pennine line, or even to put a line into Huddersfield, only making a concessionary provision 5km northeast of the centre at Cooper Bridge (Earnshaw 1992: 115).

- 3.4.3 As a result of continued frustration at existing railway companies, local pressure promoted the establishment of a new organisation (Haigh 1978: 8). The Huddersfield and Manchester Railway Company (HMRC) was established in 1844, proposing a route from Cooper Bridge to Huddersfield and then to Stalybridge and Manchester via Marsden. The effect this new line would have on the revenue of the canals, in light of the competition already posed by M&LR, was difficult to ignore. Consequently the Huddersfield Narrow Canal Company pursued a merger with the newly established HMRC, becoming the Huddersfield and Manchester Railway and Canal Company (HMRCC) (Sutherland 2005: 8).
- 3.4.4 Whilst relations between HMRCC and M&LR were initially hostile, they eventually came to a local agreement with M&LR retaining running rights in return for becoming a partner in the construction of the new line (Joy 1984: 135). By 1847 both the HMRCC and the M&LR had been acquired by larger companies: the HMRCC was amalgamated into the London and North Western Railway (LNWR) whilst the M&LR was amalgamated into the Lancashire and Yorkshire Railway (L&YR).
- 3.4.5 The first sod was cut for the new line on the 20<sup>th</sup> August 1845, and was completed in 1850 (Sutherland 2005: 8), although the first train arrived at Huddersfield on the 2<sup>nd</sup> August 1847. Provision of a railway line to the centre of Huddersfield proved a difficult undertaking, requiring the construction of the 663 yard long 47 arch Huddersfield Viaduct from the north, and the 685 yard Huddersfield Tunnel from the south (Bairstow 1984).
- 3.4.6 The railway brought not only commercial wealth and success to Huddersfield, but also inspired the development of a new centre and architectural style for the city through the construction of a fine new station building (Haigh 1992: 310).

### **3.5 Huddersfield Railway Station**

- 3.5.1 The Site, a Grade I Listed Building; No.: 407013, was described as a 'stately home with trains in' by John Betjeman, and is widely acclaimed to be the finest classical station in Britain (Biddle 2003: 441).
- 3.5.2 The grandeur of the Site did certainly not equate to the relative success of Huddersfield in comparison to other West Yorkshire towns such as Bradford which, in comparison to Huddersfield, possessed a modest station. Whilst the population of Huddersfield had risen rapidly during the 19<sup>th</sup> century from approximately 7,000 in 1801 to 87,000 in 1881, it was still well behind that of Bradford which was approximately 180,000 in 1881. Nor was Huddersfield more productive, with the Schedule D Tax Returns showing the aggregate for the Huddersfield borough in 1881/2 to be £753,619 compared with Bradford's £1,920,856 (Sheeran 1994: 15).
- 3.5.3 Rather than reflecting the economic success of Huddersfield, the grand architectural style employed at Huddersfield served partly to mark the agreement between the rival rail companies that created the line (Biddle 2003: 442), but also a result of the influence of Ramsden family trustees, who owned extensive areas of Huddersfield (Haigh 1992: 310).

- 3.5.4 Although initially opposed to the railway, fearing it would damage their canal interests (Sheeran 1994: 16) accounts from 1843 (WYAS Kirklees document ref: DD/RA/c/36) show that the trustees of the Ramsden Estate were acquiring land in vicinity of the planned station (**Figure 4**) in anticipation of the increased value it would have once the railway line was complete. Furthermore, the Ramsden trustees also appear to have influenced the appointment of James P. Pritchett to design the new Station, Pritchett having been employed by them for several years previously.
- 3.5.5 The Station was constructed on 30 acres of marshy ground to the north of the George Hotel, incorporating land formally used in part as stables and a bowling green (Sutherland 2005: 9) (**Figures 2-3**). Following the acceptance of the design submitted by Pritchett (**Figures 8 & 12**), construction began in 1845 by Joseph Kaye, of Huddersfield, at a cost of £20,000. The first stone was laid on October 9<sup>th</sup> 1846 by the Rt. Hon. Josh Fitzwilliam, the Lord Lieutenant.
- 3.5.6 The design settled on by James Pritchett was highly ornate, comparing favourably with railway stations at London Euston and Monmouth, which also applied neo-classical architecture to good effect. The large network of railway stations was unparalleled in previous transit system and presented a challenge to architects, who sought to apply a brand of architectural style to define this new type of public building. The result was in fact far from uniform, with large terminal and city through-stations borrowing heavily and broadly from classical architecture, and smaller stations adopting a more domestic architectural design (Meeks 1995). The Site is considered a late example of neo-classical architecture, its application having fallen from fashion by the mid 19<sup>th</sup> century. Despite its supposedly dated appearance, the Site proved to be the catalyst for an architectural revival in Huddersfield, with the mass of now Listed Buildings (**Figure 1; Appendix 1**) of the late 19<sup>th</sup> century testament to the Station's effect on the wealth and aspirations of the populace.
- 3.5.7 The continuing effect of the initial aesthetic investment on the subsequent development of the Site is evident in the architecture of later restrooms and ancillary buildings. The intention of these was to reflect the grandeur of the Site through imitation, rather than receiving the more conventional structural treatment typical of Victorian utilitarian structures.
- 3.5.8 As part of the creation of the Station the land to the southeast was retained to form St. George's Square, this requiring the relocation of the George Hotel which was rebuilt in the Italianate Style, designed by William Wallen. The forecourt in front of the Site has subsequently seen numerous redesigns including the appointment of two Russian cannons from c. 1847 which were later replaced in 1873 with a statue of Robert Peel, and latterly in 2008 by a bronze statue of the former Prime Minister, and Huddersfield native, Harold Wilson. The land north of the Square between the Station and St George's Hotel was retained for sidings and a turntable.

### **Station Facilities**

- 3.5.9 The corollary of the agreement between HMRCC (soon to become the LNWR) and L&YR was that they would share the Station at Huddersfield. The companies continued to operate, however, individually, necessitating the division of the Site in Pritchett's design (**Figure 8**), with each provided

with equal facilities. The Site comprised a large central two-storey block containing both first and second class refreshment rooms and accommodation for the porters and superintendents of the two companies on the ground floor. The upper floors of the central block contained the main offices for the HMRCC, being the main partner of the route and not possessing another main station.

- 3.5.10 From the central block are two wings each terminating in identical pavilions, which originally served as the booking offices of the two companies. In addition, included within each wing was provision for waiting rooms divided by class and gender; washrooms; and parcel offices. By 1853 White's directory lists William Padmore as the Station Master; George Moore as operating the refreshment rooms; separate booking and parcel clerks for the LNWR and L&YR; and a telegraph clerk.
- 3.5.11 Although Pritchett's plan of 1846 did not indicate a telegraph office, it is likely there was accommodation for one as they were by then essential for synchronising the time between stations. White's directory of 1866 indicates there were two telegraph clerks working on the Site, representing both the British and Irish Magnetic and the Electric Telegraph companies.
- 3.5.12 Despite the split in operations and facilities between LNWR and L&YR a certain amount of uniformity was attained by employing station staff through a joint committee, operating as Huddersfield Joint Station. Until the two companies merged with London, Midland and Scottish Railway (LMSR) in 1922, employees bore badges with the initials H.J.S. The same initials were used on the crockery of the refreshment rooms (Salveson 2001).
- 3.5.13 Accommodation for further essential joint operations was catered for in an elaborate basement, where light wells along the eastern and western elevations of the north wing looked in on windows reflecting the proportions of those above ground. Although no original plans of the basement have been located, a plan dating from 1948 (**Figure 11**), illustrates the range of activities it was still then used for, including painters' stores and workrooms; gas repair shop; battery room; boiler room; mason's shop; and a number of kitchen and store rooms associated with refreshment facilities.

### ***Passenger Facilities***

- 3.5.14 It had been essential that the plan of the Site also allowed for a combination of both open and restricted access. This was essential for allowing large numbers of passengers entry to the platform, whilst enabling revenue protection by ensuring they first bought tickets.
- 3.5.15 The separate booking offices located within the pavilions to the north and south of the Site received passengers at a large semicircular desk from doorways beneath the porticos (**Figure 8**). Once the passengers had bought tickets they were directed to waiting rooms from where they could exit directly to the platform. The security provided by this system was evidently not totally effective as there is a complaint published in the *Huddersfield Examiner* of 'ladies of easy virtue promenading along the platform edge' (Salveson 2001).
- 3.5.16 Once in the Site there were extensive facilities allowing for the passengers' comfort. The facilities, located to allow easy access to the station platform

and booking office, were strictly divided by class with separate facilities provided for ladies. Both wings of the Site contained 1<sup>st</sup> class waiting rooms and joint 2<sup>nd</sup> and 3<sup>rd</sup> class rooms, whilst the central block contained separate 1<sup>st</sup> and 2<sup>nd</sup> class refreshment rooms, each served by its own bar. In White's trade directories of 1853-1870 the refreshment rooms are named the Station Hotel, although it seems unlikely over-night accommodation was provided.

- 3.5.17 Toilet facilities were also initially contained within the Site, with ladies' restrooms located within their waiting rooms, and the gentlemen's towards the centre of the wings. The gentlemen's toilets were paired, and since no labels were recorded on the 1846 station plan, it was possible that these were either divided by class or provided separate staff facilities.

### **3.6 Consolidation and Expansion of Facilities**

- 3.6.1 From as early as the 1860s it had become necessary to expand the Station (**Figure 4**). Initial attempts comprised a timber platform between the existing tracks, measuring only 3½' wide and accessed by crossing the lines. Unsurprisingly, due to safety concerns this platform was short-lived and it was not until 1884 that a new island platform was constructed. The rails within the Station were re-laid, allowing for a platform on either side of the island and for bays to be incorporated into either end.
- 3.6.2 Additional works following the construction of the island included the construction of a new timber restroom building on the island. In addition a 77'6" wrought iron roof was erected between the Site and the new platform. This roof collapsed during construction on August 10<sup>th</sup> 1885 (**Figure 15**) killing 4 people and causing the work to be started over from scratch (ASWYAS 2006: 3).
- 3.6.3 Plans surviving from 1884 (**Figure 9**) illustrate that the changes to the external appearance of the Station visible, on Ordnance Survey maps of 1851 and 1891 (**Figure 6**), were also reflected internally. The booking offices at either end of the Site were moved to the central block, where both railway companies retained individual offices facing each other over a central hall (illustrated on an as-existing plan of 1938; superimposed within **Figure 9**). The interior of the wings were also rearranged with new waiting rooms and cloak rooms created, and the station master's, inspectors' and porters' rooms all moved to the southern pavilion. Although not appearing on plans until 1948, it is likely that the north pavilion was converted to accommodate refreshments. That the Station Hotel still appears in White's directory of 1870 suggests that either the latter alterations were not made until after that date, or that it had continued trading under the same name in the north pavilion.
- 3.6.4 Access to the new island platform was initially by crossing the lines whilst subways were created. Two entrances were created to the passenger subway, one from St. George's Square beneath the Site to the new platform by 1886, and the second from the central block from the Booking Hall. The purpose of the two entrances is unclear but may have represented separate entrances for passengers' entering and leaving the Station. A further subway was later constructed for goods, with a lift constructed in the southern end of the north wing.

3.6.5 Further to the internal reorganisation and the creation of a new platform, additional ancillary buildings were constructed to the north and south of the Site. These comprised two square structures situated a short distance from the pavilions which are depicted on the 1891 OS (**Figure 5**) and on plans from 1870, indicating they served as gentlemen's toilets. Furthermore, a narrow range was constructed from the north toilet block between existing sets of rails, which is illustrated on plans from 1885 to have been intended for use as a Lamp House, for the storage of oil used in lamps and signals throughout the Station.

### **3.7 Modernisation**

3.7.1 Whilst the L&YR and LNWR had merged with the LMSR in 1922, the arrangement of the Site appears to have remained largely unaltered until the late 1930s. Building plans created in 1938 illustrate the intended alteration of the booking hall, showing both the existing and planned arrangements (**Figures 9-10**). The main alteration was to create a single, larger ticket office on the southern side of the booking hall, removing the former separate offices and erecting a temporary office beneath the portico of the central block. An as-existing plan was produced of the Site in 1948 when the LMSR was nationalised (**Figure 11**). Little further modernisation work was undertaken in the 1940-50s except for the replacement of gas lighting with electric in 1955.

3.7.2 During the 1960s the Station came under considerable pressure to cut costs. This resulted in the closure of the goods warehouse and proposals in 1965 to demolish the Site and replace it with a rail, bus, helipad and shopping precinct (Salveson 2001). Fortunately, the Site was sold to the Huddersfield Corporation in 1968 for £52,000, who rescued the building and undertook essential renovation work to its exterior.

3.7.3 More recent alterations to the building are recorded in planning applications submitted to Kirklees Council. From the 1990s the interior of the Site was gradually modernised, renovating the partially derelict southern pavilion into the Head of Steam public house; the refurbishing of the rooms within the wings into offices; and the alteration of the booking hall and adjacent parcel room to create a new ticket office, administration areas, a commercial tenancy and passenger lounge.

3.7.4 Since 2000 additional work has been undertaken, including the replacement of the ticket office screen; improved access to the subway with new lifts and staircases; and the gradual renovation of the refreshment rooms in the northern pavilion as the King's Head public house.

### **3.8 Previous Archaeological Surveys**

3.8.1 Whilst there have been no previous archaeological surveys of the Site, the Station has been studied in a number of archaeological reports. These include a building recording and a structural watching brief report produced by Archaeological Services WYAS during renovation work to the waiting rooms on platform 4/5 in 2006; and a number of reports for the railway goods warehouse to the west of the Station (English Heritage 2000; Ed Dennison Archaeological Services 1997; Sutherland 2005).



3.8.2 At time of writing historic building recording was being undertaken on a range of buildings to the north of the Site, comprising former toilets and lamp house (Wessex Archaeology 2010).

## **4 FABRIC APPRAISAL**

### **4.1 Introduction**

4.1.1 An archaeological fabric appraisal was conducted of the Site to identify the extent and quality of heritage assets, and to identify where modern furnishings may obscure additional assets. A gazetteer of observations is included as **Table 4** in **Appendix 1** of this report, and illustrated on **Figure 16**.

4.1.2 For the purposes of the fabric appraisal the Site is divided into three units, comprising the Central Block; North Wing; and South Wing.

### **4.2 The Central Block**

#### ***Exterior***

4.2.1 The Central Block comprises a two-storey ashlar structure with attic and basement levels. The exterior retains its original large five bay portico with broad pediment and full dentilled and modillioned entablature (**Plates 1-3**). The central block comprises 11 bays articulated with pilasters with the central three bays projecting by one bay. The windows centred between the pilasters possess full architraves featuring cornices above those of the ground floor and pediments above those of the first floor (**Plates 4-5**). The clock situated within the tympanum of the pediment is believed to have been provided in 1850 by a local jeweller (**Plate 6**).

4.2.2 Scars evident in the eastern elevation of the Central Block indicate the location of two former awnings that had projected from either side of the portico (**WA51; Plate 2**). The awnings were added to the Site in the late 19<sup>th</sup> century, with an image from the 1880s and a sketch dating to 1948 indicating the southern awning provided covered parking whilst the northern awning covered the subway entrance (**Figures 12 and 14**). The awnings were removed in the late 20<sup>th</sup> century.

4.2.3 To the north of the portico is a former coal chute (**WA52; Plate 13**) that is partially covered by the staircase leading into the portico. An additional cellar drop was observed at basement level within the portico (**WA53**), although no opening remained at ground level. The location of the openings suggests that the steps had been reconstructed in this area. In the eastern elevation of the Central Block to the north of the cellar drops is a low arch, blocked with timber boarding (**WA54; Plate 3**), indicating the location of the former subway steps from St. George's Square.

4.2.4 The platform elevation of the Central Block (**Plates 7-9**) is largely obscured by the platform roof above ground floor level; the visible portion is divided into 12 bays. Comparison with historic plans of the Site indicates that the arrangement of openings in the west elevation was significantly altered (**Plate 10**) during the rearrangement of the Site in the 1880s (**Figure 9**). Three double doorways with timber entablature are situated north of centre (**WA55**), corresponding with internal divisions dating from 1884.

4.2.5 Above the windows of the platform elevation is a cornice interrupted at regular intervals by down pipes and wall posts supporting the platform cover (**Plate 11**). Whilst the majority of down pipes are cast iron, those corresponding to the Site also feature projecting hoppers moulded to match the stone cornice. No evidence of damage or repairs was observed relating to the collapse of the platform roof in 1885.

### ***Interior***

4.2.6 Whilst the Central Block comprises two storeys with an attic and basement, only the ground floor and basement of the building were surveyed as part of this fabric appraisal. The first floor and attic are at present accessed from staircases either side of the projecting porch, within the portico.

4.2.7 The basement largely resides beneath the North Wing; however, there are a few rooms beneath the northern half of the Central Block, comprising the former boiler room (**Plate 12**) and former passenger subway access from St. George's Square and the Booking Office (**Plate 14**). The rooms within this half of the basement largely date to the late 19<sup>th</sup> century when the subway was created, although an earlier weight bearing wall remains with a blocked fireplace. The subway entrance from the booking hall was blocked in 2000s when a lift was inserted.

4.2.8 The ground floor interior of the Central Block of the Site is divided into three functional areas comprising a central booking hall (**Plate 15-16**) with a passenger lounge (**Plate 17**), commercial tenancy (**Plate 18**) to the north and an administration area to the south (**Plate 19-22**). This area of the Site has received significant amounts of alterations during its use, originally having been divided into a series of rooms with a narrow concourse. The concourse was subsequently widened removing many of the original internal divisions in order to accommodate a new booking hall in the 1880s.

4.2.9 Whilst the majority of the internal furnishings are modern, elements of earlier interiors are preserved within the booking hall and tenancy in the form of fluted cast iron columns (**WA56; Plates 15 and 18**) and plaster corncing (**WA57**). The columns were likely inserted during the rearrangements of the 1880s when a number of internal walls were demolished to create the booking hall. The cornices likely all date to the 1930s when the interior of the booking hall was modified. Timber architraves around the doors between the tenancy and the booking hall were added when the doors were inserted in 1999. Further evidence for flues and earlier fittings likely survive in the walls, ceiling and floor beneath modern surface finishes (**Figure 16**).

4.2.10 The administration area is divided into a number a small rooms by modern internal partitions with suspended ceilings, serving to obscure evidence for historic fabric. The visible features within this area comprise a fluted cast iron column (**WA56; Plate 22**) and a possible blocked fireplace in the wall between the admin area and the ticket office (**Figure 16**). There is a strong likelihood that an additional column survives within the partition walls, and that an earlier ceiling may survive above the suspended ceiling.

### 4.3 The North Wing

#### *Exterior*

- 4.3.1 The North Wing comprises a single storey of nine bays, fronted to the east by a colonnade (**Plates 23-24**), and terminating to the north in a square pavilion with projecting portico (**Plate 25-26**). The elevation within the colonnade retains a consistent appearance despite a number of alterations to the openings involving the conversion of several former doorways to windows (**Figure 16; Plate 29**), and the creation of a through passage (**WA58; Plate 30**). These alterations were made during the reorganisation of the interior in the 1880s. A light well illuminating the basement level survives to the north extent of the elevation (**WA59**), and had likely extended further along it.
- 4.3.2 The western elevation of the wing (**Plates 27-28**) was similarly modified during the reorganisation of the interior in the 1880s, with a number of altered openings. A light well for the basement is also believed to have existed along this elevation.
- 4.3.3 The north pavilion has retained its original appearance with the coat of arms for Huddersfield and Manchester Railway and Canal Company still in place above the portico (**WA60; Plate 31**). The original entrances through the portico were converted to windows in the 1880s when the function of the pavilion changed from a booking hall to refreshment facilities. A staircase present on the northern elevation of the pavilion is original and allowed access to the basement (**WA61**). A second staircase on the western elevation was created in the late 20<sup>th</sup> century (**WA62**). Several interesting features are retained in the pavilion, including circular wall vents (**WA63; Plate 32**) and a cut glass panel in one of the doors in the eastern elevation reading *Refreshment* and *First* (**WA64; Plate 33**).

#### *Interior*

- 4.3.4 The internal arrangement of the North Wing largely dates to the 1880s reorganisation. An exception to this is the basement where the internal walls appear to be contemporary. Whilst the fixtures and furnishings of the basement are now largely absent, a number of fireplaces and a ceramic basin are still *in situ* (**Figure 16; Plates 34-36**). No original doorways or windows appear to have been retained. Evidence for a former staircase relating to the original 1840s build is evident (**WA 65; Plate 37**). Emerging from the west of the basement is the disused goods subway (**Plate 38**), formerly accessed via a lift in the present timetable store.
- 4.3.5 The basement beneath the north pavilion was not accessible for survey.
- 4.3.6 Throughout the ground floor rooms of the North Wing (**Plates 39-41**) are decorative plaster cornices dating to the 1880s (**WA66**), while the window architraves are possibly first phase. There is the further possibility that evidence for fireplaces relating to the original 1840s plan remains in the present timetable store and training room (**Figure 17**). The majority of internal walls date to the 1880s.
- 4.3.7 Within the north pavilion there is good preservation of the 1880s refreshment rooms including distinctive fireplaces and flooring for the first (**WA67; Plates 42-44**) and second class rooms (**WA68; Plates 45-46**). Within the northeast

of the pavilion is a small, plainer room recorded as being the manager's office on the 1948 station plan (**Figure 16; Plate 47**). There is possibly also a skylight preserved above the modern ceiling that has been leaded over on the exterior, although it was not possible to observe it.

#### **4.4 The South Wing**

4.4.1 The South Wing is the mirror image of the North Wing, in that it comprises nine bays with a colonnade along the eastern elevation (**Plates 48-50**) and terminating to the south in a square pavilion (**Plate 51**). Unlike the North Wing, no evidence has been identified to indicate a basement level, although there is a short range of ancillary buildings abutting the south of the pavilion which were not accessible for survey (**Plates 52-53**). The coat of arms above the portico of the pavilion reads *Lancashire and Yorkshire Railway Company* (**WA69; Plate 56**).

4.4.2 The exterior is constructed in the same manner as the North Wing, with a number of original openings in the east and west elevation converted to either windows or doors (**Figure 17**). In both cases the architraves and aprons below the windows have been made to match pre-existing stonework.

4.4.3 Access to the south pavilion was rearranged on several occasions, as its function changed from booking hall to station offices and finally to public house. Consequently, the only original entrance is that to the northwest, adjacent to a timber entablatured bay window which was constructed in the 1880s (**WA70; Plate 54**).

##### ***Interior***

4.4.4 The interior of the South Wing (**Plates 57-61**) was substantially rearranged in the 1880s and again during the early 20<sup>th</sup> century. Consequently the majority of internal walls and surface finishes, including corniced ceilings (**WA71**) and architraves around internal doors (**WA72; Plate 58**), date to these periods. Further alterations were made during the late 20<sup>th</sup> century with the creation of staff facilities, involving the addition of extra internal timber partition walls and the insertion of an additional internal door (**Figure 16**).

4.4.5 The interior of the southern pavilion (**Plate 62**) does, however, retain significant elements of the 1840s internal structure. This includes the original dividing walls between the first/second class general and female waiting rooms, as well as the wall dividing the waiting rooms from the original booking hall. In addition, the southwest room of the pavilion features a glazed timber partition wall and counter dating to the early 19<sup>th</sup> century (**WA73; Plates 63-64**). The counter corresponded with small openings in the windows (**Plate 65**) suggesting that the room may have operated as a ticket office, possibly for goods.

## 5 DISCUSSION

### 5.1 Summary of Phases

5.1.1 Based on both the documentary evidence and fabric appraisal it is possible to discern four broad phases of construction activity within Huddersfield Railway Station.

- **Phase 1 1848-1859:**  
The operation of the Site according to Pritchett's original design;
- **Phase 2 1860-1919:**  
Period of major reorganisation associated with creation of second platform and relocation of ticket offices into Central Block;
- **Phase 3 1920-1959:**  
Merger of the two rail companies operating in the Station with associated rationalisation and modification of facilities;
- **Phase 4 1960-Present:**  
Reduction of freight facilities and deterioration of station facilities followed by major renovation work in the 1990s and 2000s.

### 5.2 Summary of Building Functions

5.2.1 The first phase Site, as designed by Pritchett, provided duplicated facilities for each of the two companies operating within it. This arrangement was far from economical in terms of the best use of space, and the consequent period of reorganisation appears to have targeted this problem by consolidating previously separate operations.

5.2.2 The reorganisation of the Site's facilities during the second phase removed the majority of the first phase internal divisions and establishing the backbone of the present Site's plan. Although the new layout still afforded class and gender segregation as well as postal offices and telegraph offices, these facilities were all removed during the third phase.

5.2.3 The third phase represented the consolidation of passenger facilities in addition to the installation of new staff facilities. The staff facilities represented the Station's new position within a much larger corporation following the amalgamation of the former companies into LMSR, and included lounges and locker rooms. In addition, the former separate ticket offices were consolidated into one office during this period.

5.2.4 The financial crisis experienced by British Railways during the 1950s and 1960s manifested in Huddersfield with the closure of its freight facilities and the partial abandonment of parts of the Site. A subsequent resurgence of investment coming out of the 20<sup>th</sup> century witnessed the compartmentalisation of the remaining 19<sup>th</sup>-century large open offices and the letting out of space within the pavilions and central block for commercial tenancies. This work greatly improved the usability of the available space, whilst making little impact on its historic fabric.

### **5.3 Summary of Presence and Survival Within the Site**

- 5.3.1 The exterior fabric of the Site largely dates to the 1840s, although there had been localised alterations associated with openings and more extensive alterations to the west elevation adjacent to the booking hall. The majority of exterior alterations date to the 1880s, when the Site was reorganised. These alterations, however, all respect the former architraves and entablature of the original openings. It is possible to discern the changes through examination of the plinths, lintels and jambs of the openings, as well as through comparison of the historic plans.
- 5.3.2 Evidence for replaced stonework alongside heavily weathered stone highlights that the conservation of the exterior is a continuing process.
- 5.3.3 Within the Site, there is limited evidence for its layout dating from 1848-1884. Where first phase internal walls remain they have often been pierced on multiple occasions, although there is still the possibility that evidence for fireplaces and openings dating to the first phase remains within this fabric.
- 5.3.4 The majority of minor room partitions within the wings are 20<sup>th</sup> century studwork and have been constructed within larger rooms created in the 1880s. Whilst the majority of early internal fixtures and fittings have been removed, the plaster cornices present within these rooms date to the 1880s.
- 5.3.5 The Central Block of the Site was substantially altered in the 1880s, with the first phase internal divisions removed almost entirely to create a large booking hall and concourse. Where load bearing walls were removed boxed joists and cast iron columns were inserted, and still remain. The furnishings and ceiling plaster work date to the 1930s when the booking hall was reorganised. The ticket office was replaced again in the 1990s when the floor was replaced and walls repainted. Despite the replacement of floors and ceilings during the course of later phases, it is possible that evidence for the first phase arrangement of rooms may be exposed in the fabric of the remaining first phase walls and floor joists. In addition, it was not possible to ascertain the extent of survival of historic fabric in the south of the Central Block due to the presence of extensive modern internal partitions and suspended ceilings.
- 5.3.6 Within the basement level of the Site the historic fabric was more visible, largely due to disuse in recent years. The rooms within the basement preserve the early functional facilities necessary for the operation of the Station whilst the simplicity of the surviving fabric indicates a counterpoint to the grandeur of the upper storeys.

## **6 CONCLUSIONS**

### **6.1 Statement of Condition**

- 6.1.1 The Site represents a significant heritage asset within the Huddersfield Town Centre Conservation Area. The significance of the Station is in large part due to the influence it has had on the development of Huddersfield, specifically in terms of architectural merit. This is strongly reflected in the number of Listed Buildings in the vicinity of the Station constructed after the

1850s that bear testament to the influence of the Station on local building plans.

- 6.1.2 Although considerable changes have been made to external access, the relocation of doors and windows have been carefully matched to the original character of the building. As a result the external appearance of the Site has remained extensively true to the original architect's design. The setting of the Site has been further improved in recent years from investment in St. George's Square facilitating both physical and visual access to the building.
- 6.1.3 Unfortunately, there appears to be relatively little internal fabric from the 1840s represented within the present interior, with the current layout largely dating from the latter half of the 19<sup>th</sup> century to early 20<sup>th</sup> century. The scale of the reorganisation in the 1880s reflects the rapid evolution of the railway in line with social and technological transformations, as well as the unsuitability of the original design to accommodate these changes. Despite subsequent modification work during the 20<sup>th</sup> century the building has largely retained the layout constructed in the 1880s, with cornices and fireplaces present throughout from this date.
- 6.1.4 Evidence for the primary phase of the interior (1848-1859), and additional detail of alterations made since, is very likely to remain within the fabric of the walls and beneath present floor surfaces. Furthermore, although no evidence remains to suggest the attic space of the wings were used, the roof structure may also preserve evidence for earlier internal divisions.

## **7 ARCHIVE**

### **7.1 Preparation**

- 7.1.1 The project archive, consisting of all primary fieldwork documents, photographs, and electronic data, will be prepared by Wessex Archaeology staff in accordance with the requirements of the repository museum and in line with guidelines published by the United Kingdom Institute for Conservation (1990), Museums and Galleries Commission (1992), and English Heritage (1991).

### **7.2 Deposition**

- 7.2.1 The physical Site archive will be kept in Wessex Archaeology's Sheffield office.
- 7.2.2 One copy of the report will be prepared for the Client, WYAAS, and the Kirklees District Planning Office. Additional copies will be submitted with the Site archive, and retained at the Wessex Archaeology library.
- 7.2.3 An OASIS form will be completed at <http://ads.ahds.ac.uk/project/oasis/> for inclusion in the ADS database. This will include an electronic copy of the report in PDF format which will be accessible six months after deposition.



**Table 1: Index to fieldwork archive**

Paper archive		
Folder no.	Folder type	Item(s)
1	A4 Lever-arch folder	Written Scheme of Investigation
		Archive notes
		Copies of historic maps
		Copies of historic plans
		Fieldwork notes
		Digital photography contact sheets
		Viewpoint plan
		Bound copy of final report
		CD containing digital photographic record and report pdf

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#### **Trade Directories Consulted**

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1866 White Directory of Leeds, Bradford, Huddersfield and Halifax  
1870 White Directory of Leeds, Bradford, Huddersfield and Halifax  
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1938 Kelly Directory of the West Riding

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1716 Oldfield map of Huddersfield  
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#### **Documents consulted at WYAS Kirklees**

Central 105: Plan and elevation for proposed toilets at northeast and southwest corners of the station, dated 1870.  
DD/R/dd/VII/160: Photographs of goods yard and warehouse north of the station, and photographs during construction and collapse of roof over the tracks c. 1885.  
DD/RA/C/36: Collection of correspondence and accounts of the Ramsden Family, including a sale plan of land adjacent to the station in Huddersfield dated 1850.  
KX272: Collection of copied drawings from originals held at the National Railway Museum, comprising plans, sections, and elevations of Huddersfield Railway Station produced between 1844-1951.

## 9 APPENDIX 1: HERITAGE ASSETS WITHIN THE STUDY AREA

**Table 2: Find Spots from WYAAS HER within Study Area**

WA No.	Name/Type	Period	Description	Status	Grid Reference	HER No.
1	Medieval settlement	Medieval to Post Medieval C14-C17	Archaeological watching brief and evaluation uncovered features containing 14 <sup>th</sup> -17 <sup>th</sup> century pottery.	-	SE 1425 1675	4767

**Table 3: Gazetteer of Listed Buildings within Study Area**

WA No.	Name	Address	Period	Status	Grid Reference
2	Kirklees District Department of Social Services	St Peter's Street, Huddersfield, HD1 1RA	Early C19	Grade II Listed Building (412,936)	SE 14511 16847
3	1-7	1-7 Station Street, Huddersfield, HD1 1LS	Early C19.	Grade II Listed Building (416,592)	SE 14396 16768
4	Railway Station	St George's Square, Huddersfield, HD1 1LG	1846-50.	Grade I Listed Building (407,013)	SE 14313 16909
5	Railings To Station Yard	St George's Square, Huddersfield, HD1 1LG	c.1846-50.	Grade II Listed Building (407,014)	SE 14392 16946
6	The George Hotel	St George's Square, Huddersfield, HD1 1JA	1849-50.	Grade II* Listed Building (407,015)	SE 14418 16956
7	Lion Buildings	John William Street, Huddersfield, HD1 1EH	1853.	Grade II* Listed Building (340,013)	SE 14473 16884
8	Britannia Buildings	St George's Square, Huddersfield, HD1 1LG	1856.	Grade II* Listed Building (407,016)	SE 14431 16847
9	1 And 3	1-3 Brook Street, Huddersfield, HD1 1EB	1863.	Grade II Listed Building (339,612)	SE 14478 17032
10	28-32	28-32 Westgate, Huddersfield, HD1 1NP	Mid C19.	Grade II Listed Building (421,008)	SE 14345 16756

<b>WA No.</b>	<b>Name</b>	<b>Address</b>	<b>Period</b>	<b>Status</b>	<b>Grid Reference</b>
11	12-20	12-20, St George's Square, Huddersfield, HD1 1LG	Mid C19.	Grade II* Listed Building (407,018)	SE 14323 16790
12	13-18	13-18, Byram Street, Huddersfield, HD1 1DR	Mid C19.	Grade II Listed Building (339,630)	SE 14505 16906
13	23	23 Byram Street, Huddersfield, HD1 1DR	Mid C19.	Grade II Listed Building (339,631)	SE 14482 16999
14	68	68 John William Street, Huddersfield, HD1 1EH	Mid C19.	Grade II Listed Building (340,015)	SE 14456 16952
15	64 And 66	64-66, John William Street, Huddersfield, HD1 1EH	Mid C19.	Grade II Listed Building (340,014)	SE 14460 16940
16	Numbers 9 To 13 Including Archway And Gates On South Side	9-13 Station Street, Huddersfield, HD1 1LS	Mid C19.	Grade II Listed Building (416,593)	SE 14399 16794
17	1 And 3	1-3, St George's Street, Huddersfield,	Mid C19.	Grade II Listed Building (407,019)	SE 14306 16783
18	34-42	34-42, Westgate, Huddersfield, HD1 1NP	Mid C19.	Grade II Listed Building (421,009)	SE 14319 16760
19	13-21	13-21 Railway Street, Huddersfield, HD1 1JS	Mid C19.	Grade II Listed Building (406,617)	SE 14381 16837
20	2-6	2- 6 Railway Street, Huddersfield, HD1 1JP	Mid C19.	Grade II* Listed Building (406,614)	SE 14346 16762
21	1 And 3	1-3 Northumberland Street, Huddersfield, HD1 1RL	Mid C19.	Grade II Listed Building (404,110)	SE 14455 16927
22	18	18 New North Parade, Huddersfield, HD1 5JP	Mid C19.	Grade II Listed Building (403,151)	SE 14179 16880
23	7	7 St George's Square, Huddersfield, HD1 1LA	Mid C19.	Grade II* Listed Building (407,017)	SE 14387 16843
24	17-37	17-37 John William Street, Huddersfield, HD1 1BL	Mid C19.	Grade II Listed Building (340,011)	SE 14448 16812
25	11	11 Brook Street, Huddersfield, HD1 1EB	Mid C19.	Grade II Listed Building (339,613)	SE 14486 17035

<b>WA No.</b>	<b>Name</b>	<b>Address</b>	<b>Period</b>	<b>Status</b>	<b>Grid Reference</b>
26	22-34	22-34 John William Street, Huddersfield, HD1 1BG	Mid C19.	Grade II Listed Building (340,012)	SE 14488 16831
27	10 And 12	10-12 New North Parade, Huddersfield, HD1 5JP	Mid C19.	Grade II Listed Building (403,150)	SE 14197 16854
28	Princess Cinema	Northumberland Street, Huddersfield, HD1 1RL	Mid C19.	Grade II Listed Building (404,111)	SE 14490 16948
29	6	6 New North Parade, Huddersfield, HD1 5JP	Mid C19.	Grade II Listed Building (403,148)	SE 14211 16840
30	Crescent Hotel	Northumberland Street, Huddersfield, HD1 1DT	Mid C19.	Grade II Listed Building (404,113)	SE 14503 16920
31	Number 15 Including Gates To South	15 Station Street, Huddersfield, HD1 1LS	Mid C19.	Grade II Listed Building (416,594)	SE 14391 16822
32	Stone Warehouse In Goods Yard	New North Parade, Huddersfield, HD1 5JP	Mid C19.	Grade II Listed Building (403,146)	SE 14257 16824
33	11-15	11-15 John William Street Huddersfield, HD1 1BR	Mid C19.	Grade II Listed Building (340,010)	SE 14457 16769
34	23	23 New North Parade, Huddersfield, HD1 5JU	Mid C19.	Grade II Listed Building (403,144)	SE 14176 16821
35	8	8 New North Parade, Huddersfield, HD1 5JP	Mid C19.	Grade II Listed Building (403,149)	SE 14204 16845
36	Gates And Railings To Alley Between Station Street Buildings And Rear Of Byran Arcade Westgate	Station Street, Huddersfield	Mid C19.	Grade II Listed Building (416,596)	SE 14420 16790
37	1-9	1-9 John William Street, Huddersfield, HD1 1BR	Mid C19.	Grade II Listed Building (340,009)	SE 14458 16756
38	25	25 New North Parade, Huddersfield, HD1 5JU	Mid C19.	Grade II Listed Building (403,145)	SE 14172 16827
39	70-78	70-78 John William Street, Huddersfield, HD1 1EH	Mid C19.	Grade II Listed Building (340,016)	SE 14459 16965
40	Westgate House	5 Westgate, Huddersfield, HD1 1NP	Mid C19.	Grade II Listed Building (421,010)	SE 14439 16725

<b>WA No.</b>	<b>Name</b>	<b>Address</b>	<b>Period</b>	<b>Status</b>	<b>Grid Reference</b>
41	1-11	1-11 Railway Street, Huddersfield, HD1 1JS	1871-2.	Grade II Listed Building (406,616)	SE 14379 16804
42	20-26	20-26 Westgate, Huddersfield, HD1 1NP	1871-2.	Grade II Listed Building (421,007)	SE 14387 16760
43	Tower in the Northwest Corner of Railway Yard	Fitzwilliam Street, Huddersfield, HD1 5PH	c. 1878.	Grade II Listed Building (339,850)	SE 14274 17057
44	The Byram Arcade	10-18, Westgate, Huddersfield, HD1 1ND	1880-1.	Grade II Listed Building (421,006)	SE 14430 16762
45	Wholesale Market For Fruit And Vegetables	Byram Street, Huddersfield, HD1 1BX	1887-9.	Grade II Listed Building (339,632)	SE 14514 16994
46	Large Brick Warehouse in Goods Yard	off New North Parade, Huddersfield, HD1 5JP	Late C19.	Grade II Listed Building (403,147)	SE 14235 16898
47	1 And 3	1-3 Market street, Huddersfield, HD1 2AD	1913.	Grade II Listed Building (340,227)	SE 14373 16723
48	Empire Cinema	John William Street, Huddersfield, HD1 5AA	Early C20.	Grade II Listed Building (340,017)	SE 14438 17020
49	Station Street Buildings 12	12 Station Street, Huddersfield, HD1 1LZ	Early C20.	Grade II Listed Building (416,595)	SE 14426 16808
50	Four Telephone Kiosks Outside Head Post Office	Northumberland Street, Huddersfield, HD1 1AA	c. 1935.	Grade II Listed Building (423,320)	SE 14536 16934



**Table 4: Gazetteer of Observations from Fabric Appraisal**

WA No.	Location	Description	Period
51	Central Block east elevation either side of the portico	Scars in pilasters above ground floor level relating to removed awnings.	Phase 2
52	Central Block east elevation, north of portico	Semicircular coal chute partially covered by stairs to portico.	Phase 1
53	Central Block east elevation, within north of portico	Semicircular coal chute visible within basement but blocked at ground floor level.	Phase 1
54	Central Block east elevation, north of portico	Low ashlar arched opening with redbrick modified jambs. Blocked with timber boarding. Previously top of subway access from St. George's Square.	Phase 2
55	Central Block, west elevation	Three double doorways with full entablatured timber architraves. Southern most door aligns with centre of concourse, whilst northern most door is sealed.	Phase 2
56	Central Block interior	Cast iron fluted columns within booking hall, commercial tenancy and admin areas. Likely inserted when former weight bearing walls of first phase structure removed during 1880s reorganisation.	Phase 2
57	Central Block interior	Plaster cornice within booking hall, redone after refit of ticket offices in 1930s	Phase 3
58	North Wing	Through passage created in 1880s retaining beaded plaster dado and cornice, as well as cast iron gate to east and evidence for sliding door to west. Corresponds to wear on columns of colonnade to east. Architrave of former window possibly reused in present architrave to eastern entrance.	Phase 2
59	North Wing, east elevation	Light-well within colonnade with later cast iron grating around. Windows within basement level no longer retain window frames.	Phase 1
60	North Wing, east elevation of pavilion	Circular emblem showing coat of arms of the Huddersfield and Manchester Railway and Canal Company, flanked to either side with decorative stone scrolls.	Phase 1
61	North Wing, north elevation of pavilion	Stone staircase, with cast iron fencing, facilitating access to basement level	Phase 1
62	North Wing, east elevation of pavilion	Stone staircase, with cast iron fencing, facilitating access to basement level	Phase 4
63	North Wing, east north and west elevation of pavilion	Small circular cast iron grills situated sporadically around pavilion indicating an additional concern for ventilation.	Phase 1?
64	North Wing, west elevation of pavilion	Six panelled timber door. Upper panels are glass with northern most with cut decoration bearing the words <i>Refreshments</i> and <i>First</i> .	Phase 2

<b>WA No.</b>	<b>Location</b>	<b>Description</b>	<b>Period</b>
65	North Wing, basement	Wall scar indicating location of former staircase from first floor.	Phase 1
66	North Wing, ground floor interior	Plaster cornices within offices, waiting room, through passage and timetable store.	Phase 2
67	North Wing, pavilion interior	Large room retaining multiple features from First Class refreshment and dining room, including marble fireplaces, panelled dado, and intricate tiled floor.	Phase 2
68	North Wing, pavilion interior	Room retaining multiple features from Second Class refreshment room, including stone fireplace, and tiled floor.	Phase 2
69	North Wing, pavilion interior	Small room retaining multiple features of former manager's office including plain fireplace, and plastered cornice.	Phase 2
70	South Wing, east elevation of pavilion	Circular emblem showing coat of arms of the Lancashire and Yorkshire Railway Company, flanked to either side with decorative stone scrolls.	Phase 1
71	South Wing, interior	Plaster cornices within staff facilities	Phases 2-3
72	South Wing, interior	Timber architrave around internal door within staff facilities	Phase 2
73	South Wing, interior of pavilion	Narrow room with timber panelled partition wall with glass light share, timber bench with ticket draws, and small hatches in eastern windows.	Phase 3

**10 APPENDIX 2: LISTED BUILDING DESCRIPTION**

<b>Building Name:</b>	Railway Station	<b>LBS No:</b>	407013
<b>Parish:</b>	Huddersfield	<b>Grade:</b>	I
<b>District:</b>	Kirklees	<b>Listed:</b>	03 March 1952
<b>County:</b>	West Yorkshire	<b>Delisted:</b>	
<b>Postcode:</b>	HD1 1LG	<b>NGR:</b>	SE1431316909

**Listing Text:**

ST GEORGE'S SQUARE

1.

5113

Railway station

SE 1416 NW 1/33 3.3.52.

GV

2.

1846-50. Architect J P Pritchett of York. Sandstone ashlar. Pitched tile roof. 2-storey central block with one-storey wings.

Central block has 11 bays, articulated by giant Composite pilastrade on high plinth, with full dentilled and modillioned entablature. Central 5 bays have free-standing pedimented portico, 2 bays deep, with clock in tympanum. Inside portico, central 3 bays break forward for one bay. Podium of 5 steps. Central double doors with 6 moulded panels. End elevations are 3 bays deep and take pediments.

Wings have 9 bays each, fronted by open Composite colonnades, on 3-step podia and less high plinths: full entablature. 3rd bay on north side has doorway with moulded surround and cast iron gates of plain but elegant geometrical design.

Terminal blocks of 5 bays each, breaking forward one bay in front of colonnade, astylar but continuing the entablature of colonnade. Central 3 bays have free-standing portico, one bay deep, with no pediment but a solid panelled parapet in front and balustrades at sides. Elaborate scrolled consoles flank balustrades and 2 are placed above parapet flanking armorial badges inscribed "Huddersfield and Manchester Railway and Canal Company", at north end, and "Lancashire and Yorkshire Railway Company," at south end.

South block is continued south by 4 more bays of wall with same entablature: 1st bay has double doors with moulded surround, next 3 have plain blind panels. Detached block north of north terminal block 11 bays, first 3 have plain blind panels and full entablature, next 5 break back and have attic storey, last 3 also have attic and break back still further, and ground floor of these last 8 is masked by a rock-faced stone lean-to.

Platform elevation has, from north to south, as follows: one door with 6 moulded panels and fanlight, one sash with sunk and panelled apron, one door with fanlight, one sash with sunk and panelled apron, one door with 4 moulded panels and fanlight, one door with 6 moulded panels and fanlight, 2 sashes with sunk and panelled aprons, one door with 6 moulded panels and fanlight, one sash with sunk and panelled apron, 2 open passageways, one door with 6 moulded panels and fanlight, 2 sashes with sunk and panelled aprons, one door with 8 moulded panels and fanlight, 3 pairs of panelled doors in pilastered wooden frames with fanlights and side lights, 2 sashes with sunk and panelled aprons, 2 blocked doors with fanlights, one sash with sunk and panelled apron, one door with 6 moulded panels and fanlight, 3 sashes with sunk and panelled aprons, one modern door with fanlight, one sash with sunk and panelled apron, one door with 6 moulded panels and apron, one canted wooden bay with pilasters and full entablature, one sash with sunk and panelled apron, one

door with 6 moulded panels and fanlight, one sash with sunk and panelled apron, one open passageway and one modern door.

All windows are sashes with glazing bars, in plain surrounds on platform side, in moulded surrounds on street side; those to central block have cornices on ground floor, and pediments on 1st floor. Parcels office has 2 and Booking Office one fluted cast iron Tuscan columns supporting ceiling. Tiled Art Deco ticket kiosk with bronze mullions and case racks.

Platforms are covered by one very wide and one other cast iron trusses with elaborate bosses at intersection of bracing members. Original supports have been replaced or reinforced, except for 2 on platform 4 which are columns with elaborately moulded bases and colectic capitals.

Buffet and Waiting Room between platforms 4 and 8 is a separate match-boarded structure with panelled pilasters, each taking paired brackets and cornice. Steps down to underpass between platforms 4 and 8 have wooden handrails and cast iron balustrade with turned newels, both around stair well and dorm centre of steps. Massive stone paving slabs in underpass, and patent wooden non-slip steps down. History

The grandeur of the station is the result of its being built at the joint expense of the Huddersfield and Manchester Railway and Canal Company (absorbed by the LNWR in July 1847) and the Manchester and Leeds Railway. The former built the line, and planned to extend it to Leeds via Dewsbury. The latter, having failed to win this concession, needed running rights to connect their main line at Cooper Bridge with their subsidiary from Springwood Junction to Sheffield.

The foundation stone was laid by Josh Fitzwilliam, the Lord Lieutenant, on 9 October 1846, when a public holiday was declared and church bells were rung from dawn till dusk. It was partly opened for the commencement of services in August 1847, but not completed until October 1850. It had only one platform until October 1886, when the roof over the tracks, which had been begun in 1878, but had collapsed in course of construction in August 1885 (killing 4 men), was finally completed. The central part housed elaborate refreshment rooms which functioned until at least 1883.

Listing NGR: SE1431316909

**11 APPENDIX 3: WYAAS BRIEF**

**Huddersfield Railway Station (Main Block) Assessment/Archaeological Fabric  
Appraisal  
St. George's Square, Huddersfield (4143 4169)**

**Prepared at the request of First/Keolis Transpennine Limited on behalf of  
Kirklees Council (Planning Permission 2010/65/91286/WI)**

## **1 Summary**

1.1 An archaeological fabric appraisal are required to help establish the archaeological/historical sensitivity of this structure and to determine whether further archaeological recording will be necessary on the site during refurbishment. This specification has been prepared by the West Yorkshire Archaeology Advisory Service, the curators of the West Yorkshire Historic Environment Record.

## **2 Planning Background**

The site owners, through their agent Architek (Byram Arcade, West Gate, Huddersfield, HD1 1ND, Mark Howlett ☎ 07817653950) have obtained planning consent (Planning Application No. 2010/65/91286/WI) for refurbishment. The WY Archaeology Advisory Service (as District's archaeological advisor) has prepared this specification in order to allow the **First/Keolis Transpennine Limited** to meet the terms of an archaeological condition which has been placed on the consent.

## **4 Archaeological Interest**

### **4.1 Historical Background**

(4143 4169) Huddersfield Railway Station lies on the western side of St. George's Square in the centre of Huddersfield. In addition to its Grade I status (LBS No. 407013) the station is situated in a conservation area (St. George's Square, CA 60) and designated a Class II Monument (PRN 6526) by the WYAAS. This specification **deals only** with the main body of the station, the area known as the "Stables" is the subject of a separate specification.

Huddersfield Railway Station was built between 1848 and 1850 for the Huddersfield and Manchester Canal Company and the Lancashire and Yorkshire Railway Company to a design by J P Prichett. The station originally had only one platform and the great length of the station building and provision of separate ticketing pavilions maybe a function of working this single line. The present ticket hall originally comprised refreshment rooms and offices. The main block and flanking wings probably changed their functional roles after additional platforms were commissioned in 1886.

### **4.2 Impact of proposed development**

Refurbishment has the potential to reveal and affect historic fabric in the present ticketing hall and adjoining offices. Two windows will be altered to form doors on the principal façade and platform and a number of internal walls pierced.

## **5 Aims of the Project**

5.1 The purpose of the work is to produce a formal report as the first component of a potential staged approach to establish the archaeological potential of the site and mitigate any damaging effects of development on the archaeological record. This

report should allow the WYArchaeology Advisory Service (as the archaeological advisors of Kirklees' Planning Services) to identify areas where preservation *in situ* or archaeological recording (whether prior to or during development) should take place. The report prepared as part of this initial assessment should not make recommendations as to appropriate further courses of action, but should be sufficiently detailed to allow the Advisory Service to do so. However, the developer may wish to commission the contractor's opinion separately as to an appropriate treatment of the resource identified.

## **6 Recording Methodology**

### **6.1 General Instructions**

#### **6.1.1 Health and Safety**

The archaeologist on site will naturally operate with due regard for Health and Safety regulations. Prior to the commencement of any work on site (and preferably prior to submission of the tender) the archaeological contractor may wish to carry out a Risk Assessment in accordance with the Health and Safety at Work Regulations. The WYArchaeology Advisory Service cannot be held responsible for any accidents which may occur to outside contractors engaged to undertake this survey while attempting to conform to this specification.

#### **6.1.2 Confirmation of adherence to specification**

Prior to the commencement of any work, the archaeological contractor must confirm in writing adherence to this specification (using the attached form), or state in writing (with reasons) any specific proposals to vary the specification. Should the contractor wish to vary the specification, then written confirmation of the agreement of the WYArchaeology Advisory Service to any variations is required prior to work commencing. Unauthorised variations are made at the sole risk of the contractor (see para. 8.3, below). Modifications presented in the form of a re-written project brief will not be considered by the WYArchaeology Advisory Service.

#### **6.1.3 Confirmation of timetable and contractor's qualifications**

Prior to the commencement of work on site, the archaeological contractor should provide the WYArchaeology Advisory Service in writing with a projected timetable for the site work, and with details regarding staff structure and numbers. *Curriculum vitae* of key project members along with details of any specialist sub-contractors, should also be supplied to the WYArchaeology Advisory Service if the contractor has not previously done so. All project staff provided by the archaeological contractor must be suitably qualified and experienced for their roles. In particular, staff involved in building recording should have proven expertise in the recording and analysis of industrial period buildings.

#### **6.1.4 Site preparation**

It is assumed that no site preparation will be carried out prior to commencement of this appraisal.

### **6.2 Documentary research**

#### **6.2.1 Scope**

A desk-based assessment is to be carried out on the buildings on this site. This is to involve the collation of secondary sources, including relevant written, drawn,

cartographic and photographic information, and primary information in the form of any deposited Building Plans now held at the relevant Archive Office. A comprehensive map regression exercise is a vital part of the necessary work. The assessment should also include the area immediately around the site, where other structures or historic features may provide a broader context for consideration of the area.

### 6.2.Sources to be consulted

The archaeological contractor should consult all appropriate local and regional record repositories and libraries (Huddersfield Local Studies Library Princess Alexandra Walk Huddersfield HD1 2SU Tel: 01484 221965 and West Yorkshire Archive Service Kirklees, Central Library, Princess Alexandra Walk, Huddersfield, HD1 2SU, Tel: 01484 221966). The following is a list of sources that are to be consulted initially. This list is not necessarily comprehensive, and any appropriate additional lines of investigation are expected to be identified (if necessary in consultation with the WY Archaeology Advisory Service) and followed up by the archaeological contractor.

- The West Yorkshire Historic Environment Record for information on the Archaeology of the area. This search should be confined to a 200 metre radius around the site and should concentrate on identifying the type and scale of historic features in the immediate vicinity.
- Kirklees Department of Planning to check the Listed Building records.
- The relevant District Archive Service office and Local History Library and the Yorkshire Archaeological Society (Clarendon Road, Leeds) for the historic O.S. map coverage of the area, and for specialist mapping such as the Goad Insurance Plans and the Local Authority Building Plans and for published 19<sup>th</sup> –century Trades Directories, local histories and other secondary sources.
- The National Railway Museum

### 6.2.3 Use of primary source material

It is anticipated that the archaeological consultant will access any relevant, readily available primary source material. However, judgement should be exercised in this regard. The consultant should examine this material (e.g. deed summaries) in detail **only** where it is anticipated that the time spent extracting information will be worthwhile in terms of supplying detail **directly** relevant to establishing the nature, importance and extent of archaeological survival.

## **6.3 On-site recording**

### 6.3.1 – Written/Drawn

All of the buildings on the site should be inspected to identify (and as far as possible) date both original elements and subsequent historical alterations. As part of this exercise, the archaeologist on site should produce written observations (e.g. on phasing; on building function; on surviving technological features) sufficient to permit the preparation of a discursive description of each floor of each building, and of the complex as a whole. Modern alterations to permit current uses (e.g. – plasterboard partitions) should be noted but need not be recorded in detail. Areas where the presence of modern obstructions currently hinders examination/identification of



original features should also be noted. The contractor should produce keyed and phased drawings in schematic form (based on a large-scale OS map or on any site plans held by the developer) which illustrate how both the individual buildings and site as a whole developed. The overall phase plan should be scaled so as to fit on an A3 sheet, unless this will obscure detail.

### 6.3.2 Photographic

In addition, the contractor should produce general external and internal colour photos illustrating the form and function of **all parts of all buildings on the site**, as well as detailed photos of individual items of particular interest identified during the site inspection above. Repetitive structural and functional elements may be illustrated by a single example. As the Fabric Appraisal is not intended as a definitive record of the material, but will rather be used to establish the need for further work, digital photography is acceptable in this instance as long as the resolution of both data-capture and printing is sufficiently high to avoid pixilation on any printed photograph as submitted, and the photographs as submitted are printed in photographic ink on good-quality paper.

## **8.0 Results**

### 8.1 Report format and content

A report is to be produced, one copy each of which is to be supplied to the WY Archaeology Advisory Service, the developer and District Planning/Conservation Officers, on the understanding that it will become a publicly accessible document once deposited with the WYAAS, unless confidentiality is explicitly requested, in which case it will become publicly accessible six months after deposition. Please note that the report is not intended as a detailed or extensive record of the individual buildings. It is intended rather to provide an overview of their form and character, and to provide information sufficient to indicate which of the building's features may merit preservation *in situ* or preservation by record. The report should include a general discussion of the history, development and technology of the complex. This should be accompanied by a phase plan and followed by a brief discussion of each discrete building (keyed to the phase plan and illustrated by and referenced to a full set of labelled photographs) which includes as a minimum the following information:

- Current use
- Known historic use
- Dates of construction and of any significant alteration
- Description (exterior followed by floor-by-floor interior) supplying a clear exposition of phasing and function and clearly identifying and locating features of archaeological interest within the structure, sufficient to allow the formulation of an appropriate mitigation strategy in the event of alteration or demolition
- Summary of archaeological potential

The evidence for the archaeological potential of each of the areas examined should be described in sufficient detail (with illustrations where possible and appropriate) to allow the WY Archaeology Advisory Service to examine the evidence critically and to recommend an appropriate course of action. The report should also include a fully referenced bibliography of all sources consulted, a quantified index to the archive

resulting from this project, a copy of the site plan annotated with the position and direction of each photograph, and a copy of this specification.

8.2 Copyright - Please note that by depositing this report, the contractor gives permission for the material presented within the document to be used by the WYAAS, in perpetuity, although The Contractor retains the right to be identified as the author of all project documentation and reports as specified in the *Copyright, Designs and Patents Act 1988* (chapter IV, section 79). The permission will allow the WYAAS to reproduce material, including for non-commercial use by third parties, with the copyright owner suitably acknowledged.

8.4 This specification is valid for a period of one year from date of issue. After that time it may need to be revised to take into account new discoveries, changes in policy or the introduction of new working practices or techniques.

### 9. Queries

Any queries relating to this specification should be addressed to issuing officer at the WY Archaeology Advisory Service (see below).

**West Yorkshire Archaeology Advisory Service  
David Hunter**

**August/ 2010**

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

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1716 map



1778 map

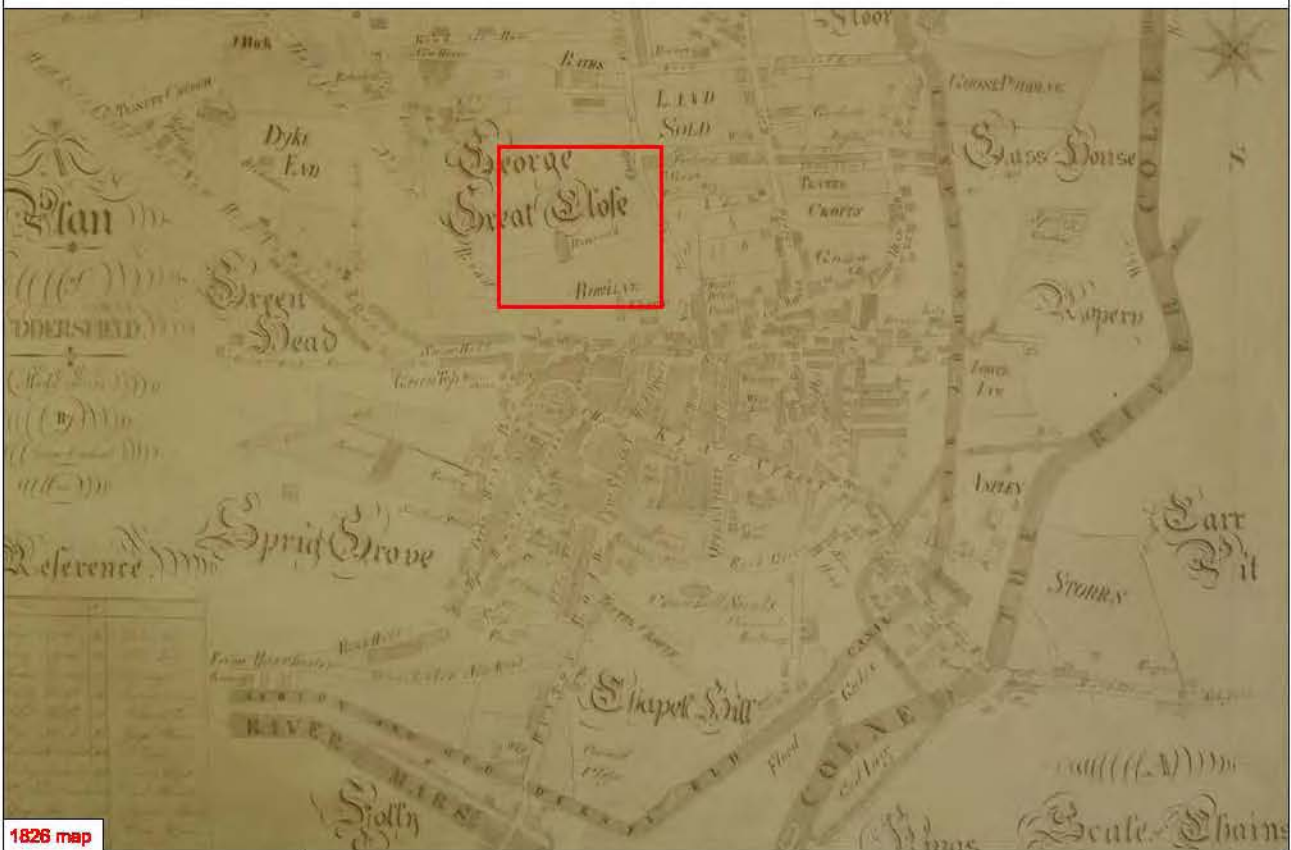
 Site location	Historic maps courtesy of WYAA8 This material is for client report only © Wessex Archaeology. No unauthorised reproduction.		
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1716 Oldfield Map and 1778 Ramsden Estate Plan



Figure 2



1825 map



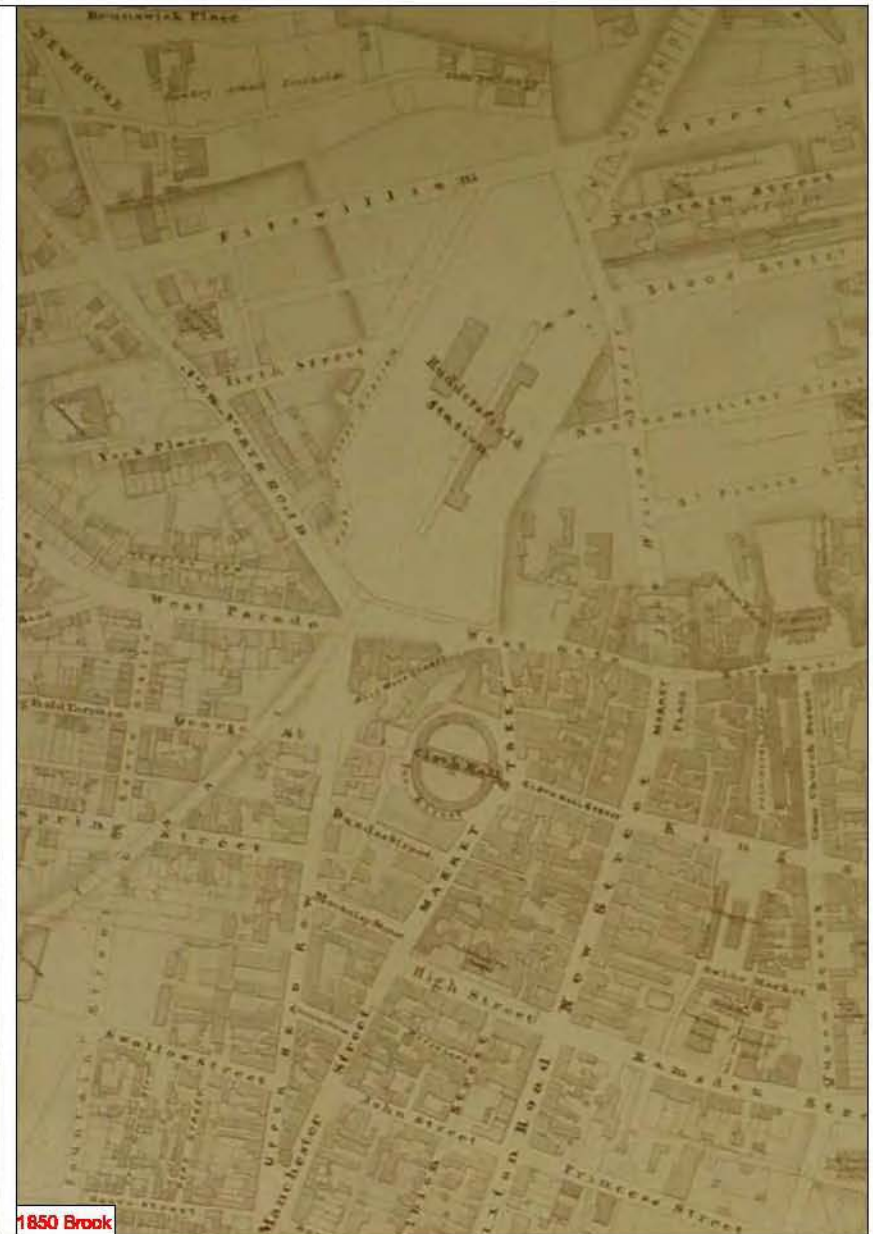
1826 map

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1825 Dinsley Map and 1826 Crosland Map

Figure 3





1850 Sale

1850 Brook

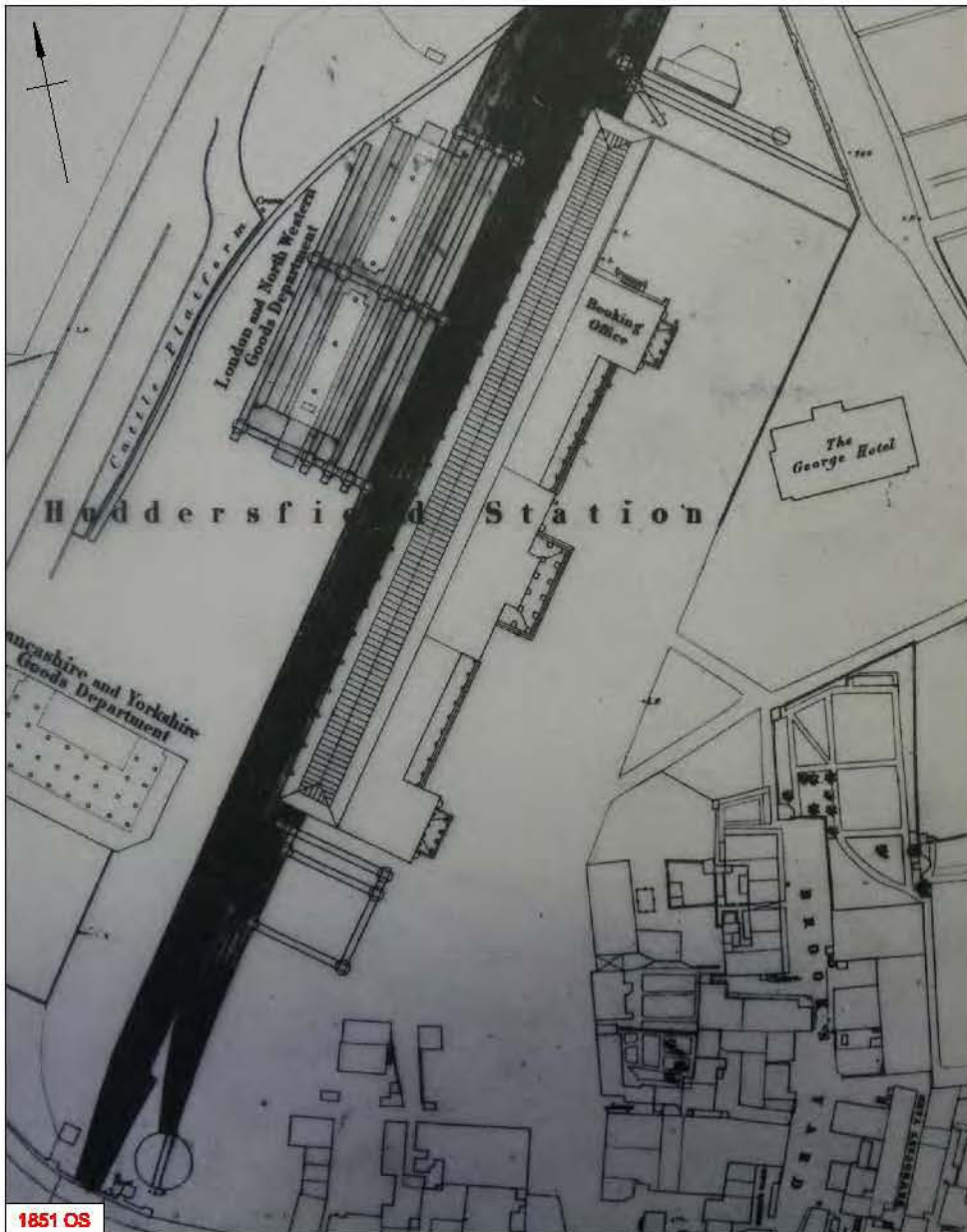
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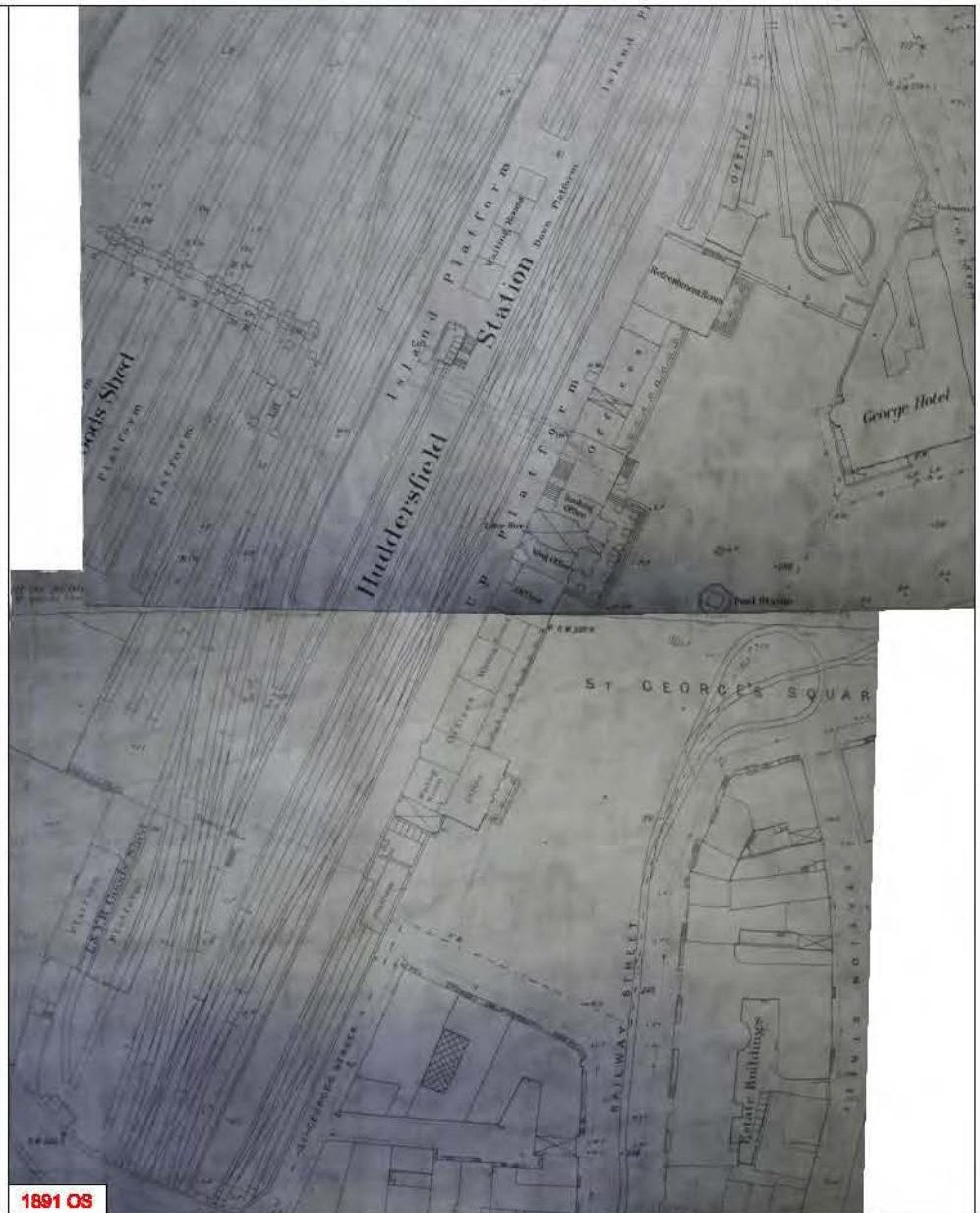
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1850 Sale Plan and 1850 Brook Plan

Figure 4



1851 OS



1891 OS

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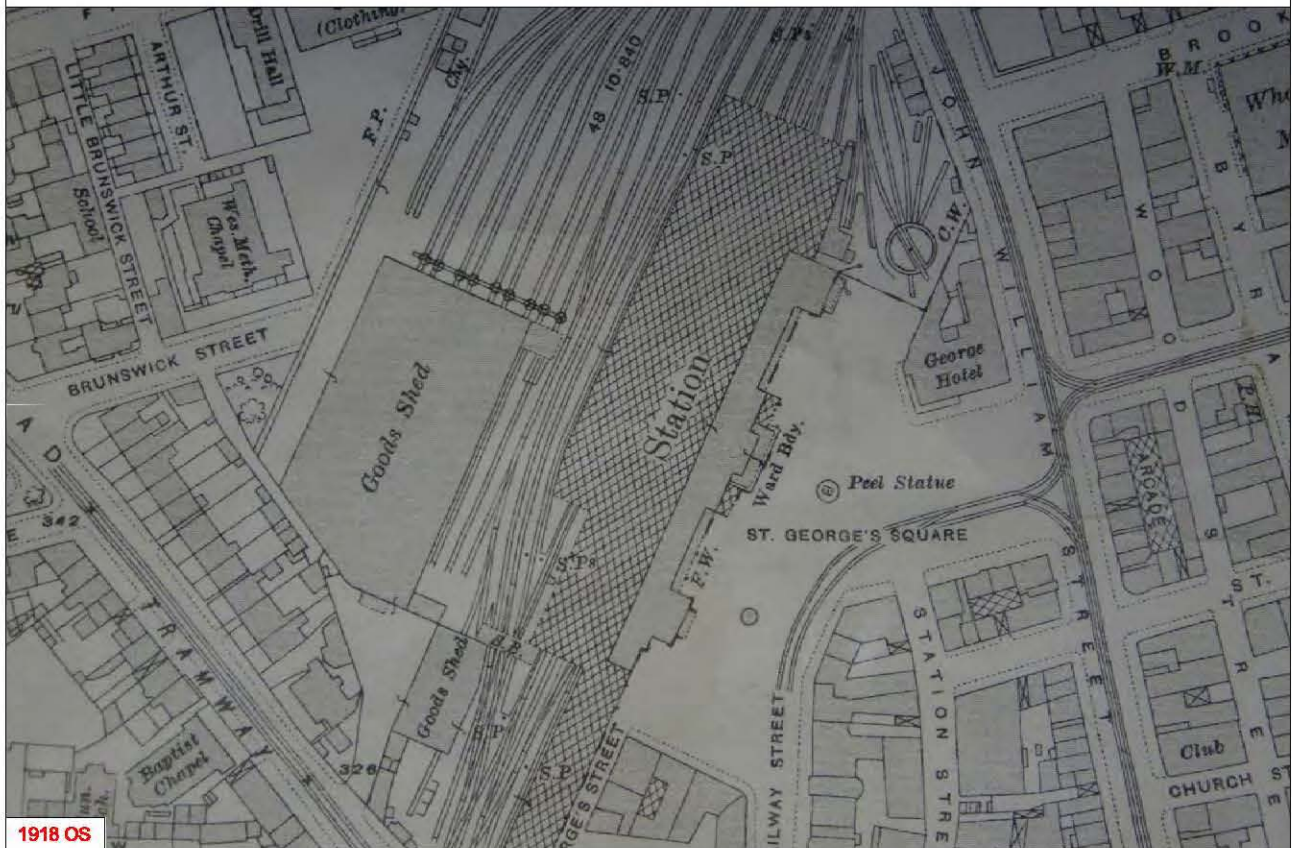
Ordnance Survey maps: 1851 and 1891.

Figure 5





1907 OS



1918 OS

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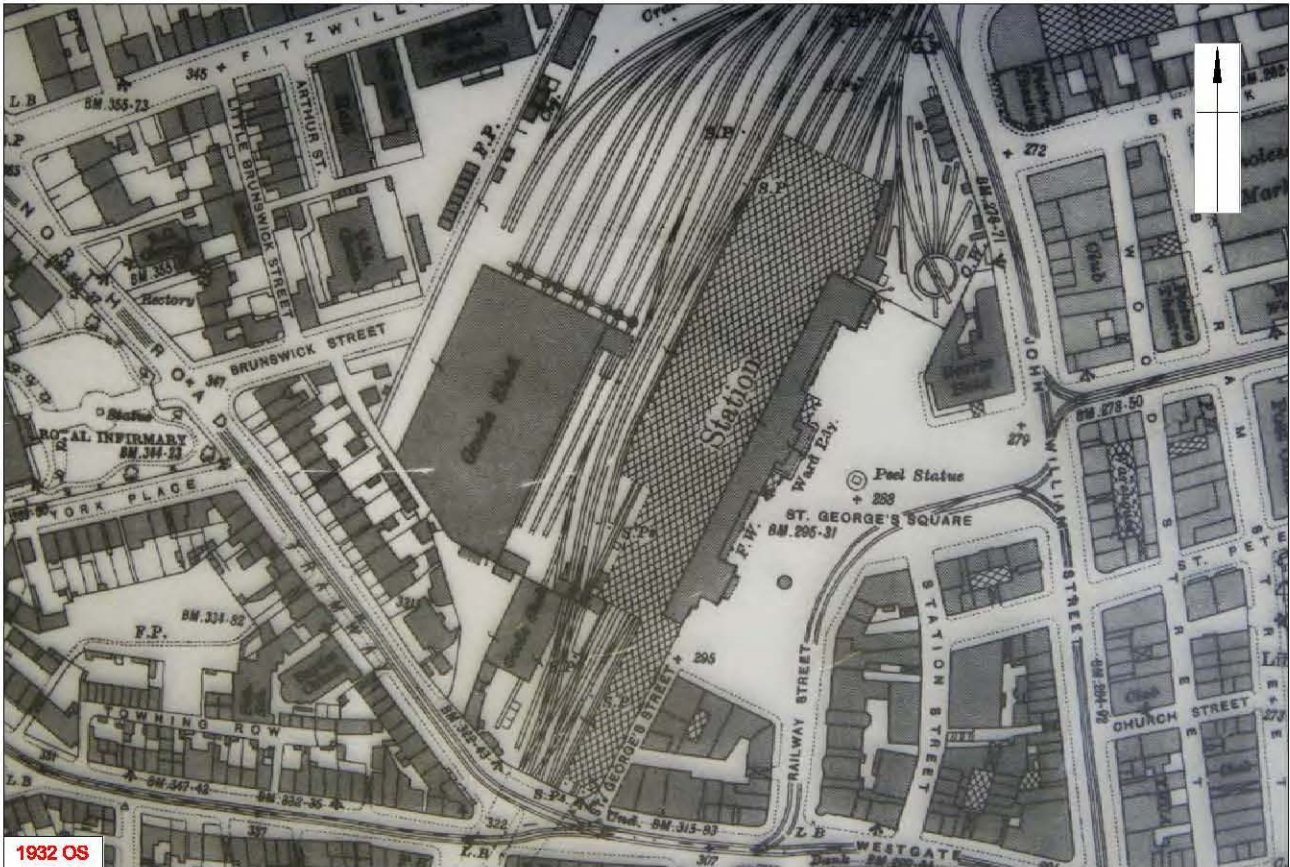



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Ordnance Survey maps: 1907 and 1918.

Figure 6



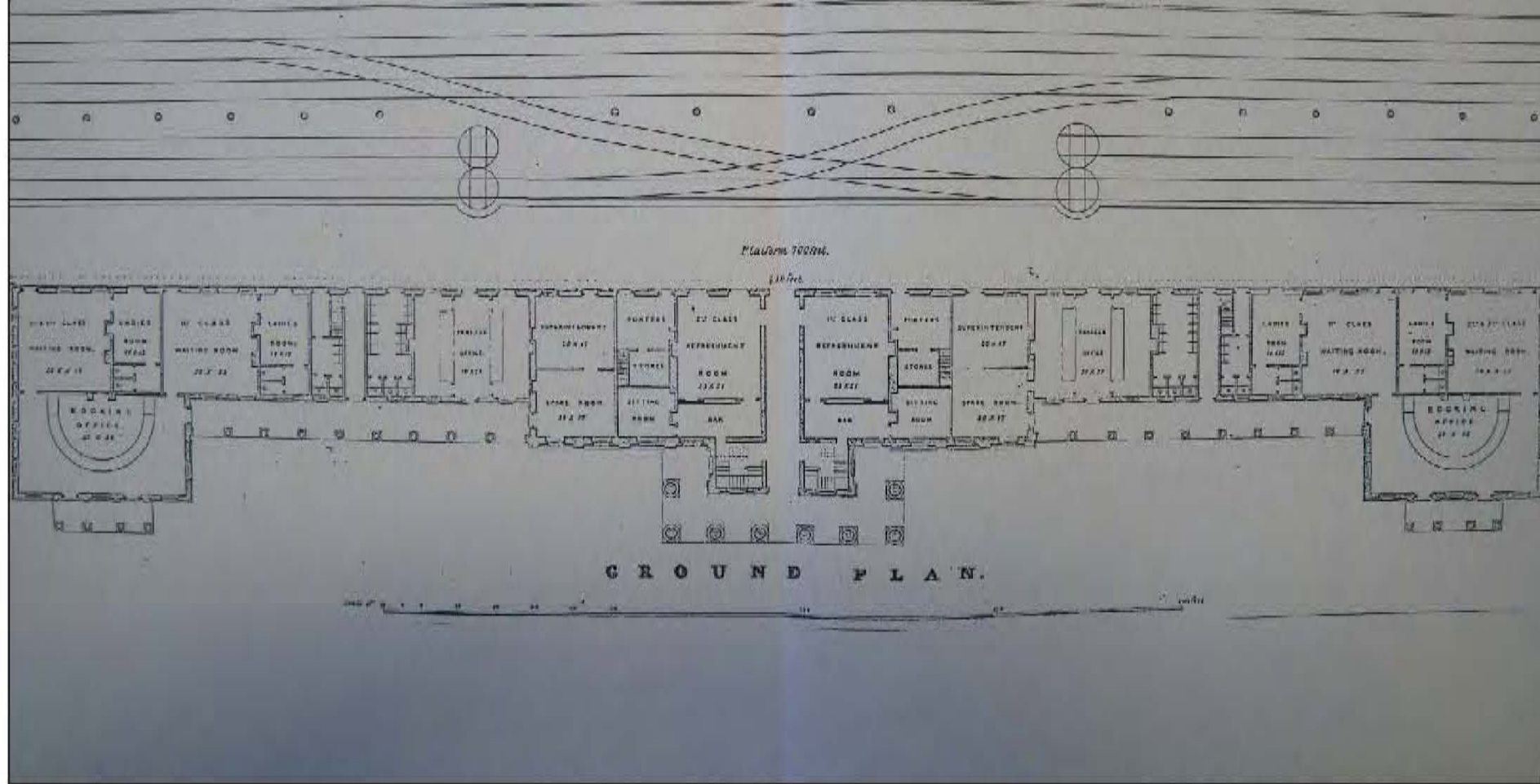


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Ordnance Survey maps: 1932 and 1961.

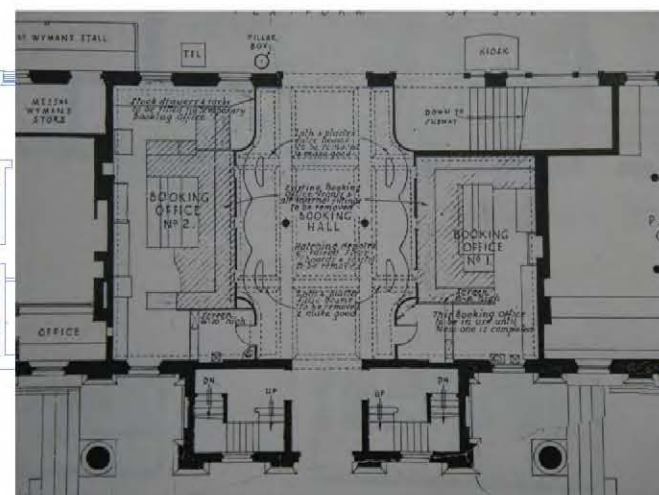
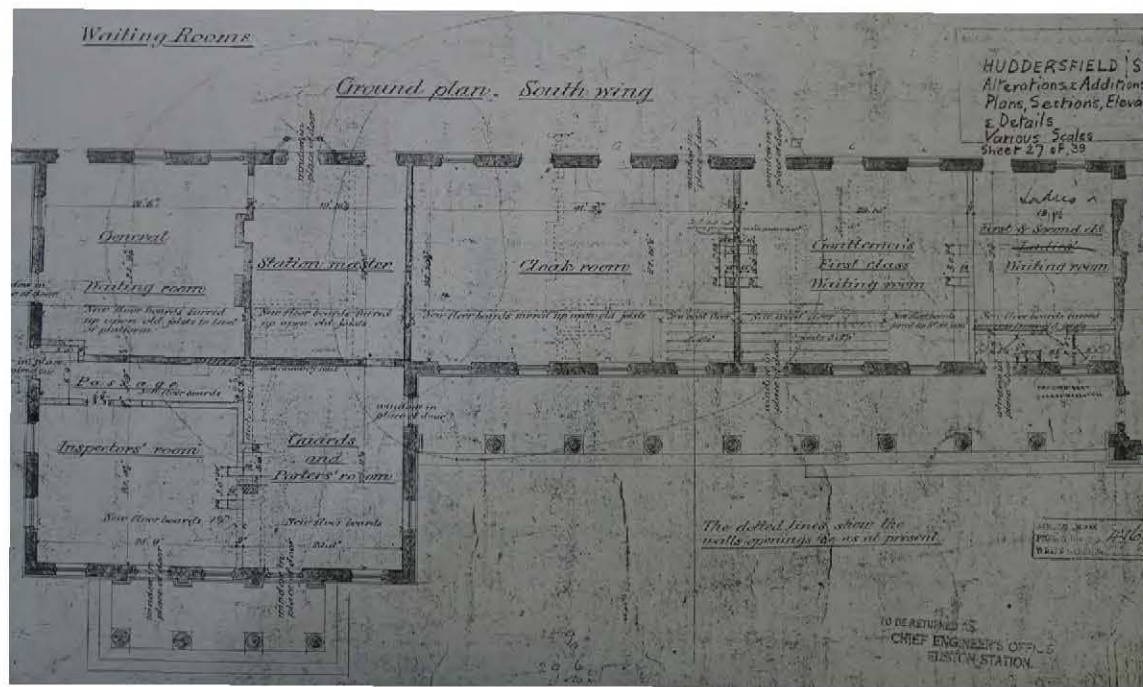
Figure 7

To the Directors of the Huddersfield & Manchester Railway & Canal Company,  
 this View of the Huddersfield Station is Dedicated  
 by their Obedient & Humble Servants  
 Pritchett & Son, Architects  
 22 & 23, Huddersfield, Sept 1846

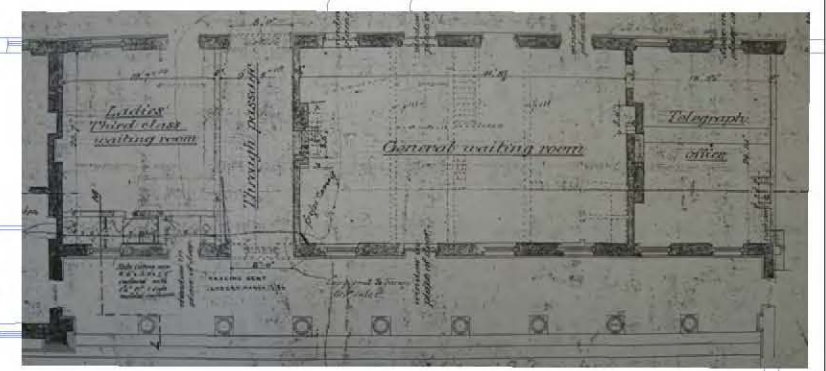


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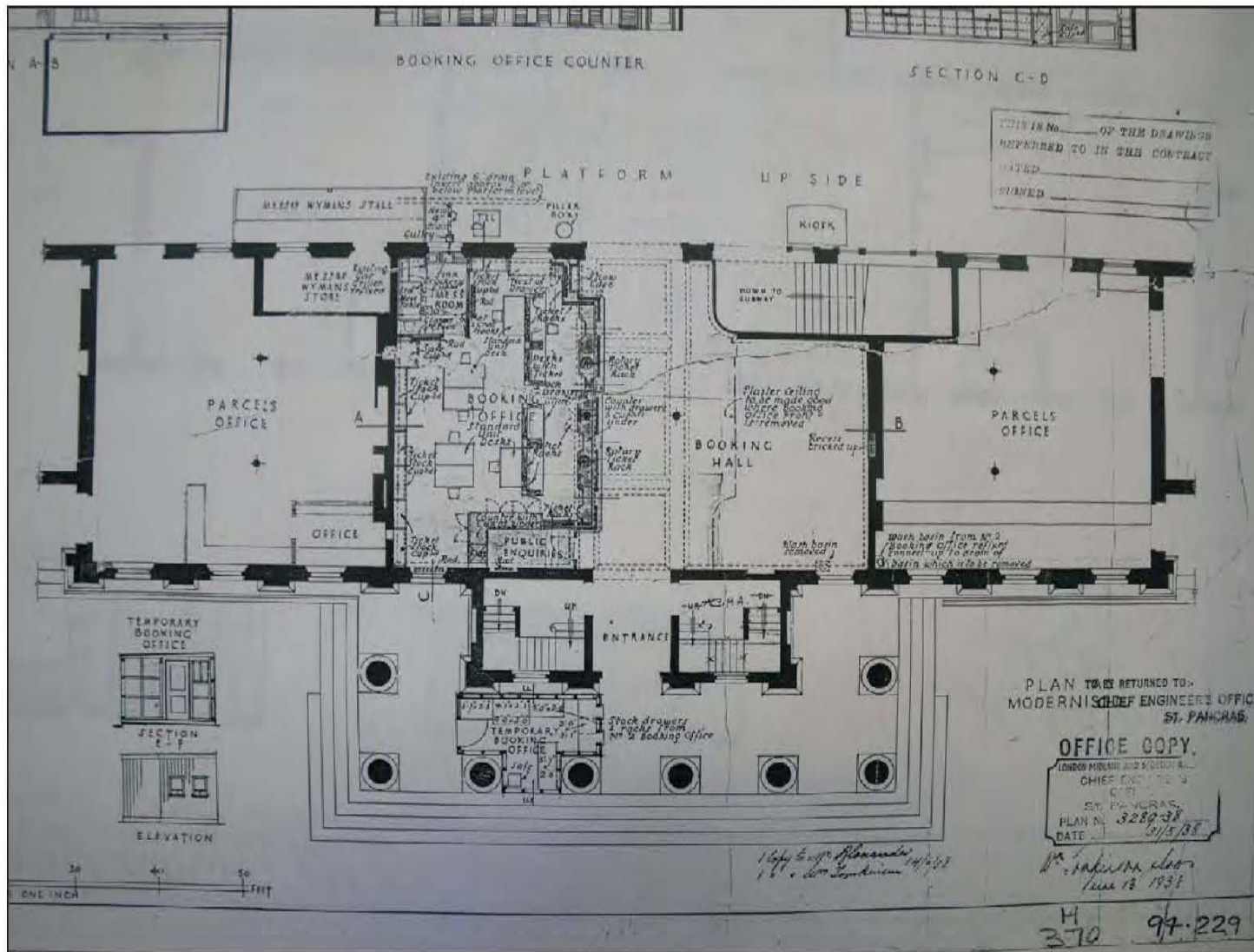


Booking office plan taken from 1938 station plan and is representative of booking area c.1884



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1840 sketch



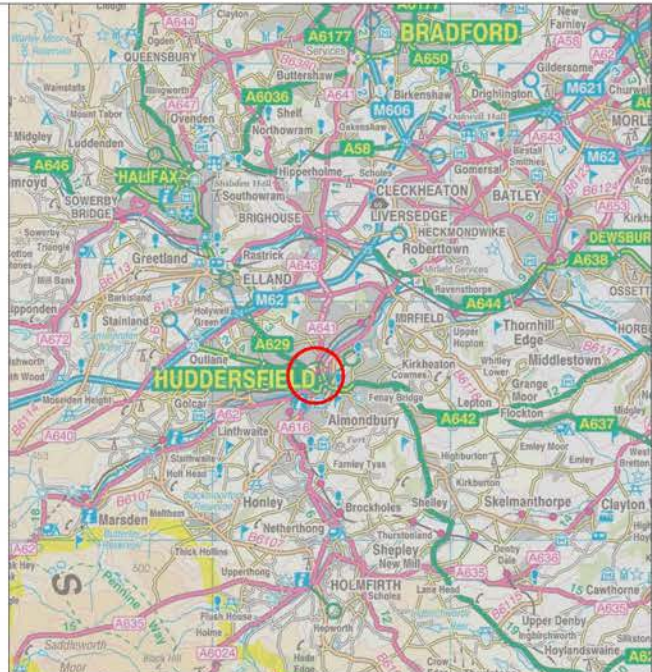
1948 sketch



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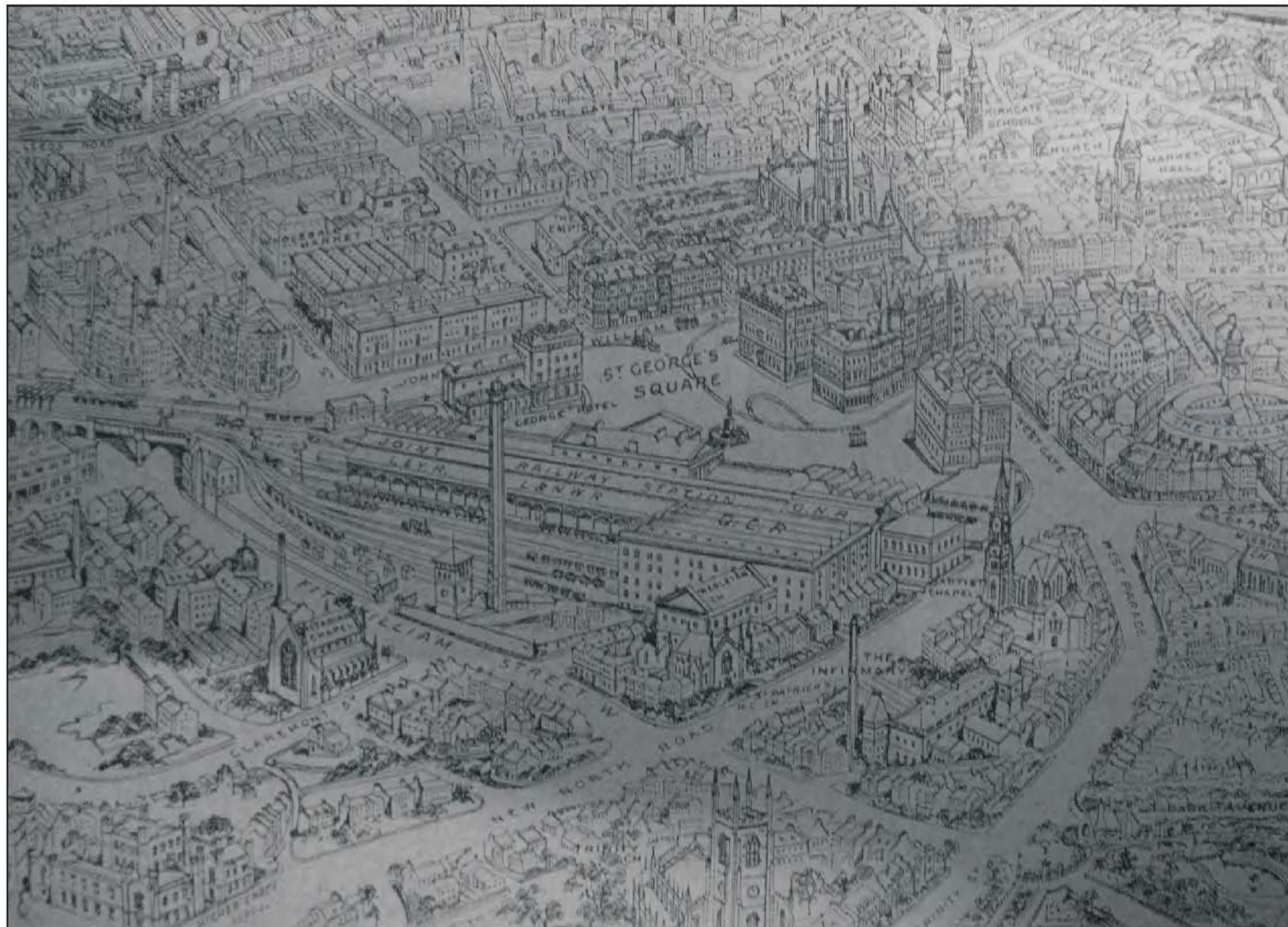
	Site location		Huddersfield Station		Medieval site		Mid C19th		C20th
	Study area		Conservation area		Early C19th		Late C19th		
	Standing building		Class III region		Listed Building				
	Natural feature								

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Site location plan, find spots and statutory designations within the Study Area Figure 1





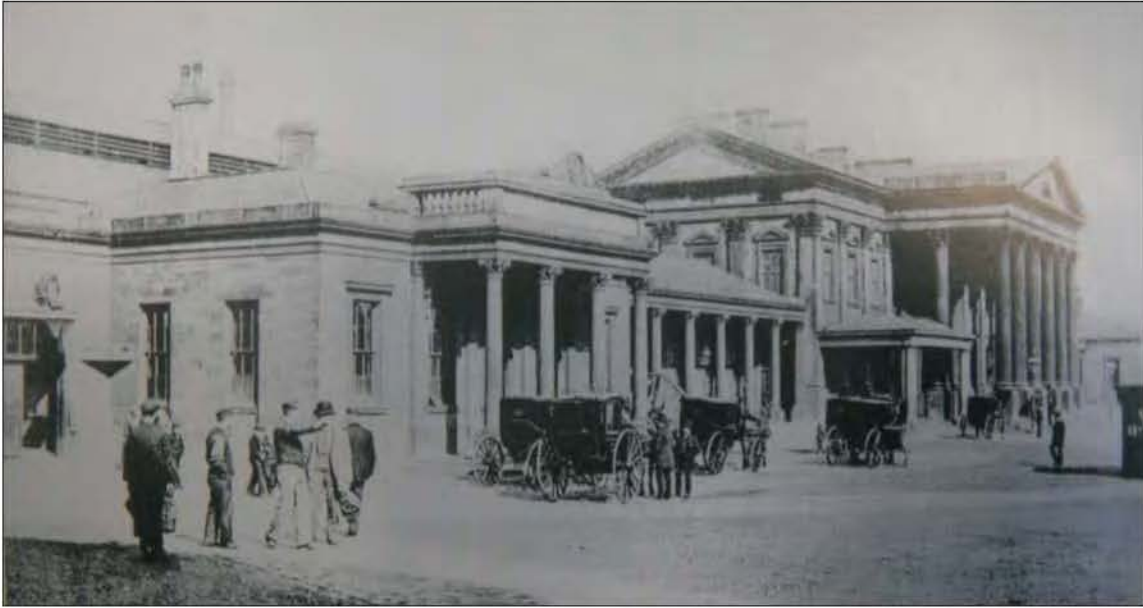
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1900 panorama of Huddersfield

Figure 13





Photograph from 1880's. Historic photograph courtesy of Yorkshire Archaeological Society.



Photograph from 1900's. Historic photograph courtesy of Yorkshire Archaeological Society.

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Views of the construction and collapse of the platform roof in 1885.

Figure 15







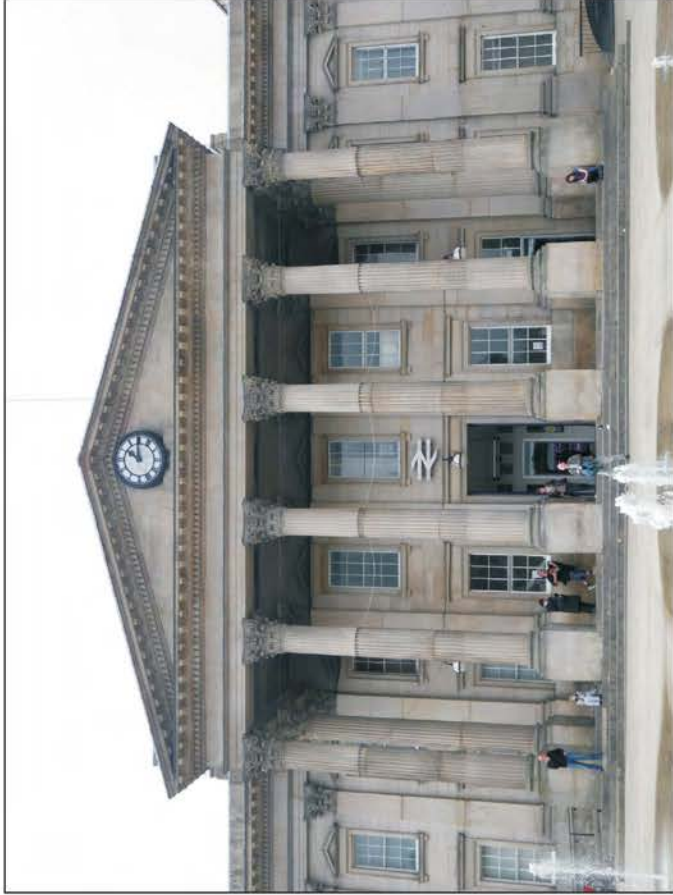


Plate 1: General view of east elevation of portico of Central Block.



Plate 2: General view of east elevation of south of Central Block.

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Plate 3: General view of east elevation of north of Central Block, noting former arched entrance to subway.



Plate 4: Detail of ground floor window in east elevation of Central Block.

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Plate 5: Detail of first floor window in east elevation of Central Block.



Plate 6: Detail of clock in tympanum of portico of Central Block.

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Plate 7: General view of west elevation of north of Central Block.



Plate 8: General view of west elevation of centre of Central Block.

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Plate 9: General view of west elevation of south of Central Block.



Plate 10: Detail of inserted window in west elevation.

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Plate 11: Detail of cornice , matching down pipe hopper and wall post on west elevation.



Plate 12: General view of boiler room in basement, noting blocked fireplace, looking north.

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Plate 13: General view of former coal chute/light well in eastern wall of the basement.



Plate 14: Detail of former subway entrance from St. George's Square.

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Plate 15: General view of booking hall in the Central Block, noting cast iron column and corniced ceiling.



Plate 16: General view of 21st century ticket office to south of concourse.

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Plate 17: General view of waiting room in north end of the Central Block.



Plate 18: General view of the commercial tenancy to the north of the booking hall in the Central Block.

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Plate 19: General view of admin area in south end of Central Block, looking east.



Plate 20: General view of admin area in south end of Central Block, looking south.

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Plate 21: General view of admin area in south end of Central Block, looking west.



Plate 22: General view of admin area in south end of Central Block, noting cast iron column, looking north.

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Plate 23: General view of colonnade on eastern elevation of the North Wing.



Plate 24: General view of colonnade on eastern elevation of the North Wing.

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Plate 25: General view of the eastern elevation of the northern pavilion.



Plate 26: General view of the northern elevation of the northern pavilion.

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Plate 27: General view of western elevation of the northern pavilion.



Plate 28: General view of the western elevation of the North Wing.

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Plate 29: Detail of former doorway converted to a window in the east elevation of the northern pavilion.



Plate 30: Detail of inserted through passage in the North Wing, noting iron gate and plaster ceiling within, looking west.

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Plate 31: Detail of coat of arms above portico of northern pavilion, looking west.



Plate 32: Detail of circular vent in west elevation of pavilion.

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Plate 33: Detail of cut glass panel of door in west elevation of pavilion.



Plate 34: General view of jack arched basement noting fireplace, looking west.


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Plate 35: General view of basement room showing fireplace, looking northeast.



Plate 36: Detail of ceramic basin in basement, looking northeast.


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Plate 37: Detail of scar from former staircase in basement, looking northwest.



Plate 38: General view of disused goods subway, looking west.

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Plate 39: General view of timetable store in the North Wing, noting cornice interrupted by internal wall, looking east.

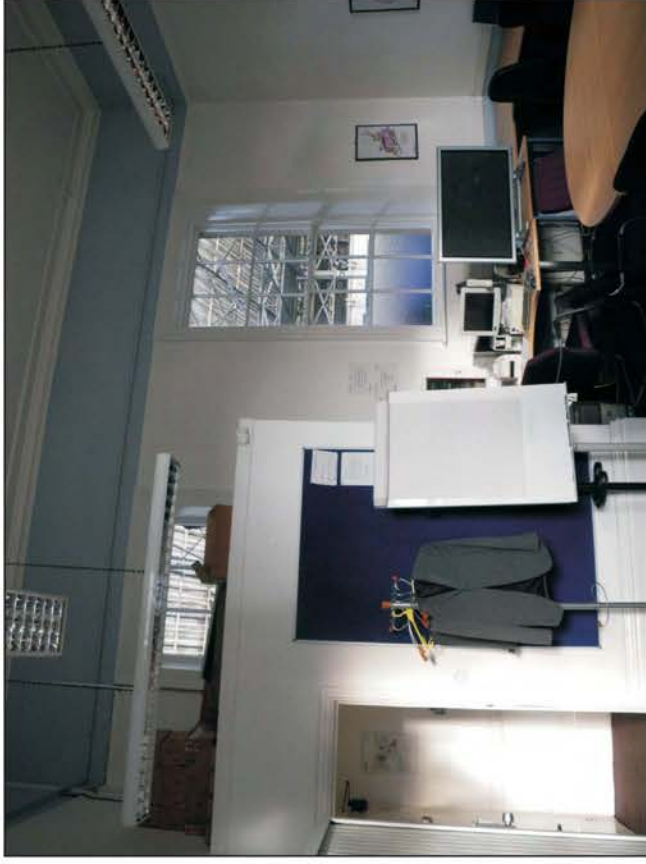


Plate 40: General view of training room in the North Wing, looking west.

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Plate 41: General view of Manager's Office in North Wing, noting ornate window architrave, looking west.



Plate 42: General view of interior of the northern pavilion, looking southeast.

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Plate 43: Detail of marble fireplace in the former first class refreshment room in the northern pavilion, looking south.

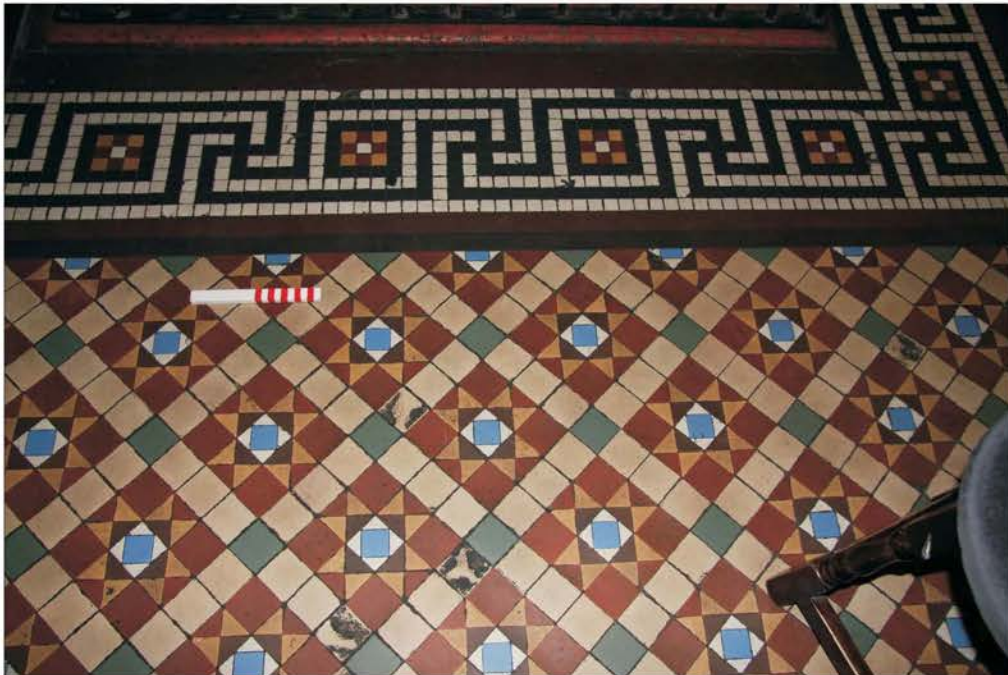


Plate 44: Detail of intricate tiled floor in the former first class refreshment room in the northern pavilion, looking south.

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Plate 45: General view of the former second class refreshment room in the northern pavilion, noting stone fireplace.



Plate 46: Detail of tiled floor in former second class refreshment room, looking south.

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Plate 47: Detail of plastered ceiling in former managers office in the northern pavilion, looking north.



Plate 48: General view of eastern elevation of South Wing.

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Plate 49: General view of eastern elevation of South Wing.



Plate 50: General view of eastern elevation of South Wing.

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Plate 51: General view of east elevation of the southern pavilion.



Plate 52: General view of the south elevation of the southern pavilion, noting abutting ancillary structures.

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Plate 53: General view of west elevation of the ancillary structures abutting the southern pavilion.



Plate 54: General view of the west elevation of the southern pavilion.

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Plate 55: General view of west elevation of the South Wing.



Plate 56: Detail of the coat of arms above the portico of the southern pavilion, looking west.

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Plate 57: General view of interior of staff room in South Wing, looking northeast.



Plate 58: Detail of architrave around southern door from staff room, looking southeast.

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Plate 59: General view of toilets in South Wing, noting 1930s moulding, looking east.



Plate 60: General view of locker room in South Wing, noting suspended ceiling, looking west.

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Plate 61: General view of room in South Wing, looking west.



Plate 62: General view of interior of north pavilion, looking southeast.

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Plate 63: General view of room in southwest corner of north pavilion, noting paneled partition wall, looking east.



Plate 64: General view of counter in southwest corner of south pavilion, looking west.

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Plate 65: Detail of hatch in window to southwest corner of south pavilion, looking north.

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