Elsecar

Conservation Area Appraisal

BARNSLEY

Version 1.1

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1. Introduction

1.1. This document is an appraisal of the Conservation Area that covers the village of Elsecar around 6 miles to the south east of Barnsley. The appraisal describes the main features of the Conservation Area, and describes the elements that help form its special character. This includes areas of special architectural or historical interest. It is not intended to be comprehensive, and the omission of any particular building, feature or space should not be taken to imply that it is of no interest. Proposals for future enhancement of the Conservation Area are included towards the end of this document.

1.2. A Conservation Area is 'an area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance' (see section 69 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990. A Conservation Area usually consists of an area of discernable character which is cohesive and contains buildings and spaces that interact to provide a unique environment.

1.3. Elsecar Conservation Area was designated in January 1974 by the former West Riding County Council. The area is centred on Wath Road and Fitzwilliam Street. Several maps of the Conservation Area can be viewed in section 8 of this document.

1.4. This document has been produced using data obtained from field work undertaken in the Conservation Area, information from local archives and documents. Additionally, a public workshop was held on the 19th February 2008 where residents living the area were asked for their views.

2. Location and Scope of the Conservation Area

2.1. Elsecar is situated six miles south east of Barnsley and forms the southern extent of the built-up area of the former Hoyland Nether Urban District. The village is in the valley of Knoll Beck, a tributary of the River Dearne. The Conservation Area is centred on the former Elsecar Colliery Workshops and associated housing (see Figure 1).

2.2. The area lies on Carboniferous Middle Coal Measures deposits which dip in a north-easterly direction. The geology is influenced by two faults which pass through the central and northern parts of the area (blue dashed line) in a north-west/south-east direction (see Figure 2). The Conservation Area is underlain by alternating beds of sandstone and mudstone and outcrops of the Kents Thick and Kents Thin coal seams. A number of mine working shafts are recorded within and immediately adjacent to the area.

Figure 1: The location of Elsecar in relation to surrounding settlements

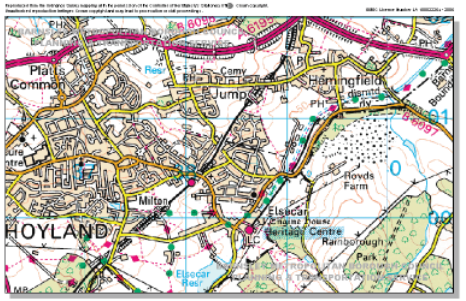
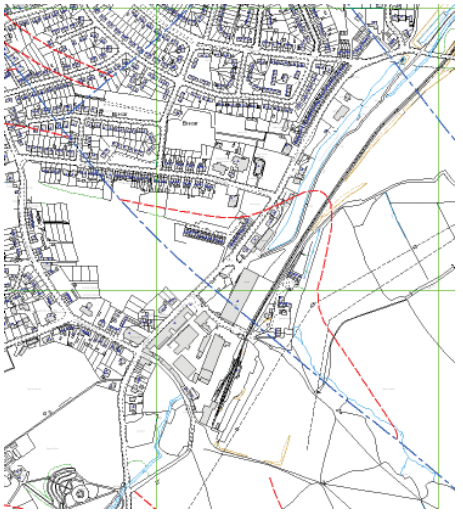


Figure 2: Geological Map of Elsecar(faults lines are in blue)



2.3. The Knoll Beck flows from west to east, rising at Tankersley Park and flowing into the River Dearne to the south-west of Bolton upon Dearne. The land rises towards Hoyland town centre about a mile to the north-west and is well built up. From Barnsley, Elsecar is generally approached from this direction through the built up area.

2.4. When approached from the west along Armroyd Lane the scene is quite rural, with fine views to the south towards Wentworth Woodhouse. This contrast between the urban sprawl of Hoyland to the north-west and rural land to the south provide the village of Elsecar with a distinctive setting in the landscape. When approaching from Hemingfield and Wombwell to the east, the view and setting is urban and contrasts with the approach from the south and west (see Figure 3).

2.5. The boundary of the Conservation Area includes all the listed buildings in Elsecar apart from the Elsecar Canal Basin which lies a mile to the north east. Starting from the junction of Fitzwilliam Street and Church Street the boundary runs south east behind properties to the south of Church Street until it turns north eastwards to cross Church Street and runs alongside the boundaries of nos. 131 and 140, past the Elsecar CE Junior and Infant School. The boundary then turns to run south east again before running north and east to take in Holy Trinity Church, Saxon House, and Reform Row. The boundary then turns north westerly to include Cobcar Terrace. Turning eastwards again along Wath Road the boundary crosses Knoll Beck along the centre of the road before turning southwest at the former railway line. After following the western edge of the railway line, the boundary crosses to the east to include the buildings at Distillery Side and the Newcomen Engine. Passing the complex of buildings that make up the Elsecar Heritage Centre, the boundary travels south westwards until meeting the eastern side of Wentworth Road. Moving northwards back into the village, the boundary travels behind nos. 12-20 omitting them from the conservation area before travelling in a more westerly direction to include nos. 2-8 Wentworth Road, behind nos. 63-95 Fitzwilliam Street and nos. 2-8 Armroyd Lane. The boundary then travels north to include the Milton Arms at the junction of Fitzwilliam Street and Armroyd Lane. The boundary finally travels along the eastern edge of Fitzwilliam Street until reaching the junction with Church Street. (see Figure 4)

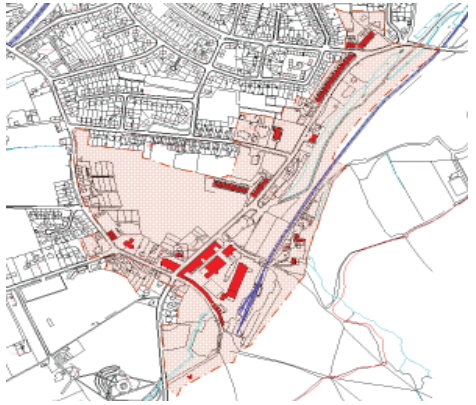
2.6. Wath Road provides the main north/south route through the Conservation Area. The main north-west south-east axis runs along Fitzwilliam Street and Forge Lane.

3. Historical Context and Development

3.1. Elsecar's name is thought to derive from two words; the Old English personal name of Aelfsige and the Old Norse word kjarr meaning marsh or brushwood. Mention is made of an Aylsi rode (clearing) in the Cartulary of Nostell Priory, 1259-66.

Figure 3: Aerial view of Elsecar

Figure 4: Shows the Conservation Area Boundary (listed buildings are marked in red)



3.2. The original village of Elsecar developed along the valley from Elsecar Green around Milton Hall. It has no obvious centre, and expanded along Wath Road as a simple street village. The later influence of the collieries and iron working further influenced the layout of the Conservation Area today. This includes the buildings around the workshops, Distillery Side and Elsecar Green itself.

3.3. The oldest houses in the Conservation Area are probably the low two storey pair in the Market Place, of 18th century date, followed by Old Row and Station Row on Wath Road. It is believed that John Carr the noted York Architect was responsible for the 'colliers houses' at Old Row and Station Row and both are shown as complete on a map of 1801. The twenty eight cottages of Reform Row have a date plaque of 1837.

3.4. A report published in 1845 by Seymour Tremenheere, the Mines Commissioner, reported on 'the Mining Population in parts of Scotland and Yorkshire'. Colliers cottages at Elsecar were reported on very favourably and were described as "superior in size and arrangement, and in the convenience attached".

3.5. Around the time of the building of the central workshops at New Yard in the 1850's there seems to have been new building taking place within the village. The architect of the buildings at New Yard is not known yet there are similarities between these buildings and others in the village, suggesting they were designed by the same hand. These include 1-9 Cobcar Lane, 162-180 Wath Road (Cobcar Terrace), the Miners Lodging House (Fitzwilliam Lodge) and 56-64 Fitzwilliam Street. The houses along the south side of Fitzwilliam Street were built before 1850.

An Industrial Heritage and the Fitzwilliam's

3.6. The development of Elsecar is related to the fortunes of the owners of Wentworth Woodhouse. The 4th Earl Fitzwilliam (William Wentworth) succeeded Charles Watson-Wentworth in 1782. William carried on and extended the Marquis' interest in coal mining and was responsible for building the Newcomen Engine (Figure 5), Old Row, Station Row and the Elsecar and Milton Ironworks. His son Charles Wentworth-Fitzwilliam (1786-1857), the 5th Earl Fitzwilliam, carried on his father's philanthropy, building Reform Row, the Workshops, the Church, the Mill, the School, and the Miners Lodging House.

3.7. A number of collieries were working in the Elsecar area during the early to mid eighteenth century including Elsecar Colliery (a site now occupied by Milton Hall). Little expansion took place until the end of the eighteenth century.

3.8. To the east of the Conservation Area the Law (or Low) Wood Colliery had been working since at least the 1720's. After test borings a new pit was sunk at Distillery Side called the Elsecar New Colliery. The Elsecar New Colliery opened on the 25th of September 1795 and housed the Newcomen type engine built to improve the drainage of the pit (see Figure 5).

Figure 5: Newcomen Engine (photo circa 20th C.)

Other local collieries included: Upper Elsecar Colliery, Hoyland and Elsecar Colliery (which later became the Hoyland Silkstone Colliery), Simon Wood Colliery, and Elsecar Main closing in 1984.

3.9. Ironstone outcropped to the west of Elsecar at Tankersley Park, and the first furnace at Elsecar Ironworks (at the bottom of Forge Lane) started operating in 1795, run by John and William Darwin & Co. of Sheffield.

3.10. In 1799 another ironworks was founded at Milton by Walkers of Masborough, less than a mile to the west of Elsecar. By 1830 it is recorded that iron production in Elsecar included pig, rod, hoop and sheet iron, castings, steam engines, boilers, parts for suspension and other bridges, iron boats and general millwork parts. In 1836 the Graham brothers cast a new beam and two parallel motions for the Newcomen engine which still stands at Elsecar.

3.11. The Elsecar and the Milton Ironworks continued until 31st January 1883 when they both closed, with great loss of employment. The Milton works has now been completely demolished but at Elsecar some of the buildings were converted and incorporated into the New Yard (now known as the Elsecar Workshops). Figure 6 shows some remains of the ironworks in the foreground.

3.12. The Workshops, or New Yard (see Figure 7), were conceived by John Hartop, manager of the Elsecar Workshops, who envisaged a "Central Establishment" to replace the network of fragmented services across the different local collieries.

3.13. Although no archive of the original uses of all the buildings is known to exist, the traditional uses that are known to have existed include: steam engine and boiler repair shop (now the Powerhouse); wagon repair shop, converted from the open sided iron rolling mill about 1890 (now Building 21); blacksmiths shop (now school classrooms and bottle museum); joiners shop (now craft workshops backing on to Wath Road); sawmill (now the Hot metal Press). There was a granary on the first floor of the Forge Lane range, and stabling for the ponies which drew the carts for transport around the site.

3.14. An Act of Parliament was passed in 1793 which authorised the making of the Dearne and Dove Canal between Swinton and Barnsley, with two branches to Worsbrough and Cobcar Ing, a field in the Elsecar valley a few hundred yards from Elsecar New Colliery. The canal played an important part in the development and expansion of Elsecar, but its influence was later to become overshadowed by the arrival of the railway.

3.15. In 1850 the railway arrived at Elsecar. The top section of the canal near the Newcomen Engine was backfilled in the 1870's and railway sidings laid on top. In 1838 a railway or tramroad had was constructed to link the canal with the Milton Ironworks, Tankersley Park ironstone mines, Lidgett Colliery and the Thorncliffe Ironworks at Chapeltown. This tramroad was worked by horses on the level stretches, with stationary engines for the incline sections, and remained

Figure 6: New Yard (Elsecar Workshops) with the remains of the former ironworks in the foreground

Figure 7: New Yard from the top of the former Ironworks ruins

in use until about 1880. The section from Lidgett Colliery and Milton to Elsecar was re-laid in standard gauge before 1860 to connect with the South Yorkshire Railway's standard gauge at Elsecar. A branch of railway line was taken into Earl Fitzwilliam's private station in the Elsecar Workshops in the 1870's and is still visible today. Other lines ran into the Workshops, and also up the incline to above the blast furnaces, where they could be filled with fuel and iron ore from the top - this line is shown on the 1850 Ordnance Survey map branching off the Inclined Plane opposite Wath Road (see Figure 8).

3.16. Milton Hall on the corner of Wath Road, Forge Lane, and Fitzwilliam Street was built in 1870 as a market hall by the 6th Earl Fitzwilliam, and designed by William Dickie. The hall had three roof pitches with two rows of cast iron columns inside. The hall was altered to its present layout in 1922 and re-named Milton Hall to commemorate Lord Milton's (the 8th Earl Fitzwilliam) coming of age (see Figure 9).

3.17. Market Hotel was built in 1860. The central arch originally led through to stables in the back yard. The painted sign on the stonework on the left of the front of the building records that gigs could be hired there.

3.18. The area known as Distillery Side takes its name from the tar distillery which was established here in 1814 by Earl Fitzwilliam. The experiment was not a success and it closed in 1815 after a series of explosions. The long row of cottages has been converted from some other unknown building, (there is a two storey arched opening at the back) and may be the remnants of the distillery. The three storey building was the first school in Elsecar built in 1836, but closed shortly afterwards in 1850.

3.19. The replacement Elsecar School on Church Street opened in 1852, and was designed by Pritchett & Son of York for Earl Fitzwilliam. In 1852 it had 157 pupils, and this had increased to 430 by 1871. As well as classrooms, two houses were built, one for a schoolmaster and one for the schoolmistress. The house behind the school is currently disused due to structural problems. The school was extended in 1893, the year that education became free.

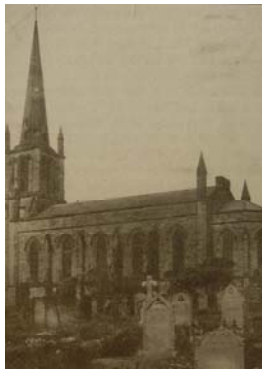
3.20. Holy Trinity Church was built by the 5th Earl Fitzwilliam and was consecrated on 7th June 1843, later extended in 1871 (sse Figure 10). Holy Trinity Church is well known for its impressive stained glass windows designed by William Morris.

3.21. Elsecar Steam Flour Mill, was built by the 5th Earl Fitzwilliam in 1842. The mil was altered and extended in 1874 to a design by William Dickie. The initials 'EFW' painted on the timber granary hoist stand for Earl Fitzwilliam of Wentworth.

Figure 8: The Inclined Plane Railway running west to east into the heart of Elsecar on the map of 1850

Figure 9: Milton Hall

Figure 10: Holy Trinity Church C.1900



3.22. The Newcomen Beam Engine was built in 1795 as a pumping engine to keep water out of the workings of Elsecar New Colliery. It is now the only Newcomen atmospheric engine on its original site, and consequently one of the most important industrial monuments in the country. Its history has been well documented and its importance as a monument is well known to English Heritage. The Newcomen Beam engine is also a Scheduled Ancient Monument (see Figure 11).

3.23. The few allotments that remain to the rear of Fitzwilliam Street are a fragment of what once existed (see Figure 12). The large green area in the centre of Elsecar is shown as almost covered by allotments on the 1904 1:2500 scale Ordnance Survey map (Section 8). Most of the trees present seem to have been hawthorns, which acted as dividing hedges. The gardens in front of Station Row disappeared when Wath Road was taken through from Elsecar Green to connect with the road in front of Reform Row. This probably happened in the 1850's when the Elsecar Workshops were being built. The inclined plane railway ran through the middle of this space to the canal, and is shown clearly on the 1850 map. It ran through the gap on the north side of the Crown Garage on Fitzwilliam Street. In 1857, the Elsecar Gasworks was built, with one gasholder on this side of Wath Road, in between the allotments and the Inclined Plane Railway, and one more on the other side behind the stone wall. The Gas Works manager's house dating from 1905 stands at an angle to Wath Road.

3.24. In terms of Archaeology in the area there is evidence to suggest that Elsecar was populated in the prehistoric period. Excavations at nearby Jump have revealed Neolithic and Iron Age activity. To the south and east of Elsecar, crop marks shown in aerial photographs indicate the presence of Iron Age / Romano-British period settlement. There is the potential for archaeological remains dating to the prehistoric period to be discovered in Elsecar.

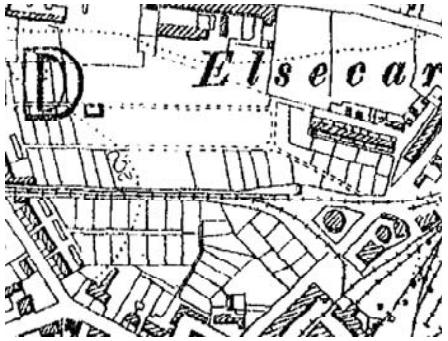
Several known sites of archaeological interest lie within the conservation area. There is documentary evidence to suggest that there was an early post-medieval (and possibly earlier) corn mill at Elsecar. This was situated in, or close to, the car park on the south side of Forge Lane. Documents also mention an 'Old Horse Mill' close to the corn mill. Elsecar is an important settlement for the study of later post-medieval industrial history and contains numerous sites of interest from this period. Principal among these is the Elsecar Colliery Newcomen Engine, a Scheduled Monument (SM1146). The engine is the last surviving example of its type in situ. Further industrial remains of note include Elsecar colliery, eighteenth century workers cottages, Elsecar Mill (an industrial period windmill), Elsecar Iron Works and Elsecar Workshops; formerly the mineral yard.

4. Townscape Analysis

4.1. The conservation area in Elsecar centres on the oldest surviving parts of the village. Surrounding the conservation area are areas of modern housing and open countryside. The majority of stone

Figure 11: Newcomen Beam Engine c.1993 © crown copyright.NMR

Figure 12:1895 map of the centre of Elsecar. The allotments are visible as square plots in the centre of the village behind the market place



built buildings originate from the 18th and 19th Centuries. There has been some limited infill development in more recent times but the historic core of the village remains intact. The overall mix of building use is residential but there are some scattered pockets of industry. This includes the large building currently occupied by Dawson's adjacent to the Elsecar Heritage Centre, originally built as a stores extension to the Elsecar Workshops for the National Coal Board. Additionally, there is a small garage in the east of the Conservation Area on Fitzwilliam Road, and the Mill on Wath Road facing the church.

4.2. The majority of the housing in the village core consists of terraced rows fronting the street (see Figure13) with small or no private space to the front and small private gardens or yards to the rear. Some notable exceptions to this include Fitzwilliam Lodge, terraces on the south side of Fitzwilliam Street (with large gardens to the rear), Old Row (fronting onto Elsecar Green), and a number of detached or semi detached properties on Wath Road.

4.3. There are a number of buildings that act as landmarks in the Conservation Area. These include, Fitzwilliam Lodge on Fitzwilliam Street (see Figure 14) (the tallest building in the village), and the Newcomen Beam Engine building at Distillery Side (a historical as well as physical landmark). The Elsecar Heritage centre and associated chimney on the corner of Wath Road and Fitzwilliam Street provide a strong landmark that many people are familiar with. The impressive Holy Trinity Church on Church Street provides a central focal landmark for the whole village.

4.4. Spaces can play crucial roles in linking individual or groups of buildings together. Additionally, spaces between buildings can by their very nature contribute to the overall character of the area. As a whole the Conservation Area has a horizontal emphasis due to the lack of particularly tall buildings and the relative width of the two main roads (Wath Road and Fitzwilliam Street). As such, those buildings above two storeys such as the church, Fitzwilliam Lodge, and the mill provide good landmarks for orientation. The Railway and Former Sidings form a linear feature running down the valley. The former railway has been re-introduced and runs from the re-constructed Barnsley Station within the Workshops. The railway runs alongside the Elsecar Greenway and past the Newcomen Engine house and the Elsecar Heritage Centre. The Elsecar Greenway forms a multi-use trackway for pedestrians, horses and bicycles. The area of the former railway sidings (see Figure 15) between the Newcomen Engine and Dawsons factory forms a large space between the road to Distillery Side and the head of the canal. This is an important space in the Conservation Area in that it is close to the canal and the setting of the Newcomen Engine and the Workshops (now the Heritage Centre).

4.5. New Elsecar Green (see Figure 16) is the area of the former allotments and the inclined plane railway in the centre of Elsecar to the south of Old Row. The green is now used as informal parkland as the allotments, inclined plane railway and gas holder has now gone. The only reminders of former uses in this area are the Hawthorne trees which have grown up from the hedges which surrounded the original allotments. The area is an important space that makes a

Figure 13: Reform Row with its distinctive curve and small front gardens

Figure 14: Fitzwilliam Lodge was a former miners lodging house

Figure 15: The former railway sidings near to the workshops and Station looking towards the Elsecar Greenway

Figure 16: The open space of New Elsecar Green in the centre of the Village is an important green space

valuable contribution to the special character of the village. This area hints at what Elsecar might have been like before the layout of the village changed with the subsequent development in the 18th and 19th Centuries.

4.6. Views in and out of the Conservation Area are an important consideration. Long distance views into and out of the area are limited due to the contours of the surrounding countryside. An exception to this is the view along Armroyd Lane that provides a long distance view into Elsecar and the road junction across from Fitzwilliam Lodge. The Views along Wath Road and Fitzwilliam Street represent important views within the Conservation Area. In particular, the view along Wath Road of Reform Row provides a good view of the gentle arc of the road and the terrace. The approach to Station Row from the south west along Wath Road is another important vista. The view from the Green to the gable of No.60 Wath Road (Station Row) and Old Row is one of the most important views in the Conservation Area. The lane which leads up to Old Row from Wath Road, and the walls which flank it, together with the garden wall across the front of Old Row, all contribute to this scene. The allotments that once fronted Old Row have now gone, but the grassed area which remains is important in its own right, defining the characteristic setting for Old Row. In section 8 there is a map detailing important views and sightlines into, out and within the Conservation Area.

4.7. Areas that have the possibility for high biodiversity in the Conservation Area include the area in and around the Elsecar Greenway, Elsecar Green to the south and west of Old Row, the Elsecar Canal area (see Figure 17) and a small copse near the Heritage Centre (see Figure 18). In particular, the areas furthest away from the buildings will provide the best habitat for wildlife as they tend to be less managed by owners than land nearer properties. Along the Elsecar Greenway there are extensive areas of mature trees and overgrown ground. This area constitutes a green corridor between the canal basin and the area around the heritage centre. Elsecar Canal deserves special mention as it is an area of un-disturbed green space and biodiversity. The canal retains the air of a rural backwater, away from the busy road and represents a sanctuary for fauna and flora.

4.8. Overall, the majority of buildings in the conservation area make a positive contribution to its special character. Properties of particular note include the listed buildings (Appendix A). Specifically, these include Fitzwilliam Lodge, the Elsecar Workshops (Heritage Centre), the buildings at Distillery Side, the terraces on Wath Road, the church and the mill.

4.9. There are few negative spaces within the conservation area. An area which might be argued to offer little in the way the value is the area immediately behind the NCB workshops (see Figure 19) across the railway track from Distillery Side. The area is currently a large swathe of cinder track that once hosted some sidings for the works that are now the site of the Heritage Centre. Despite its appearance, this area and the greenway that runs through it may be very important in terms of the biodiversity it may support.

Figure 17: The canal is an important historic feature of the Conservation Area for wildlife

Figure 18: The Elsecar Heritage Centre is an important historical landmark in the area and important as a visitor attraction

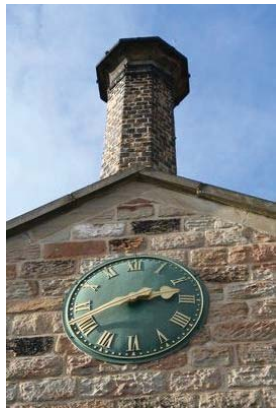


Figure 19: The area of the former sidings behind the NCB workshop is unattractive but may be important for biodiversity

Buildings which do not contribute the special character of the Conservation Area

4.10. Elsecar has survived fairly well from the effects of inappropriate development. Despite this, there are buildings which do not contribute to the character of the Conservation Area.

4.11. Dawson's. The large red brick and black cladded building was built in 1980 (see Figure 20) as a stores extension to the Elsecar Workshops. The black cladding and dark roofing materials reduce the building's impact to some extent but such a large building is impossible to disguise completely. The palette of materials is resolutely modern and contrasts negatively with the 19th century housing and workshops in the Conservation Area. The planting of trees and shrubs might go some way to screen the modern façade could help to lessen its presence. Additionally, a stone wall instead of the wire fence on Distillery Side would help improve the site.

4.12. Drabble & Wragg's. The former joinery manufactory next to Dawson's (see Figure 21) is built largely of timber with a corrugated asbestos roof. Although it has less impact than its next door neighbour, the materials could be improved if works were to take place to the buildings, which are currently vacant. From Wath Road only the roof is visible for much of its length. At the northern end of the site the broken down stone walling and high timber fencing detracts from its appearance. The buildings back onto the canal where there could be scope to improve the setting along the canal bank.

4.13. The space to the front of the garages on Reform Row might be considered negative. The garage buildings are not of high quality, and have little in common with the more traditional elements of the Conservation Area. There are usually an assortment of cars and buses parked on the large verges and parking bays and the overall appearance and quality of the space is not beneficial to the Conservation Area.

4.14. The vehicle repair centre on Fitzwilliam Street (see Figure 22) at the western edge of the Conservation Area is not typical of the more historic elements of the area. The scale and massing of the building and its use of materials pays little respect to the traditional conventions elsewhere in the Conservation Area.

4.15. The Church Hall across the road from the church on Church Street (see Figure 23) impacts negatively on the Conservation Area. Its form, design, position on the plot and materials are not are at odds with the rest of the Conservation Area.

Figure 20: The industrial factory building now housing Dawson's detracts from the special character of the Conservation Area

Figure21: The area across the road from Reform Row currently used a sa garage

Figure22: The vehicle repair centre on Fitzwilliam Street that detracts from the character of the Conservation Area

Figure 23: Church Hall

4.16. As of late 2012, Station Row is in a poor state of repair. However, number 60 (now in private ownership) and number 78 have recently undergone repair and renovation and a number of the un-occupied (council owned) properties within this group will also undergo significant repairs in the very near future. As such, bringing this property back into active use following repairs will greatly enhance its contribution to the conservation area. (see Figure 24)

4.17. Spaces and buildings outside a Conservation Area have an impact on the character of the Conservation Area. There are a couple of areas that could be viewed as neutral just outside the Elsecar Conservation Area. Most notably, the development of new houses on Shire Oak Drive and Cortworth Place (see Figure 25) and adjacent to Cobcar Terrace do not detract or add to the character of the Conservation Area. Although the development utilises relatively high quality materials and modern building methods, the design and detailing is not particularly sympathetic to the adjacent listed structure (Cobcar Terrace). However, overall the development does not intrude.

5. Architectural Analysis

5.1. As in other parts of South and West Yorkshire, the traditional building materials for the area are local sandstone walls with stone slate roofs. Stone colour ranges from a light buff colour through to grey and brown but the predominant building stone in Elsecar is honey coloured sandstone. Dark brown staining is sometimes seen on the buildings in the Elsecar and Hoyland area due to iron banding and nodules within the matrix of the rock. Iron rich sandstone can produce a harder stone than the other softer local sandstones, but often simply results in differential weathering when it adjacent to softer sandstones (see Figure 26). Iron was mined extensively at Tankersley and the deposits are relatively localised.

5.2. The traditional treatment for boundary walls in the area is of squared - coursed sandstone blocks (drystone), with roughly tooled copings (see Figure 27)

5.3. Although sandstone slates were an original roofing material in Elsecar, replica blue Welsh slate has been used on more recent buildings, and as replacements for older stone roofs. The Elsecar Workshops, built in the 1850's appear to have had blue slate roofs from the beginning, whereas pictorial evidence suggests Reform Row built in 1837 originally had a stone slate roof.

Local Vernacular Styles and Street by Street Analysis

5.4. The next section looks at the different architectural styles in the Elsecar Conservation Area and their relationship with each other. Most of the housing lies parallel to the road, with the exception of Old Row. Consequently there is little in the way of grouping of buildings, which leads to an attractive traditional townscape lining the main roads. Some exceptions to this include the buildings around the Elsecar Workshops, the area around Distillery Side and the

Figure 24: Station Row as of 2007

Figure 25: Neutral modern development adjacent to Reform Row

Figure 26: Generally, the local sandstone in the area is relatively soft. However, some buildings ansd structures utilise harder ironstone from deposits in the nearby area

Figure 27: Drystone boundary walls

small quadrangle of the Market Place. Many of the residential buildings are stone terraces (see Figure 28) with a long linear form. These long terraces represent individual units, often with little in the way shared space or relationship to adjacent properties. Mixing of the shared spaces surrounding these properties only occurs at bends in the road, junctions, and where a terrace is set at an angle to the street (Old Row).

Wath Road

5.5. This is the main road that runs north to south through the Conservation Area. A number of the most important buildings in Elsecar are situated along or close to its length including those that make up the majority of the Elsecar Workshops. The housing along the road is largely made up of rows of terraces built in the early to mid part of the 19th Century.

5.6. The houses on Reform Row (see Figure 29) are all of a uniform style and form. This Row is particularly attractive because the road has a gentle curve which the terraces follow. Built in 1837 (according to the attached date plaque), the row is built of squared rubble sandstone as are most of the early cottages. The two story row is roofed with Welsh Slate and has a total of 31 windows to the first floor.

The façade includes paired doors which are vertically boarded with horizontally tooled lintels over the doorway. Some of the projecting sills and lintels have been replaced with concrete. Each dwelling has a three light casement window with glazing bars. It is believed that originally the windows had iron and then steel glazing bars. At a later date these were replaced with wooden frames, which were in turn replaced with new wooden casements in the style of a sliding sash. Although window styles and materials are uniform along the row, a number of properties windows are painted in different colours, deviating from the traditional white. Selective re-pointing and cleaning has produced a patchwork of light and darker stonework between properties that will lessen in time. The contrast between newly repointed or cleaned properties and properties that have not received modern intervention is exacerbated by the relatively poor condition of the stonework and erosion that has occurred during the last 170 years. (see Figure 30)

Meadow Row is similar in style to Reform Row, although built of squared coursed stone and probably later (1850). Reform Row and Meadow Row (see Figure 31) are so closely situated that they can appear as a continuation of the street scene and one terrace. This however may be an illusion as closer inspection suggests Meadow Row could have been constructed in a piecemeal fashion with the addition of properties over time.

Figure 28: Terraces are a typical feature of Elsecar (Reform Row-Wath Road)

Figure 29: The pattern of the new repair and original finish to stonework and windows is evident on Reform Row

Figure 30: Heavily eroded stonework on the southern corner of Reform Row. Repairs to mortar actually stand proud of the missing faces of the blocks, testament to 170 years of exposure

Figure 31: Meadow Row. Subtle changes in roofline suggest piecemeal development

5.7. On the corner of Cobcar Lane is Cobcar Terrace (162-180 Wath Road see Figures 32-35). Cobcar Terrace (see Figure 32) was an imposing and substantial later addition to the Fitzwilliam Estate with long front gardens running down to the road. This terrace dates from c1860 and is built in the same tradition as Station Row and Old Row (sixty years earlier). Like cottages of similar date, Cobcar Terrace is built of squared coursed and dressed sandstone with horizontal tooling marks and welsh slate roofing. It is remembered for the rhubarb which was grown in the front gardens, as the terrace is sometimes called 'Rhubarb Row'. Cobcar terrace is a two storey structure with an elegant double pedimented bay configuration. The front elevation is symmetrical with projecting gables flanking the central section. The gables include continuous stone gutters that continue behind the coping. Each gable has a fine cross glazed central window (oculus). The doors are vertically boarded with glazed overlights above the doorway. The windows in Cobcar Terrace are 16-pane sash windows with segmental-arched lintels above tooled to look like voussoirs.

Old Row and Station Row (60-78 Wath Road) - see Figures 36 & 37, can be considered together as they have a strong relationship with each other in the street scene. Station Row has an interesting architectural form as the central and end cottages are three storeys with hipped roofs that step forward of the intervals which are two storeys. Station Row is built of rubble sandstone, which in this instance is particularly soft and has in places eroded badly. There is much evidence of softer banding in the blocks and much differential weathering. The windows in Station Row are 3 light metal casements with some replacement concrete sills and lintels.

The rear elevation is much altered and there are signs of old patches of render leading to speculation that the cottages were originally rendered. Another explanation might be that the terraces were rendered at an early date, after early rapid erosion due to the poor quality of the stone.

5.8. Old Row (see Figure 38) appears to be built of a harder quality stone which is coursed with squared blocks and a tooled and picked finish. Some of the stonework is however showing some smaller signs of erosion. The roof is covered with replacement Welsh slate.

Figure 38: Old Row thought to be designed by the notable Architect John Carr. Old Row is a distinctive landmark fronting onto Elsecar Green in the centre of the village.

Figure 32: Cobcar Terrace

Figure 33: Cobcar terrace. Cross glazed round window, and pediment

Figure 34:Glazed overlights

Figure 35:16 pane sash windows

Figure 36: Station Row

Figure 37: Rear aspect of Station Row

Old Row is a 2 storey structure with a single bay to each cottage. Along the front elevation there are paired doorways with vertical boarding. The windows are modern replacement wooden casements with glazing bars. Sills and lintels are modern replacement items with concrete and render. The associated boundary wall is capped with heavy half round coping stones. It has been speculated that Old Row and Station Row are of similar date, and designed by John Carr. Despite this, Old Row seems to be somewhat later in style and design, simpler and more linear in form. Additionally, the window and door lintels on the two rows exhibit subtly different styles. The lintels on Old Row are cut to look like stone voussoirs, whereas those on Station Row have horizontal tooling marks on them. They are both shown on the 1850 map.

Fitzwilliam Street

5.9. Fitzwilliam Street includes the landmark building of Fitzwilliam Lodge close to the Elsecar Workshops. The number of buildings of note diminishes as the street travels north towards its junction with Church Street. Nos. 56-64 (see Figure 39) are of particular interest being built in the mid 19th Century with some interesting decorative features. The small terrace is symmetrical with a gabled and pedimented central bay that steps forward (similar to Fitzwilliam Lodge). The building is built from deeply-coursed, dressed sandstone, and a Welsh slate style roof. The doors are later replacement items that are part glazed and have over lights and plain lintels.

5.10. Fitzwilliam Lodge (72-76 Fitzwilliam Street) – Figure 40, was built as a lodging house for single miners from the Staffordshire coalfield, in the early 1850's by Earl Fitzwilliam and restored in 1982. Like Cobcar Terrace and the Aisled Workshop (the Powerhouse) Fitzwilliam Lodge has squared deeply coursed stone with horizontal tooling marks and welsh slate on the roof.

The building has a large pedimented central bay breaking forward slightly. The building has sash windows with glazing bars and a double string course separating the ground and first floors. The central doorway is panelled and has an impressive fanlight over the opening(see figure 41). Worth particular mention is the conspicuous gable coping and the tabled end chimney stacks with two matching ridge stacks. The front elevation creates the impression of an imposing well proportioned building. Windows are arranged in an open and pleasing fashion, and the overall effect is of an impressive and striking building within the street scene.

Fitzwilliam Lodge is the tallest building in the Conservation Area and provides a dominant presence of the view into Elsecar when approaching from Armroyd Lane. This is certainly the best way to approach Elsecar, as you travel along country roads with views to the south across a rolling landscape towards Wentworth. This is the route to Elsecar signposted from the motorway, and is and important view in forming an impression of Elsecar.

Figure 39: Nos.56-64 Fitzwilliam Road

Figure 40: Fitzwilliam lodge

Figure 41: details the front door with its attractive fanlight

Milton Hall and Market Place

5.11. This corner plot contains three different periods of building and is important as a corner site with views from three directions. The widest view is from the south when approaching from Wentworth Road and Forge Lane. Nine and ten Market Place (see Figure 42) are cottages from the eighteenth century. The building has substantial quoins on the corners and replacement welsh slate on the roof. Most of the windows are 3 light casements with glazing bars except for a single C20 replacement window in the ground floor of number 9. Both properties doors are part glazed with plain but projecting lintels. The rest of Market Place is mid 19th Century in date.

Milton Hall (built 1870 for the Fitzwilliam estate) was built as a market hall and later used as an assembly room. The hall is a single storey building constructed of faced sandstone and a Welsh slate roof. The door is a double door which has an attractive fanlight with radial glazing bars beneath a round arch. The views into Market Place are quite limited from Wath Road, Fitzwilliam Street, and Wentworth Road, but are interesting as such groups of buildings are rare on the main road frontage in Elsecar.

5.12. The Church, School and Mill buildings form a loose group, the mill being somewhat detached from the other two. The Mill (1842) and Church (1841-1843) were built approximately 10 years before the school. Holy Trinity church (see Figure 47) is a good example of the Victorian Gothic revival style with lancet windows, and thick octagonal turrets terminating in ashlar pinnacles (which seem to be a feature of the area). The spire is octagonal and rises to a considerable height. The church and school (which is not listed) form a group of two public buildings together on this corner plot. The walled graveyard on the opposite side of Church Street contributes to the setting of the church and the school. The Church Hall beyond the graveyard does not contribute to the setting.

The Mill (see Figure 48) has some relationship to the Church on size, materials, and age. The mill built in 1842 is a three storey building constructed from coursed, hammer - dressed sandstone, with a Welsh slate roof. There is a round arched loading door to the first floor, with a gabled wooden gantry above for lifting goods.

Figure 42: 9 & 10 Market Place

Figure 43: Milton Hall

Figure 44 & 45: The strong grouping of buildings in Market Place is an interesting but unusual feature within the Conservation Area

Figure 46: The view along Wentworth Road towards Milton Hall

Figure 47: Holy Trinity Church (left)
Figure 48: Elsecar Mill on Wath Road (right)

Distillery Side and the Newcomen Engine Building

5.13. The Distillery Side Cottages (See Figures 51-54) and the Newcomen Engine (see Figures 49-50) are approached over the railway crossing past the entrance to the Elsecar Workshops off Wath Road. Although historically not connected the Engine and cottages are now very much associated as a group of buildings. The engine was built in 1795 to pump water out of the workings of the Elsecar New Colliery. The engine is housed in a custom built three storey building with coursed dressed sandstone and a Welsh slate roof. Entry to the engine house was via a ground floor door on the west side bearing the date 1787 on the lintel. A large opening on the south side of the building accommodates the massive iron beam protruding from the structure. Each floor is reached by a wooden staircase and a platform runs from the engine house to an adjacent gantry alongside the beam on the top floor.

The four groups of cottages at Distillery Side are all of different dates. The three storey block was the old National School and school house of 1836, now 3 cottages, numbered 1-3 Distillery Side. Numbers 1-3 are built of coursed, squared sandstone with stone slate roofs. To the rear there is a substantial blocked basket-archway. The block next door is a new terrace of 3 cottages named Distillery Mews built about 1990; the long row of two storey cottages with the single storey at the end is on the site of the old tar distillery of 1814 and may date from this time; the block further to the north has a brick front and is shown on the 1850 Ordnance Survey map. The latter terrace is detached from the rest of the buildings and has a lesser contribution to the group and the setting of the Newcomen Engine.

The Elsecar Workshops

5.14. Elsecar Workshops (see Figure 55) were built as a central establishment by Earl Fitzwilliam for different trades manufacturing products for his mines. The workshops are now owned by Barnsley Metropolitan Borough Council who purchased them from British Coal in 1988. The buildings are now used for retail, offices, manufacturing, museum, heritage and educational uses. The site makes a considerable contribution to the overall character of Elsecar. Before it was built, the site contained the Elsecar Ironworks at the bottom of Forge Lane, with one row of cottages or a farmhouse on the site of the Workshops.

Figure 49 & 50: Elsecar Mill on Wath Road

Figure 51 to 54: 1-3 Distillery Side, Distillery Mews, 4-8 Distillery Side and 9-12 Distillery Side

1-3

Distillery Mews

4-8

9-12

Figure 55: Elsecar Workshops

On the site there are six separate listed structures including: (i) The old NCB office buildings, (ii) the roadside buildings on Wath Road and Forge Lane, (iii) an isled workshop SW of the NCB offices, (iv) a small workshop adjacent to the isled workshop, (v) a large workshop 50m to the SE of the NCB offices, and (vi). a smaller workshop 100m from the NCB offices. The Map below(Figure 56) indicates the position of each building.

Figure 56

Figure 57

Figure 57: Former NCB Offices Elsecar Workshops

Figure 58

Figure 58: Workshops along Forge Lane

i) This building was the Office building of the NCB workshops. The office and adjacent gate house, gates and gate piers were used as the original entrance to the complex. The building was constructed for the Fitzwilliam estate around 1870, but it is believed that the gate house is somewhat earlier. The offices and gate house are built from deeply-coursed, horizontally-tooled sandstone, with Welsh slate roofs. The offices have an attractive Venetian window flanked by 20th Century casements. Each of the gatepiers attached to the front of the building has a square shaft and cushion-shaped coping topped with iron spikes.

(ii) These buildings have the longest elevation in the area alongside Forge Lane and Wath Road. The range along Forge Lane includes the properties numbered 2 and 4 Forge Lane (previously Manager's houses). The range dates from the mid to late 19th century with a number of 20th century additions. The Single-storey workshops from an elongated L-shaped range along Forge Lane. The gabled projection to the rear of Wath Road still retains its original round arched loading door. An old wooden jib is still present flanked by diamond-latticed iron casement windows. This building has recently been converted for use as the Elsecar Heritage Visitor Centre

Figure 59
(iii) The large aisled workshop is immediately to the south-west of the former NCB office buildings. The building was built in the mid 19th century (probably for G&W Dawes under licence from the Fitzwilliam estate) with 20th century alterations. The walls are coursed, dressed sandstone, again with Welsh slate roofs. The building is a tall elongated single-storey range and has equal length lean-to aisles. A large square-headed train entrance is present in the north eastern gable. The opposing gable includes a plaque with the inscription 'A Place the Everything and Everything in its Place' and 'A Stitch in Time Saves Nine'. The Boilerhouse chimney at the left hand corner has an octagonal shaft rising from a square base to a broad cornice.

Figure 59: Aisled Workshop within Elsecar Workshop site

Figure 60
(iv) This two storey workshop adjoining the southern corner of the aisled workshop has distinctive diamond latticed iron casement windows. There is a round headed doorway at 1st floor level with a jib above.

Figure 60: Workshop adjoining the southern corner of the aisled workshop

Figure 61
(v) This large building was built in 1897 for the Fitzwilliam estate next to the railway sidings and the area now known as the Elsecar greenway. The building has coursed sandstone end walls, but unusually, it has cast-iron framed side walls in filled with brickwork. The southern entrance has a large gable flanked by wall stone buttresses and was used as a Waggonshop until 1950.

Figure 61: Large buttressed building adjacent to the railway sidings

Figure 62
(vi) This small workshop 100m from the former NCB offices was used as a plating shop until 1950. The walls are coursed, dressed sandstone, and the roof is covered with Welsh slate. The building is two storeys with a variety of casement windows (12, 25, and 26 pane iron framed). The building is adjoined by a smaller structure of no historic interest.

Figure 62: Small Workshop

5.15. The continuous stone walls (see Figure 63) and slate roofs of the single storey stone industrial buildings along Wath Road (coursed stone) and Forge Lane (rubble stone), are a characteristic feature.

Figure 63: Continuous stone walls along Forge Lane create an orderly character synonymous with victorian manufacturing

Further Analysis of Local Materials and Vernacular Details

5.16. The predominant building material in Elsecar is coursed local sandstone, with some rubble wall construction. Generally speaking, the older buildings such as Station Row, the Workshop buildings along Forge Lane, and the backs of some other buildings (whose fronts have coursed stone walls) are constructed of rubble. As a general guide buildings prior to 1850 are built of coursed rubble. Newer buildings are built of coursed dressed stone with characteristic tooling

marks (see Figure 64). Some of the more important historic buildings are built of coursed stone (Newcomen Engine, 1795, Old Row 1795, Elsecar Mill, 1842, All Saints Church, 1843). There is a small amount of brick building in the Conservation Area, the oldest of which is at the rear of the ironworks entrance building on Forge Lane dating from 1860.

Additionally, the rear of one of the terraces on Distillery Side (1850) and a pair of late 19th century buildings on Wath Road are brick built. The remainder (The Ship Inn and some buildings within the Workshop complex) were built around the 1950's

5.17. It is assumed that originally, roofs were stone on the oldest cottages. Today many stone flagged roofs have been replaced with blue Welsh slates (probably shipped by the canal) available from an early date. All the Workshops buildings and the estate buildings from the 1850's onwards have roofs that were originally constructed in blue slates.

5.18. The older surviving windows in the Workshops are of cast iron (see Figure 65), and were probably made at the Elsecar or Milton ironworks. There are two patterns in evidence, diamond-shaped with a central opening diamond or small square panes with a small group of squares acting as an opening-light. Where it could be proved that they once existed, some buildings have been refurbished with new cast iron windows using the old windows as a template. From the 1050's onwards, domestic buildings appear to have had timber vertical sliding sashes.

5.19. Gutters and other rainwater pipes were made of cast iron and fixed directly onto the walls with iron brackets. It is probable that many of the rainwater goods fitting and brackets were made within the Workshops.

5.20. Original paving details would have been stone flags or stone setts on roads and in yards. Some of these have been re-instated within the Elsecar Workshops (see Figure 66).

5.21. Street Nameplates in Elsecar and parts of Hoyland are of a unique design for the Barnsley area, each letter of the name being formed from an individual black square tile with a white letter on it. Most are situated on the elevations of buildings near corner with noticeable examples in Market Place and on Fitzwilliam Street (see figure 67).

5.22. Historic railings within the Conservation Area are sadly lacking. A small section of railings exist outside numbers 9-10 Market Place, largely obscured by foliage. The pattern of these railing has been copied and used within the Workshops.

Figure 64: Coursed walls on Fitwilliam Street with horizontal tooling marks

Figure 65: Cast iron window frames at Elsecar Workshops

Figure 66: Traditional stone setts within the Elsecar Workshop yard have been re-introduced

Figure 67: Distinctive street signs are present on many buildings in Elsecar

6. Summary of The Character and Appearance of the Conservation Area

6.1. The Elsecar Conservation Area is a good example of a small industrial Victorian village. Much of the original fabric remains and a good sense of the character of the area can be gained during a short walk along Fitzwilliam Street and Wath Road. Victorian architecture remains largely intact, although some non listed properties have replacement upvc casement windows where sash windows would have existed. Unfortunately this adversely affects the character of the properties and area, and the conservation area as a whole. Thankfully, the current trend for converting front gardens and land to the front of properties into hard standings for cars has had limited impact in Elsecar. Terraces such as Reform Row, Station Row, and Old Row still retain their small walled front gardens. These gardens enhance the quality of the streetscape and the setting of the historical buildings. Many original features including original stonework, window styles and other architectural details are still present further enhancing the character of a historic Victorian village.

6.2. Trees and open greenspace are a valuable aspect to any Conservation Area. In Elsecar, the area around New Elsecar Green and the Elsecar greenway provide a contrast to the backdrop of industrial workshops and buildings. Areas that have a number of mature trees include the area around the Church and the former sidings adjacent to the Newcomen engine. In the case of the Church, the trees partially obscure the building and could do with careful pruning. In the area close to the Newcomen engine the trees serve to soften and enhance the landscape that was once purely industrial.

7. Proposals for the Future Preservation and Enhancement of the Conservation Area

7.1. This section sets out the basis for the future management of the Elsecar Conservation Area. The policies put forward aim to preserve the special character of the Conservation Area whilst proposing enhancements that respect the existing historic fabric and character of the area.

7.2. The Council has policies in the Adopted Core Strategy (Local Development Framework) that relate to the design quality of developments in all areas of Barnsley. In addition to this there are policies that specifically relate to development within Conservation Areas (CSP30). The Adopted Core Strategy specifically states that the council will positively encourage the management, conservation and enjoyment of Barnsley's historic environment and make the most of the heritage assets that define local distinctiveness. It also recognises the important legacy of Barnsley's industrial past and that it is a key contributor to the character and distinctiveness of the area.

In particular, Elsecar village is singled out as an excellent example of an early industrial hamlet of
ficant merit.

7.3. The management proposals cover two specific areas of policy. The first part relates to the protection of the special character within the Conservation Area. The second deals with the specific policies that aim to improve the area in the future.

7.4. The future protection of the special character of the area is dependant on firstly preserving the features that define the overall character of the area. As described in the appraisal, the main aspects of the Conservation Area that contribute to its special character include:

- The traditional vernacular style
- The predominant and former uses
- Landmarks
- Trees
- Open Space

7.5. All new developments proposed in the Conservation Area that require planning permission must include a design and access statement within their planning application. The design statement must include information on the full context of any proposal including an assessment of the site's immediate and wider context, the involvement of both community members and professionals and an evaluation of the information collected formulating design principals of the development. The design statement in a planning application for a site within the Elsecar conservation area should therefore take account of the appraisal of the area in its analysis.

7.6. Significant new proposals may now be referred to the Barnsley Design Review panel to ensure that development is fully compatible with the Conservation Area Character.

7.7. Conservation Area designation introduces control over the demolition of most unlisted buildings (over 115 cubic metres) and some boundary walls. Applications for Conservation Area Consent to demolish must be made to Planning Services at the local authority.

7.8. There are also two other forms of control in existence for historic structures. The listed buildings in Elsecar are controlled under listed building legislation. An application for Listed Building Consent is required for any proposal to alter the character of a listed building. An alteration to the character of a building usually means the removal of an original feature externally or internally, or changes to details such as windows, doors, roof materials, or pointing. It is always best to check if alterations or repairs require Listed Building Consent if a building is listed, as carrying out unauthorised works to a listed building is a criminal offence. Listed Buildings within the Conservation Area are shown on the map of important landmarks and views in section 8 of this document. Scheduled Ancient Monuments are also covered by legislation which ensures any alterations require Scheduled Monument Consent before they are carried out.

7.9. A number of the Open Spaces in the village would benefit from greater enhancement. In particular, Elsecar Green, currently an informal green space and pleasant recreational area is not used to its full potential. The Hawthorne trees which have grown up from the hedges which surrounded the original allotments are an interesting and unusual feature which should be retained. As the Elsecar Workshops are now orientated towards heritage, education and crafts (rather than industry) there is need for an occasional large grassed area for events. The New Elsecar Green could satisfy this role but would need to take into account the effect upon the setting and character of the Conservation Area as a whole. Natural stone should be a prerequisite for walling next to the road or for any paving on the site. The Dawson's building which is large, of red brick and black cladding should not be taken as any guidance for materials to be used on this site.

7.10. There is a need for some interpretation of the gasworks and the inclined plane railway. Additionally, there would seem scope for an assessment of the existing allotments and the creation of new ones, both for public rental and with the Victorian classroom and Elsecar People projects in the Workshops.

7.11. The Newcomen Beam Engine requires special mention because of its status as a Scheduled Ancient Monument and as one of the most important industrial monuments in the country. It needs to be given careful consideration in any proposed development which could affect its setting. Clearly, better interpretation and access to the Newcomen Engine would allow a better appreciation of its national significance and high historic value.

7.12. Elsecar Park is another green space, but just outside the present boundary of the Conservation Area. It would seem appropriate to review its role and uses together with the New Elsecar Green space and formulate possible alternative uses. It may also be appropriate to consider the inclusion of Elsecar Park within the Conservation Area boundary.

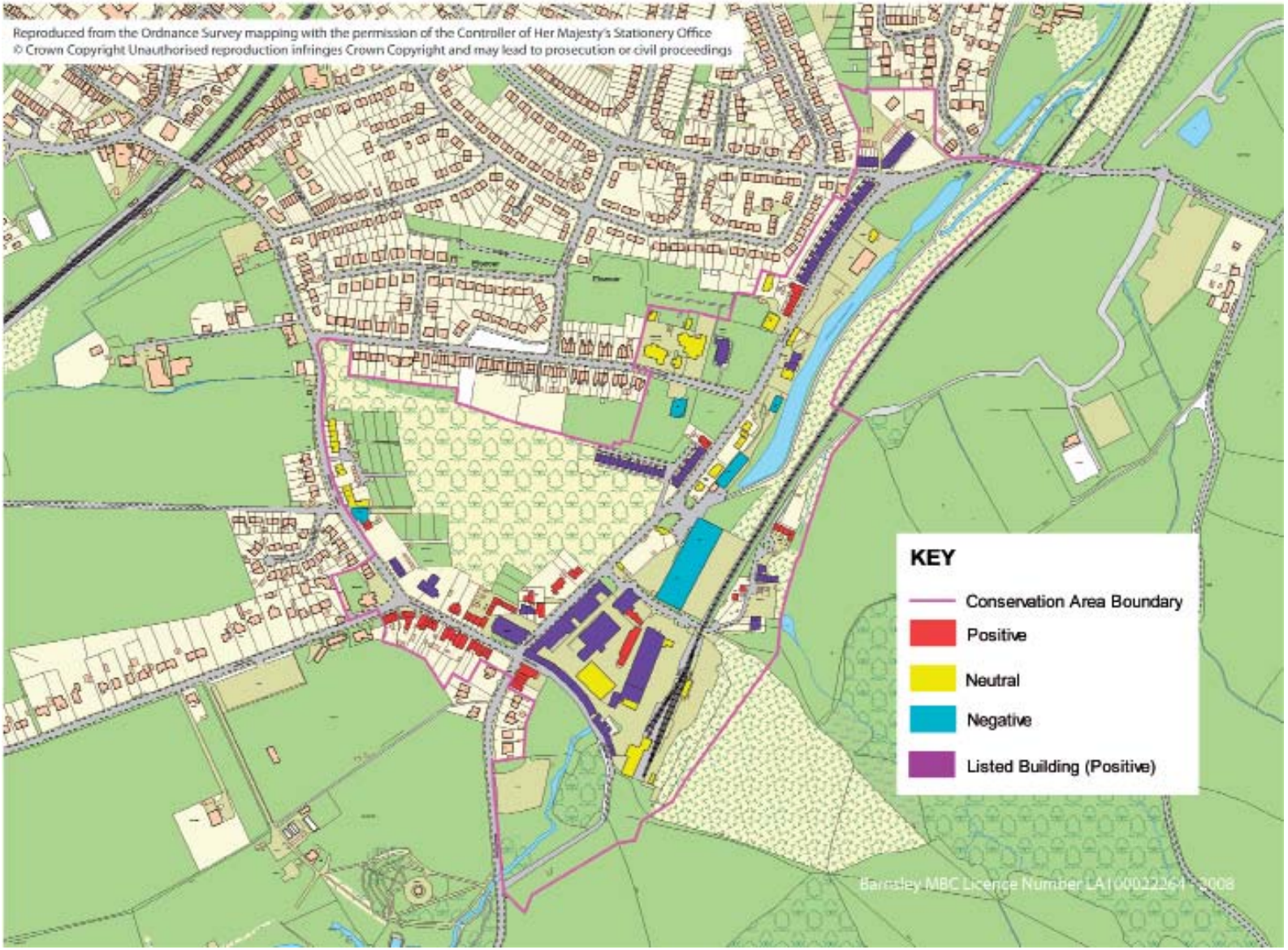
7.13. Enhancement is about realistic improvement according to the resources and opportunities that are available. Opportunities will be governed by such things as land ownership, available resources, and priorities for improvement. Enhancement will include such things as :

- Tree and shrub planting to screen sites which detract from the character of the Conservation Area, or to enhance the setting of buildings. This can be both localised for small sites and strategic for longer views.
- Because of the poor quality of the stone used on Station Row it may be necessary to carry out extensive repairs. This might involve cutting out and replacing stone and re-pointing with a soft lime based mortar, or replacement with new stone.
- Building new boundary walls, either to replace those that have gone, or to screen or give enclosure to a site or area.
- Removal of features in materials which detract from the character of the Conservation

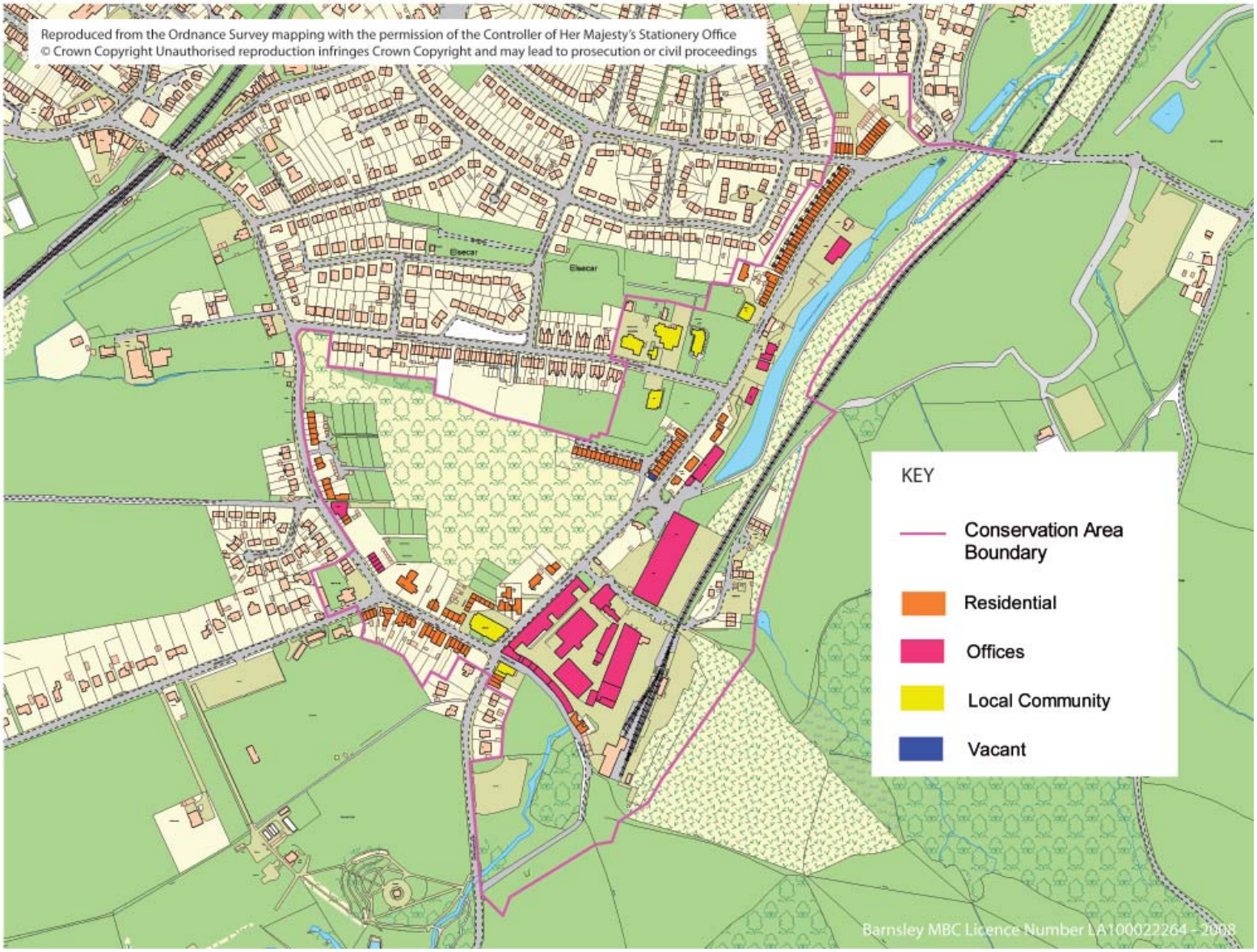
Area, such as concrete railings, and their replacement with materials which would enhance the Conservation Area.

- Replacement of surfacing materials with those of better quality - e.g. - tarmac and concrete kerbs with stone flags and stone kerbs. The use of stone flags and kerbs around the most important historic buildings in the Conservation Area would have a marked effect on the appearance of Elsecar, especially if used with stone setts on access ways such as the one up to Old Row from Wath Road
- Replacement of features on buildings with appropriate styles/materials, such as windows, doors, downpipes, roofing materials, stonework, pointing. These can only be done where the council have control of the buildings, or where owners might be induced to change with grant aid
- Replacement of lamp standards with an appropriate conservation style of column and lantern
- Carry out a programme of repair and replacement of the tiled street nameplates
- Enhancement work to Wentworth Road and Forge Lane car parks
- Environmental improvement work to Cobcar Bridge and Locks 1 and 2 of the canal
- Landscaping work to the grassed area at the entrance to Elsecar next to Cobcar Bridge
- Tree planting in churchyard and graveyard
- Improvements to Elsecar School grounds

Buildings that make a Positive/Neutral/Negative contribution to the Conservation Area



Current Uses and Activities



Trees and open greenspace

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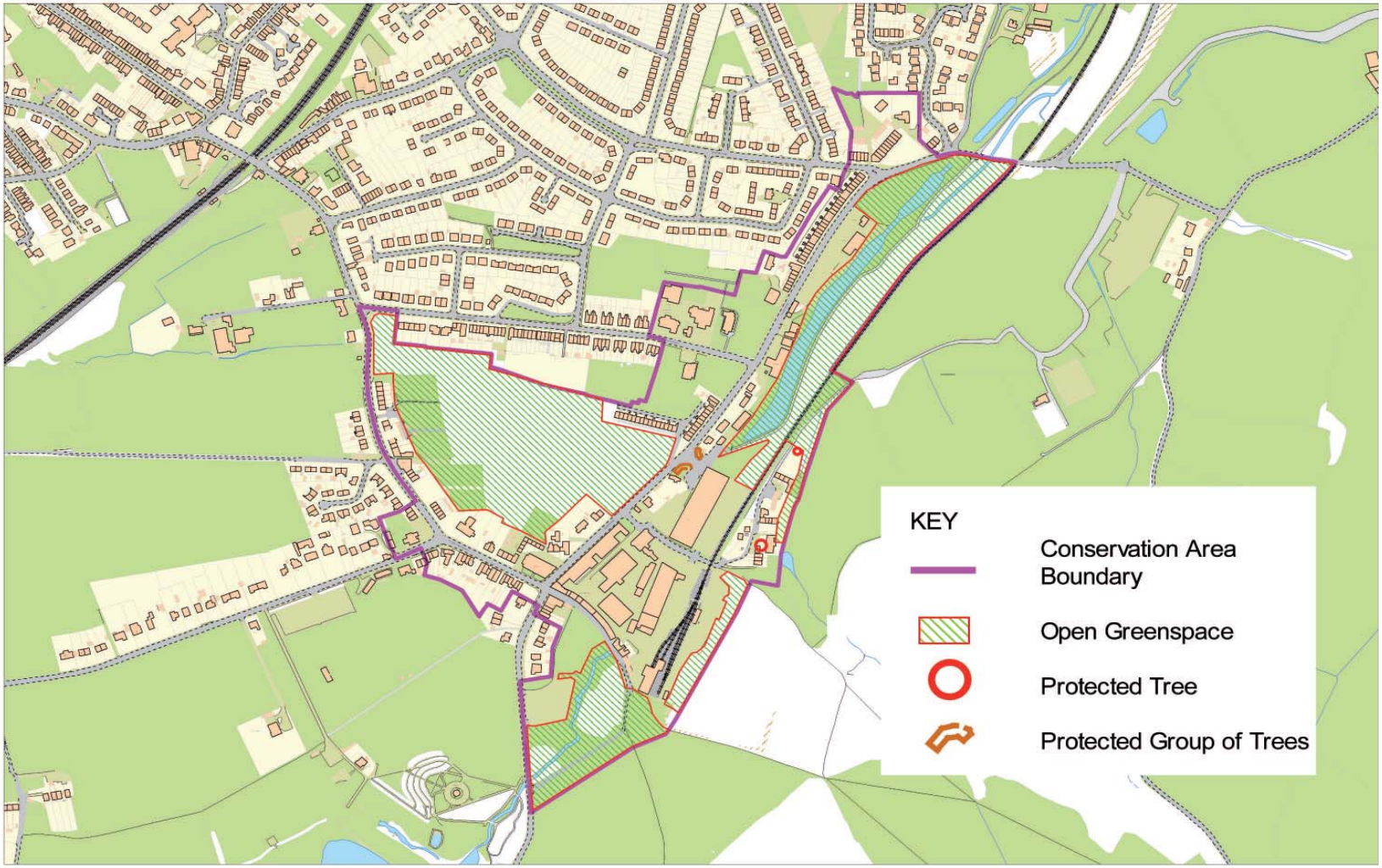

Elsecar Conservation Area Important Buildings and Views

Landmark Buildings

Buildings of Note

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1

Looking East along Armroyd Lane to Fitzwilliam Lodge

2

Looking West along Fitzwilliam Street towards Milton Arms

3

Looking North East along Wath Road

4

Looking South West along Wath Road to the Heritage Centre

5

Facing North West across Elsecar Green

6

Looking North from Wath Road to Old Row

7

Facing North towards the Elsecar Greenway

8

The Newcomen Engine from the area of the former sidings

9

Station Row from Wath Road (looking North)

10

Holy Trinity Church from Wath Road

11

Facing North from Wath Road towards Reform Row

12

Cobcar Terrace (Rhubarb Row) from Wath Road

13

Looking South West from Shire Oak Drive

14

Wath Road facing West (village exit over bridge)

9. Glossary of Terms

Ashlar – Dressed stone block.

Atmospheric Engine (Newcomen Beam Engine) - Newcomen engines were used throughout England and Europe principally to pump water out of mines starting in the early 18th century. James Watt's later engine was an improved version. Although Watt is far more famous today, Newcomen rightly deserves the first credit for the widespread introduction of steam power.

Balustrade – Top rail supported by vertical balusters (stairway).

Bay – Principal division of a wall or roof defined either vertically or horizontally.

Biodiversity - Biodiversity is the variation of life forms within a given ecosystem. Biodiversity is often a measure of the biological health of an area.

Buttress – External support built to support an external wall/.

Casement Window - A window with a hinged sash that swings in or out like a door.

Coping – Finish or protective cap to an exterior wall (often sloped to shed water).

Coursed – Laying blocks or bricks in approximately level beds.

Differential Weathering – Hard and soft layers of stone picked out by the action of the weather.

Elevation – View of a structure in the vertical plane at 90 degrees from the viewer.

Façade – Front (or sides) of a building facing a public space.

Fenestration – The arrangement and style of windows.

Finial – Decorative spike at the top of a gable, apex, or turret.

Gable – The triangular portion of a wall enclosing the end of a pitched roof.

Gate Pier – Uprights (in stone or any other material) each side of a gateway.

Glazing Bars – rebated bar to hold the individual panes of glass in a window.

Green Corridor – Green space linking other green spaces together.

Hipped Roof – A roof with sloping ends and sides.

Iron Age – 1200 years BC to the early Middle Ages (in Northern Europe).

Ironstone – I the context of the area surrounding Elsecar this is a light to medium brown sandstone of medium grain size. Frequently, banded or coloured with rust coloured layers.

Jamb – Vertical portion of the frame onto which a door is secured.

Lancet Window – Tall narrow window with pointed arch.

Light (e.g. overlight or fanlight in window) – compartment of a window.

Lintel – A beam supporting the weight above a door or window.

Mass – Physical volume or bulk of a structure.
Matrix (within rock) – Fine material that infill's between larger elements in a rock or stone that glues a rock together.
Neolithic Period – 8500 years BC to 5500 years BC.

Pediment – Wide, low pitched gable at the top of a façade.

Pointing – Fill and finish the junction between masonry.

Quadrangle - Space or courtyard, usually square or rectangular in plan, the sides of which are entirely or mainly occupied buildings or a building.

Quoin – Large stones at the corner or angle of wall or building.

Render – Material (such as aggregate or stucco plaster) added to the face of a wall to create a uniform decoration.

Romano British – AD 43 to AD 410.

Sash Window – Fixed or moveable (often sliding) window.

Scale – Proportion, size or extent usually in relation to surrounding structures.

Sill – A beam below the opening of a window.

Stack – Chimneystack.

Stone Slate – As above but with larger grains. Often f$_{he}$ flaggy sandstone. Tends to be thicker and as a consequence heavier.

String course – Projecting or flush horizontal course of stone or brick.

Structural Movement – Mechanical movement (in this case within a building), more serious that natural settling.

Tooling – Decorative finish (e.g. hammer dressing) to exterior face of building stone.

Townscape – The physical appearance and form of the landscape of a town city or settlement.

Turret – Small projecting tower.

Venetian Window (sometimes Palladian Window) – Large decorative window surmounted with a semicircular arch.

Voussoir – Wedge shaped stone unit in an arch.

Welsh Slate – Thin f$_{ssile}$ roofing material of fine grain. Often lustrous or micaceous in f$_{hish}$.

Appendix A

Listed Building Profiles for buildings in the Elsecar Conservation Area

List Entry Number:1151071

Location: NUMBER 56 TO 64 (EVEN) AND ATTACHED FRONT GARDEN WALLS, 56-6 FITZWILLIAM STREET

Date listed: 23 April 1974 Date of last amendment: 23 April 1974

Grade II

HOYLAND NETHER FITZWILLIAM STREET SK39NE (north-east side)Elsecar 5/7 Nos 56-64 (even) 23.4.74 and attached front garden walls GV II Terrace and attached front garden walls. Mid C19. For the Fitzwilliam estate. Deeply-coursed, dressed sandstone, Welsh slate roof. 2 storeys, 2 : 1 : 2 bays; symmetrical, gabled central bay breaks forward. Later part-glazed doors have overlights and plain lintels. Central door is flanked by unequally-hung 10-pane sashes in cavetto-moulded surrounds, all set beneath bracketed hood. Flanking cottages have door to outside of similar paired sashes with bracketed sills. 1st floor: paired, round-headed sashes to each bay as ground floor. Projecting eaves courses with stone gutter brackets continuing beneath central gable having glazed oculus. Ashlar gable copings. Inserted roof-lights flank 4 ridge stacks with bracketed tabling. Contemporary enclosure walls to front have triangular copings and sweep down to right between simple gate posts. Substantial late addition to the Fitzwilliam mining village

List Entry Number:1151092

Location: MINERS LODGING HOUSE, FITZWILLIAM STREET (north east side) HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 23 April 1974 Date of last amendment: 04 December 1986

Grade II

HOYLAND NETHER FITZWILLIAM STREET SK39NE (north-east side), Elsecar 5/8 Fitzwilliam Lodge (formerly listed as 23.4.74 Miners' Lodging House) GV II Miners' lodging house now 14 dwellings. 1853, restored 1982. For the Fitzwilliam estate. Deeply-coursed, dressed sandstone, Welsh slate roof. 3 storeys with basement; 2 : 3 : 2 bays, pedimented central bay breaks forward slightly; 2-storey, l-bay addition set back on right, 2-storey wing to rear centre has lower link block. Central doorway with 2 fielded-panel doors and fanlight with radial glazing bars in ashlar surround with moulded impost, archivolt, paterae and slight cornice. lst-floor band. Sashes with glazing bars, sunken apron panels to those on ground floor, lst-floor sill band, projecting sills to 2nd floor. Eaves cornice, glazed oculus in tympanum. Gable coping with tabled end stacks 2 matching ridge stacks. 3-bay returns have doubled sashes to central bay, pedimented gables each with oculus, band and cornice. Interior: cantilevered stone staircase with iron balustrade. Admirably restored by a housing association following a long period of dereliction. Most impressive element of the housing provided for the Fitzwilliam mining village. Save, Buildings at Risk: South Yorkshire, 1984, p10 (plates).

List Entry Number:1293411

Location: MILTON HALL, FITZWILLIAM STREET (north east side) HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 04 December 1986 Date of last amendment: 04 December 1986

Grade II

HOYLAND NETHER WATH ROAD SK39NE (west side), Elsecar 5/13 Milton Hall GV II Market Hall later assembly room, now disused. 1870 for the Fitzwilliam estate, later additions to rear. Rock-faced sandstone, Welsh slate roof. Single storey, 5 bays fronting Wath Road, 9 bays fronting Fitzwilliam Street. Wath Road front: plinth. 2 : 1 : 2 bays, pedimented central bay breaks forward and has double door and fanlight with radial glazing bars beneath round arch with impost band. Pediment cornice with block on apex. Bays 4 and 5 have casements with glazing bars beneath round arches, bays 1 and 2 the same but with later casements. Eaves band; hipped 3-span roof with taller central ridge having ventilators. Left return facing Fitzwilliam Street. 4 : 1 : 4 bays in same style. Right return: 7 iron casements with glazing bars beneath round arches.

List Entry Number: 1191255

Location: 9 AND 10 MARKET PLACE (north side) HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 04 December 1986 Date of last amendment: 04 December 1986

Grade II

HOYLAND NETHER MARKET PLACE SK39NE (north side), Elsecar 5/11 Nos 9 and 10 GV II Pair of cottages. Mid C18, altered C20. Rubble sandstone, stone slate roof. 2 storeys, 2 : 2 windows to 1st floor, lower wing to rear of each cottage. Large quoins. No 9 on left: part-glazed door beneath plain lintel has C20 casement to ground-floor right, otherwise 3-light casements with glazing bars with projecting sills and plain lintels. No 10 on right has similar door with C20 casement to right, otherwise horizontally-sliding sashes without glazing bars. Later brick end stack on left, end stack on right shared with adjoining property (not of special interest). End stacks to each rear wing. Included for group value.

List Entry Number: 1191337

Location: OFFICE BUILDINGS AT NCB WIYH ATTACHED GATES AND GATEPIERS, WATH ROAD (east side) HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 04 December 1986 Date of last amendment: 04 December 1986

Grade II

HOYLAND NETHER WATH ROAD SK39NE (east side), Elsecar 5/19 Office building at NCB workshops with attached gates and gatepiers GV II Office building incorporating gate-house and private station and with attached gates and gatepiers. Early-mid C19 gate-house within structure of 1870. For the Fitzwilliam estate. Deeply-coursed, horizontally-tooled sandstone, Welsh slate roof. Irregular 2-storey range; 6 : 3 bays facing Wath Road, attached gateway at bay division, canted end bays. Window openings, mostly boarded at time of resurvey, have projecting sills and plain lintels. 3 bays on right are lower and have a stepped 3-light window beneath Venetian window flanked by C20 casements. Canted end bay on right has old sash with glazing bars beneath C20 casement. Taller 6-bay range on left with windows to each bay on both floors; matching canted bay on left.
Both parts have 2-course wallstone eaves band and shaped wooden gutter brackets, hipped roofs. 2 brick ridge stacks to 6-bay part have plinths and tabling. Gatepiers attached to front of building forming entrance to works: each has tapered octagonal bollard at foot of square shaft with cushion-shaped coping having iron spikes; side gates and central double gates have spear finials to dog bars and upper bars which also have diagonal bracing. Right return: canted bay on left has earlier ground-floor walling with boarded door flanked by sashes with glazing bars beneath sunken-panel lintels, upper storey with casements as front. Taller 3-bay block to right has rails leading into square-headed train entrance on left, and architraved door on right flanked by tall aproned windows; lst-floor band beneath large 6-pane sashes. Left return: matching train entrance to left of canted-bay projection, lst-floor Venetian window. Interior: fine staircase with balustrade partly infilled by fretted panels, triangular-headed niche in panelling beneath, wall niches opposite. Long axis of building pierced by corridor to allow passage of trains, no platform fittings. Occasionally used as a private station by the Fitzwilliam family of Wentworth Woodhouse. Attached cottages to rear not of special interest.

List Entry Number: 1151076

Location: 2 AND 4 FORGE LANE (north east side) HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 04 December 1986 Date of last amendment: 04 December 1986

Grade II

HOYLAND NETHER WATH ROAD SK39NE (east side), 5/20 Elsecar - Roadside building at NCB workshops with attached range facing Forge Lane including Nos 2 and 4 Forge Lane GV II Workshops and managers' houses now partly offices and canteen. Mid and late C19 with extensive C20 additions. For the Fitzwilliam estate. Coursed, dressed sand- stone, Welsh slate roofs. Single-storey elongated L-shaped range with 1 limb follow- ing the curve of Forge Lane and terminating in a pair of 2-storey houses, having a total of 5 windows to 1st floor, and with a 2-storey, 5-bay blacksmith and joiners workshop range beyond. Wath Road front: plain wall with near-central gabled projec- tion having 2 ground floor windows (boarded up) each with small casement with glazing bars over; eaves band broken by 1st floor loading door beneath gable oculus having ashlar surround and radial glazing bars; gable copings. Hipped roof to main range has several ridge ventilators. Forge Lane front on right return: plain wall pierced by later openings to granary beneath eaves. Curtain wall forms link to Nos 2 and 4 Forge Lane: No 2 on left has panelled door and fanlight beneath round arch, flanking sashes with projecting sills and plain lintels, 3 similar sashes over. No 4 on right: plain C20 door flanked by 4-pane sashes, 2 C20 casements over. Stone and brick stacks. Workshop range at end of Forge Lane has segmental archway to bay 1; to ground floor of bays 4 and 5 is a large elliptical arch with brick voussoirs set on a cast iron former, the opening now bricked up; flanking round arched windows, that to bay 2 now enlarged as a garage entrance. Bricked up windows to 1st floor have projecting sills and old iron casements with glazing bars beneath round arches. Rear: gabled projection to rear of Wath Road front has altered ground floor openings but with original round arched loading door with old wooden jib flanked by diamond-latticed iron casements; 4 similar windows in right return. Forge Lane range has low ground floor openings with cast iron columns and beams now mostly infilled. Later 1st floor casements mostly of 3 lights. Workshop at end of Forge Lane has brick elevation with open elliptical archway as front. Important remnant of the Elsecar Ironworks originally operated by William Darwin and Co from 1795 until leased by Earl Fitzwilliam to George and William Dawes from c1850 until 1884. Later formed railway repair workshop prior ro its use by the NCB. C20 additions flanking gable to rear of Wath Road front not of special interest.

List Entry Number: 1287085

Location: AISLED WORKSHOP IMMEDIATELY TO SOUTH WEST OF OFFICE BUILDINGS AT NCB WORKSHOPS, WATH ROAD (east off) HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 04 December 1986 Date of last amendment: 04 December 1986

Grade II

HOYLAND NETHER WATH ROAD SK39NE (east side, off) 5/21 Elsecar - Aisled workshop immediately to south-west of office buildings at NCB workshops GV II Workshops. Mid C19, altered C20. Probably for G and W Dawes under lease from the Fitzwilliam estate. Coursed, dressed sandstone, Welsh slate roofs. Tall elongated single-storey range with lean-to aisles. Rebuilt gable facing office building (q.v.) has large square-headed train entrance with quoined jambs. Datestone of 1850 removed and also stone plaque inscribed 'A Place the Everything and Everything in its Place'. Other gable has a stone reading 'A Stitch in Time Saves Nine'. Right return: aisles quoined and has 8 casements recessed beneath round arches; cleres- torey walling divided by wallstone strips. Left return: aisle is masked by later building (not of special interest). Boilerhouse chimney at left corner has octagonal shaft rising from square base to broad cornice. Interior: partial arcades to each aisle have cylindrical cast iron columns to round, brick arches; there was originally a timber crane. Late building of the Elsecar Ironworks operated under lease from Earl Fitzwilliam by George and William Dawes from c1850 until closure in 1884. Later formed railway locomotive boiler repair shop prior to use as machine shop by the NCB. C20 addition to rear not of special interest.

List Entry Number: 1315025

Location: WORKSHOP ADJOINING SOUTHERN CORNER OF AISLED WORKSHOP AT NCB WORKSHOPS, WATH ROAD (east side) HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 04 December 1986 Date of last amendment: 04 December 1986

Grade II

HOYLAND NETHER WATH ROAD SK39NE (east side, off) 5/22 Elsecar - Workshop adjoining southern corner of aisled workshop at NCB workshops GV II Workshops. Mid C19. For the Fitzwilliam estate. Coursed, dressed sandstone, Welsh slate roofs. 2 storeys, 3 x 7 bays. End elevation has C20 double-door beneath cantilevered external stone steps and landing on iron strut, iron balustrade. Ground floor doorway on right has boarded door and overlight beneath plain lintel. 1st floor: wallstone band interrupted by door having fanlight with radial glazing bars and round arch. Diamond-latticed iron casement on left has projecting sill and plain lintel, similar opening on right with later casement. Wallstone eaves band, hipped roof. Right return: basket archway to left of centre has quoins and keystone; 2 iron casements to each side, door and additional opening to far right. 1st floor: loading door with steel jib to right of archway; 2 diamond-latticed casements on right with round-headed window beyond; 4 later casements on left of loading door. The ground floor was used as a steam-powered saw mill, the 1st floor as a saddlery and pattern store for the joiners shop. One of the better preserved elements of the Elsecar ironworks originally operated by William Darwin and Co from 1795 until leased by Earl Fitzwilliam to George and William Dawes from c1850 until 1884. C20 building attached to left return not of special interest.

List Entry Number: 1151097

Location: LARGE WORKSHOP APPROXIMATELY 50 METRES TO SOUTH EAST OF OFFICE BUILDING AT NCB WORKSHOPS, WATH ROAD (east off) HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 04 December 1986 Date of last amendment: 04 December 1986

Grade II

HOYLAND NETHER WATH ROAD SK39NE (east side, off), Elsecar 5/23 Large workshop approximately 50 metres to south-east of office building at NCB workshops GV II Workshop. 1897 for the Fitzwilliam estate. Coursed sandstone end walls, cast-iron framed side walls infilled with brickwork, Welsh slate roof. Single-storey, 12 bays. East side: bays divided by cylindrical pillars supporting shallow basket arches with vertical struts in the spandrels. Bays 1 and 2 infilled with stone, otherwise brick; bays 7-9 have old iron casements with glazing bars beneath segmental arches; bay 10 has large C20 doorway. Ashlar-coped end gables. Rooflights linked by balustraded walkway. West side has similar iron framing. Right gable has large entrance flanked by wallstone buttresses. Used as a Waggonshop until 1950.

List Entry Number: 1191442

Location: SMALL WORKSHOP APPROXIMATELY 100 METRES TO SOUTH OF OFFICE BUILDING AT NCB WORKSHOPS, WATH ROAD (east off) HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE N/A

Date listed: 04 December 1986 Date of last amendment: 04 December 1986

Grade II

HOYLAND NETHER WATH ROAD SK39NE (east side off), 5/24 Small workshop approximately 100 metres to south of office building at NCB workshops GV II Workshop. Mid C19. For the Fitzwilliam estate. Coursed, dressed sandstone, Welsh slate roof. 2 storeys, 5 bays. West side has inserted door between bays 4 and 5 otherwise 12-pane iron casements with rounded brick sills and thin stone lintels. 1st floor: projecting stole sills to older 25-pane iron casements beneath thin lintels and eaves band. Ashlar kneelers and gable copings. Rear: brickwork beneath cast-iron beam in wall. Two 36-pane iron casements on left of lst-floor doorway having ashlar surround blocked by adjoining building (not of special interest). Left return: large doorways inserted in brickwork panel. Interior: open to the roof. Included for group value. Used as a plating shop until 1950.

List Entry Number: 1151094

Location: OLD ROW AND ATTATCHED FRONT GARDEN WALLS, 1-15 WATH ROAD (west side)
HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 23 April 1974 Date of last amendment: 23 April 1974

Grade II

HOYLAND NETHER WATH ROAD SE30SE (west side), Elsecar 2/14 Nos 1 to 15 (consec.), Old Row and attached 23.4.74 front garden walls GV II Terrace and attached front garden walls. Early C19, altered C20. Coursed rubble sandstone, stone slate roof partially replaced by Welsh slate at rear. 2 storeys. 1 bay to each cottage. Paired doorways except to No 1 on right which has added porch. Various C20 doors, lintels tooled as voussoirs. Later casements with glazing bars have concrete sills and rendered lintels. Brick end stack at left, 7 brick ridge stacks, small stack to rear of ridge above Nos 2-3. Rear: original window openings with tooled lintels. Attached front enclosure walls have heavy domed copings. Early cottage housing of the Fitzwilliam mining village.

List Entry Number: 1191290

Location: STATION ROW, 60-78 WATH ROAD (west side) HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 23 April 1974 Date of last amendment: 23 April 1974

Grade II

HOYLAND NETHER WATH ROAD SE30SE (west side), Elsecar 2/15 Nos 60 to 78 (even) 23.4.74 (Station Row) GV II Terrace. Early C19. For the Fitzwilliam estate. Rubble sandstone, stone slate and Welsh slate roofs. Symmetrically-planned group, 3-storey end and central parts break forward, otherwise 2-storey; 1 : 3 : 2 : 3 : 1 bays. Various C20 doors with rendered lintels except No 60 with tooled lintel. 3-light metal casements with concrete sills and lintels. 2 brick ridge stacks to 2-storey bays, 3-storey parts have hipped, Welsh slate roofs with end stacks, stack to centre of range. Much-altered rear elevation. Design possibly from plans of workers' housing drawn up by John Carr for the Fitzwilliam mining village.

List Entry Number: 1151089

Location: 1-3 DISTILLERY SIDE 9 (east side) HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 21 April 1986 Date of last amendment: 21 April 1986

Grade II

HOYLAND NETHER DISTILLERY SIDE SK39NE (east side), Elsecar 5/5 21.4.86 Nos 1-3 (consec) GV II Cottages, formerly National School. 1836 for the Fitzwilliam estate, altered. Coursed, squared sandstone, stone slate roof. 2 storeys with partial basement, 3 bays. 2 left-hand bays: blocked basement doorway with ashlar surround, flanked by windows, also blocked, with ashlar surrounds and deep lintels. Damaged casements with glazing bars on each floor above have projecting sills and deep lintels. Right bay: 2-light horizontally-sliding sash with glazing bars on each floor to right. Small casements between bays at each mid-floor height, those to right paired. End stacks with tabling, similar ridge stack to left of centre. Rear: rewindowed 2-storey facade having paired, boarded doorways between 2 windows on left, and single doorway to right with window beyond; all windows 3-light iron casements with concrete sills and lintels. Used as the National School until the construction of the nearby railway line caused difficulty of access and a new school was built next to the Church of the Holy Trinity. The cottages gained their name from a tar distillery which existed close by from 1814-18. Unoccupied at time of resurvey. Included for group value with Elsecar Newcomen Engine House which is a Scheduled Ancient Monument.

List Entry Number: 1151090

Location: 4-8 DISTILLERY SIDE (east side) HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 21 April 1986 Date of last amendment: 21 April 1986

Grade II

HOYLAND NETHER DISTILLERY SIDE SK39NE (east side), 5/6 Elsecar 21.4.86 Nos 4-8 (consec) GV II Row of Cottages. Early C19, altered. Coursed, squared sandstone, stone slate roof. 2 storeys, total of 6 windows to 1st floor; single-storey wing to rear left. Central part has pair of doorways flanked by blocked windows on each floor; each end part has central doorway flanked by blocked openings; wooden porch added to far right doorway. Various flush and projecting sills, some lintels tooled as voussoirs, others altered. Ashlar end stack on left with similar ridge stack to its right, brick end stack on right with similar ridge stack to its left. Rear: blocked central basket-archway. The cottages gained their name from a tar distillery which existed close by from 1814-1818. Derelict at time of resurvey. Included for group value. with Elsecar Newcomen Engine House which is a Scheduled Ancient Monument.

List Entry Number: 1151095

Location: ELSECAR MILL, WATH ROAD (east side) HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 23 April 1974 Date of last amendment: 23 April 1974

Grade II

HOYLAND NETHER WATH ROAD SE30SE (east side), Elsecar 2/18 Elsecar Mill 23.4.74 - II Flour mill. 1842 (Clayton, p38). For the Fitzwilliam estate. Coursed, hammer- dressed sandstone, Welsh slate roof. 3 storeys with half-basement, 6 bays; single-storey addition to front right. Enlarged doorway to bay 3; panelled door to bay 5 has ashlar surround. Round-arched loading door to 1st floor of bay 3 has gabled wooden gantry over. Other windows, boarded at time of resurvey, have projecting sills and plain lintels. Brick end stack to front roof slope on right, truncated stone chimney to rear-left corner. Low addition on right has 2 windows to front gable and door in left return, end stack. Interior: much renewed but retains original cast-iron stanchions and principal ceiling beams. Pattern-book king-post trusses exposed. A. K. Clayton, Hoyland Nether, 1974.

list Entry Number: 1151087

Location: HOLY TRINITY CHURCH, WATH ROAD, HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 23 April 1974 Date of last amendment: 04 December 1986

Grade II

HOYLAND NETHER CHURCH STREET SE30SE (north side), Elsecar 2/3 Church of the Holy Trinity 23.4.74 (formerly listed as Holy Trinity Church and as on Wath Road) - II Church. 1841-43, vestry and addition 1871. Patron the 5th Earl Fitzwilliam. Coursed, dressed and ashlar sandstone, Welsh slate roof. Orientated north-south, ritual orientation used here. Tower, 5-bay nave, apsidal chancel with north vestry. Early English Gothic Revival style. Tower: 2 stages. Clasping buttresses with corner shafts and gablets rise as octagonal turrets with pinnacles. South door with shafts to deeply-moulded arch and hoodmould; lancet window over has hoodmould; clock above in chamfered, square recess. Belfry stage has triple lancet, central lancet louvred, outer ones blind, continuous hoodmould. Recessed octagonal spire with lucarnes and weathervane. Nave: chamfered plinth; clasping octagonal end buttresses with corner shafts to ashlar pinnacles. Offset, gabled buttresses between lancet-windowed bays, hoodmoulds with head-carved stops. Oversailing course beneath coped parapet. Gable copings with quatrefoil-panelled plinth at eastern apex. Chancel: lower semi-octagonal apse with smaller buttresses between bays as nave. Interior: porch beneath tower has stone stair to ringing chamber with iron handrail. 2 trefoil-headed doorways into nave. West gallery set on arcade of cast-iron stanchions and trefoil-headed ashlar arches, ashlar parapet pierced by quatrefoils. Decorative roof trusses with arch braces rising from carved-head corbels to pendant bosses; cusped panels subdivide trusses. Octagonal Gothic Revival font. C20 chancel fittings.

List Entry Number: 1191318

Location: REFORM ROW, 106-160 WATH ROAD (west side), HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 23 April 1974 Date of last amendment: 23 April 1974

Grade II

HOYLAND NETHER WATH ROAD SE30SE (west side), Elsecar 2/16 Nos 106 to 160 (even) 23.4.74 (Reform Row) GV II Planned terrace. Dated 1837, for the Fitzwilliam estate. Rubble sandstone, Welsh slate roof. Long, curved, 2-storey row with a total of 31 windows to 1st floor. Central round-arched passage beneath oval plaque inscribed 'REFORM / ROW / 1837'; 2 other through passages. Paired doorways mostly with boarded doors and horizontally-tooled lintels. Each dwelling has a 3-light casement with glazing bars to each floor, recessed central lights, projecting sills, concrete lintels. Additional window above each passage. End gables have kneelers, copings and brick stacks; 13 brick ridge stacks now capped. Notable housing development of the Fitzwilliam mining village.

list Entry Number: 1191318

Location: COBCAR TERRACE, 162-180 WATH ROAD (west side), HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 23 April 1974 Date of last amendment: 23 April 1974

Grade II

HOYLAND NETHER WATH ROAD SE30SE (west side), Elsecar 2/17 Nos 162-180 (even) 23.4.74 (Cobcar Terrace) GV II Planned terrace. Mid C19 for the Fitzwilliam estate, C20 additions to rear. Coursed, dressed sandstone, Welsh slate roof. 2 storeys, 2 : 2 : 5 : 2 : 2 bays with gabled projections flanking central part. Symmetrical front elevation with paired central doors having fanlights with radial glazing bars and linked, peaked hoods. Adjacent dwellings have door to inside of windows, otherwise doors set to outer side. Boarded doors under overlights with crossed glazing bars; 16-pane sashes; openings with segmental-arched lintels tooled as voussoirs. Ground-floor windows have sunken aprons. 1st floor: band; blind window to centre of range. Stone gutter brackets continue beneath copings of each gable; gable oculi with crossed glazing bars. Heavy kneelers, ashlar gable copings. 8 stone ridge stacks. Substantial late addition to the Fitzwilliam mining village.

List Entry Number: 1151088

Location: 1-9 COBCAR LANE, (north side), HOYLAND NETHER, BARNSLEY, SOUTH YORKSHIRE

Date listed: 23 April 1974 Date of last amendment: 23 April 1974

Grade II

HOYLAND NETHER COBCAR LANE SE30SE (north side), Elsecar 2/4 Nos 1 to 9 (odd) 23.4.74 GV II Planned terrace. Mid C19 for the Fitzwilliam estate, C20 additions to rear. Coursed, dressed sandstone, Welsh slate roof. 2 storeys, 2 : 2 : 2 windows to 1st floor. Near-symmetrical front elevation with central gabled projection having door on right of window, flanking dwellings each have door to outside of single window. Boarded doors under overlights with crossed glazing; 16-pane sashes. Openings with segmental-arched lintels tooled as voussoirs. Ground-floor windows have sunken aprons; lst-floor band. Stone gutter brackets continue beneath copings of central gable, glazed oculus. Heavy kneelers, ashlar gable copings. 4 stone ridge stacks. Substantial late addition to the Fitzwilliam mining village.

Appendix B

Ancient Monument Profiles for Buildings in the Elsecar Conservation Area
NMR Number: SK39 NE 14:

Newcomen Engine-Elsecar
English Heritage
SAM/CNSR System Date 04 July 2003

County: SY 1146 SOUTH YORKSHIRE
Site Name: Elsecar Colliery Newcomen Engine
Local Authority: BARNSLEY Parish: BARNSLEY
Nat Grid Ref: SK387999

Site Type: Engine House

Period: POST MEDIEVAL Specific Period: C18
Form: Roofed Building

SAM Source: 1 Source Type: Desc text Source Date: 1972
Collection: AM7
Author: White, P.R.
Title:
Other:

SAM Source: 2 Source Type: Desc text Source Date: 1987
Collection: AM107
Author: Bastow, M.E.
Title:
Other:

Update Date: 28/JAN/1997 17/FEB/1997

Site Description Details:
04/JUL/2003
A Newcomen type atmospheric beam engine, which pumped Elsecar Colliery. Built c.1795, it is the only engine of this type known to be still in situ. It worked regularly until1923 and has worked since on special occasions, the last being in 1946. Currently it is virtually complete and is maintained by the staff of Elsecar Workshops, NCB.{1}.
03/JUL/1998
The Newcomen atmospheric engine was built at the end of the C18th to pump water from Elsecar Coal MIne. (The date over the door of the Engine House is 1787, but there is some dispute that the engine was not actually installed until 1795). The engine consists of a cast iron beam 24ft long and 4ft wide at its centre. This was probably cast locally at nearby foundry. The ends of the beam are fitted with catch wings and the cylinder has a diameter of 4ft with a stroke of 5ft. During the early period, the boilers

were of the 'haystack' type but were replaced by the Cornish type,externally fired.
At an even later stage the steam was piped in from a modern boiler sited in nearby workshops. At maximum output the engine could achieve 6-8 strokes per minute and lift 50 gallons of water from the mine with each stroke. Steam was generated at almost atmospheric pressure (hence the name) and filled the cylinder during the upward stroke of the piston. The valve was then closed and the steam condensed by a jet of cold water through the bottom of the cylinder. This caused a vacuum under the piston. The atmospheric pressure (c.15lbs/sq ins) then forced the piston down from the top thus lifting the pump rod and the water. The piston was raised again by closing the injection valve. The engine is housed in a purpose built three storied stone building with a slate roof. This is entered via a door on the north side which bears the date 1787 on its lintel. A large opening on the west side of the top storey enables the massive iron beam to be accommodated half in and half out of the building. The second and third floors are made of wooden planks with a central well to house the cylinder and piston. Each floor is reached via a woden staircase and a platform runs from the Engine House to the adjacent gantry alongside the beam on the top floor. The engine last worked regularly in 1923 but it was started up again in 1931 and 1950. Unfortunately, when it was again being prepared fro action in 1953, an accident caused serious damage to the cylinder and beam catch wings.{2}.

Appendix C

Report on Consultation Undertaken

How public and community consultation has been undertaken:

- Public Workshop held on 19th February 2008 at Milton Hall, Elsecar.
- Leaflets distributed to all households to inform them of the intended production of an appraisal for the area and to invite them to the workshop.
- Press article in the Barnsley Chronicle to publicise the Conservation Appraisal process.
- Local Ward Councillors contacted and informed about the public consultation event.
- Leaflets and feedback form/contact details publicising existence of draft appraisal including how/where to view and feedback.

Summary of the public workshop event held at Milton hall on the 19th February 2008

The purpose of the public workshop was to gain the views of local residents in the Elsecar Conservation Area on a number of topics covered in the appraisal. The topics that views were sought on included:

- What has happened to the Conservation Area over time?
- The character of the Area i.e. what makes it special?
- What buildings and sites have a positive impact on the area? What could be improved?
- Landscape and Trees
- Streets and their environment
- Ideas for the future preservation and enhancement of the area (Management Plan).

A summary of the outputs and topics of discussion from the workshop are included below:

Summary of the Elsecar Conservation Area Appraisal Workshop
Held: 19th February 2008 at Milton Hall

The points below relate to feedback to individual headings in italics. These headings form the basis of the sections within the Conservation Area. The comments themselves should not be considered consensus views, and are simply verbatim points made at the meeting. Where relevant to the Conservation Area Appraisal, the subject matter that the comments relate to have been covered in the Appraisal.

Buildings & Landmarks

- Problems / potential issues with new housing/railway location.
- Alterations carried out by Berneslai Homes ought to be to best standards of Design and Conservation.
- Fragmented ownerships and ad-hoc changes stimulating development that is not uniform.
- Properties sold of to private owners but there appears to be no responsibility or regard for the impact this has on the Conservation Area.
- The tin shed (armadillo) and log cabin were felt to be negative buildings.
- A Village Design Statement would be welcome.
- There ought to be tighter control on changes on private owners and Berneslai Homes properties.

- Newcomen Engine has World Heritage Importance.
- Issues and concerns were expressed about the height of new buildings and the need to keep any new development in scale.
- All properties should be comprehensively renovated not the mix and match often found with owner/occupied properties.
- Heritage Centre, Rhubarb Row, the Managers' Office and the Newcomen Engine all represent positive assets.
- New development should seek to maintain the stone cottage 'feel'.
- It was felt that three storey properties are out of character.
- Generally, new developments were viewed with suspicion and unwelcome.
- Affordable quality housing characteristic of the Conservation Area – as in Cawthorne – would be very welcome.
- All development should be in character

Open Spaces

- It was felt the canal needs to be improved.
- The canal is an asset but paths and waterway need maintenance.

Public Realm

- Streets: need street furniture to be appropriate to enhance character of Conservation Area.
- Lighting should also be appropriate and enhance the Conservation Area.
- Directions to the Heritage Centre and associated parking. Further signage is required for visitors to Heritage Centre.
- Public seating should be in open view to enhance safety and security.
- Poor light columns – should be more like Wentworth
- Phone box should be in keeping with Conservation Area.

Use of Buildings and Land

- Dawson's = employment not development.
- Concern regarding the loss of privacy behind Dawson's.
- Acquisition of Listed Building's by Landlords. What will this mean to the future upkeep and quality of repair?
- Fitzwilliam Covenant – Hoyland UDC: made over for Council usage.
- Generally a feeling of a lack of management at Heritage Centre.
- Furnace fields behind station – needs improving. More could be made of this area.
- Garage site development – Flats should be resisted.
- Concerns about the Dawsons site and its relationship and proximity to the Newcomen engine. Future development of this land should be sensitive and take account of the Newcomen Engine.
- Concerns about Newcomen engine – not accessible, should be made more of. The engine should be open for general viewing.

- The Newcomen engine has had two feasibility studies to try to find sustainable future action plan / use.
- Ownership of Newcomen engine?
- The view was expressed that it would be good to organise the a community run/open Engine.
- Links to Wentworth – Fitzwilliam Estate – felt to be important.
- Elsecar Heritage Centre – good shops – lots of potential. Not necessarily made the most of.
- Drift Mine – needs improving.
- Generally it was felt that local heritage receives poor recognition – (Mining heritage/Newcomen Engine).
- The Heritage Centre has lost its identity.
- Footrill – needs making more.
- Colliery site – What are the future plans?

Vacant Properties

- Derelict building on Wath Road (60 Station Row) – What's happening? Is there a scenario where it would be de-Listed?
- Derelict workshop and the metal shed will be demolished.
- Good repair standard on Reform Row, but 60 Wath Road (Station Row) has been vacant for 10 years!

Transport, Streets and Footpaths

- It was commented that too many houses will create an increased burden of traffic.
- Tourist Industry – Circa 3000 visitors 3000 can cause parking/access problems.
- A fence on Wath Road could prevent parking on grass during busy times.
- Investigate speeding & a new speed limit by the park (currently 60mph) – drop limit to 30mph?
- No speed humps – considered inappropriate.
- New speed signage – 'Welcome to Elsecar – please drive slowly'
- Steam line to Cortonwood would help attract visitors
- Generally it was felt that the roads in Elsecar need resurfacing.
- Bus stops – could be more appropriate and sympathetic to the character of the village.
- No traffic calming. Discussion as to whether this is required and if so if would be out of character with the Conservation Area.

Trees and Biodiversity

- Green Areas: it was felt these could do with improvement. Tree planting for example would be of benefit.
- Cottage garden beaten up / unsightly.
- Green space in the Conservation Area is generally felt to be good.
- A number of people felt that there were more trees than expected.
- Protect greenspace!!
- Park – this will be enhanced during financial year – April 08.

- The village green was felt to be an excellent resource.
- Trees getting old – Silver Birches tall.
- Some have TPO's (Tree Protection Orders).
- Hawthorne's on the incline dying away / reaching their natural life expectancy.
- Colliery now quite green & has an abundance of nature.

Other

- The importance of volunteer action on litter was highlighted.
- Generally the village feel is good.
- Form Heritage Trust? Feasability?
- Steam railway – it is felt there is a real need to keep bidding for funding
- History – Industrial History should be celebrated.
- Park & bandstand should be included in Conservation Area. This would require a boundary extension.

- Generally, the village was felt to be safe place.
- A request was made that the results of the workshop were made available to Councillors.
- A copy of the document to made available in the café in the park.
- No cycles/dogs on the Heritage Centre site.
- Provision should be made for secure cycle facilities.
- Lots of Heritage sites in the Conservation Area and region beyond. There was a vie that these should be linked together.
- Where are the young people? we should engage them – Members Park.
- Youth Service – voice of influence.
- Kids by canal and on the green lighting fires. Obviously a nuisance.
- High levels of crime reported – commercial property (problems at the mill).
- The Police presence in the village was felt generally to be poor.
- Issues with litter on field near school and on canal.
- Poor amenities overall.
- Rents are expensive.
- Issues around mill, security measures.
- No active community group except Cana group?
- Who owns Community Hall?
- Employees live in village. This was felt to be a good thing.

The views stated at the workshop were then taken into consideration in the production of the appraisal and the basis for a future management plan.

A draft version of the Elsecar Conservation Area Appraisal was made available for public consultation and comments received were used in producing a final version.

Contact Details

If you have any comments to make on this document or if you have any further queries that you wish to discuss further then please get in touch using the contact details below:

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