

Elsecar Conservation Area Appraisal And Management Plan

Issue 01

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ELSECAR

PURCELL 



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Issue 01
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Elsecar Conservation Area Appraisal And Management Plan

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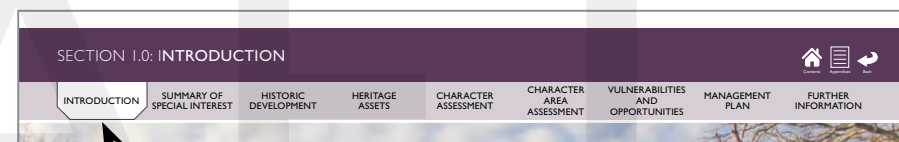
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Conservation Areas

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- What is the current boundary of the Conservation Area?
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- Is the boundary of the Conservation Area been changed as part of this review?
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- Is my property within the Conservation Area?
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- What characteristics should new development have within the Conservation Area?
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This section gives an overview of the Elsecar Conservation Area, provides information about what conservation area designation means and its implications for development, as well as outlining the consultation process that has been undertaken to prepare this Appraisal and Management Plan.

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1.1 Elsecar Conservation Area

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. Wentworth Woodhouse, the historic seat of the Fitzwilliam family under whose patronage Elsecar developed, lies beyond the valley two miles south-west of the village.

The Elsecar Conservation Area was first designated in January 1974 by the former West Riding County Council. The most recent review and Conservation Area Appraisal was published in 2008. The designation focuses on the historic core of the village and the Elsecar Workshops (now the Heritage Centre), including all the listed buildings (apart from the Elsecar Canal Basin).

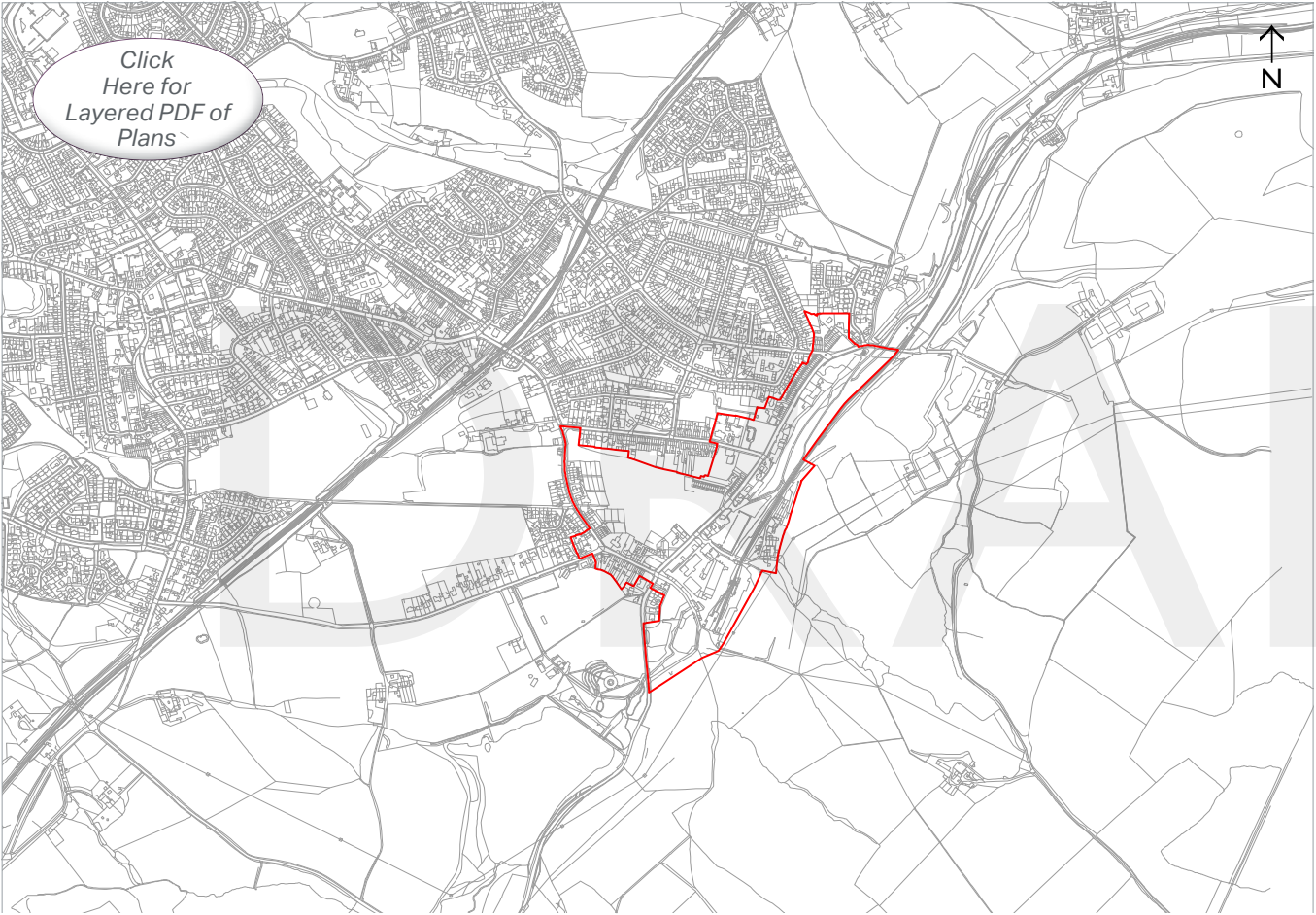
The current boundary is drawn, starting from the junction of Fitzwilliam Street and Church Street, running south-east behind properties to the south of Church Street until it turns north-eastwards to cross Church Street and runs alongside the boundaries of Nos.131 and 140, passing to the west of the Elsecar Holy Trinity CE Primary Academy and turning 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 south-west 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 Workshops, 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.

A plan of the Elsecar Conservation Area can be found on the following page.

Introduction	Summary of Special Interest	Historic Development	Heritage Assets	Character Assessment	Character Area Assessment	Vulnerabilities and Opportunities	Management Plan	Further information
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Existing Conservation Area boundary (shown in red) (© Crown copyright and database rights 2022 Ordnance Survey 100022264)

1.2 What is a Conservation Area?

Conservation Areas are 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance', which is defined in the *Planning (Listed Buildings and Conservation Areas) Act 1990*.⁰¹

The designation of a conservation area recognises the unique quality of that area as a whole. This quality comes not only from individual buildings and monuments but also other features, including (but not limited to) topography, materials, thoroughfares, street furniture, open spaces and landscaping. These all contribute to the character and appearance of an area, resulting in a distinctive local identity and sense of place.

The extent to which a building or group of buildings/ structures, positively shape the character of a conservation area comes from their street-facing elevations, the integrity of their historic fabric, overall scale and massing, detailing, and materials. Rear and side elevations can also be important, as can side views from alleys and yards, or views down onto buildings in lower-lying topographies.

If the significant qualities of a conservation area are retained and inappropriate alterations prevented, the significant benefits will be enjoyed by owners, occupiers and visitors to the place, including the ability to experience interesting and important historic buildings and places. It is therefore in the public interest to preserve the area for cultural appreciation.

Conservation areas are governed under the [Planning \(Listed Buildings and Conservation Areas\) Act 1990](#) and the [National Planning Policy Framework \(2021\)](#) sets out the overarching requirement for local planning authorities to identify and protect areas of special interest. Barnsley Metropolitan Borough Council's (BMBC) [Local Plan \(2019\)](#) sets out the council's policies for guiding development within the borough.

In addition to the policies contained within the Local Plan, BMBC has produced a separate Design Guide for Elsecar which includes guidance on appropriate alterations to historic buildings within the Conservation Area. This guidance should be referenced when considering development within the Elsecar Conservation Area. For further information on the local plan, heritage related policy and a link to the [Elsecar Conservation Area Design and Maintenance Guide](#), see the [Further Information](#) section.

1.3 Purpose and Scope of this Conservation Area Appraisal and Management Plan

Understanding the character and significance of conservation areas is essential for managing change within them. It is therefore a requirement under the [Planning \(Listed Buildings and Conservation Areas\) Act 1990](#) that all local planning authorities 'formulate and publish proposals for the preservation and enhancement' of conservation areas within their jurisdiction, and that these proposals are periodically reviewed.⁰²

The proposals are normally presented in the form of a Conservation Area Appraisal and Management Plan (CAAMP), which defines and records the special interest of a conservation area, as well as setting out a plan of action for its on-going protection and enhancement.

Conservation areas may be affected by direct physical change, by changes to their setting or in the uses of buildings or areas within them. A clear definition of those elements which contribute to the special architectural or historic interest of a place will enable the development of a robust policy framework for the future management of that area, against which development applications can be considered.

⁰¹ Section 69 (1), *Planning (Listed Buildings and Conservation Areas) Act 1990*

⁰² Section 71 (1), *Planning (Listed Buildings and Conservation Areas) Act 1990*

Over time, conservation areas evolve and the characteristics which underpin their special interest may decrease in their integrity because of gradual alteration. It is therefore important to review and take stock of the character of a conservation area at intervals to ensure designation is still suitable and that the proper management of change is in place.

Often, conservation area boundaries have historically been drawn too tightly or include peripheral areas which do not contribute to an understanding of its character. Consequently, it is important to review the boundary and include/exclude buildings and spaces which do/not meet conservation area designation criteria.

This Conservation Area Appraisal and Management Plan therefore seeks to:

- Record and analyse the special interest of Elsecar Conservation Area;
- Recognise the designated and non-designated heritage assets which comprise the Conservation Area;
- Identify issues relating to condition and pressures for change;
- Identify opportunities for the enhancement of the Conservation Area;

- Provide guidance and recommendations for the positive management, preservation and enhancement of the Conservation Area; and
- Set out any proposals for changes to the Conservation Area boundary.

Although this CAAMP is intended to be comprehensive, the scale and complexity of the conservation area means that specific mention cannot be made of every building or feature. The omission of any building, structure, feature or space does not imply that the element is not significant or does not positively contribute to the character and special interest of the conservation area. The protocols and guidance provided in the [Management Plan](#) are applicable in every instance.

The assessments which provide the baseline information for this CAAMP have been carried out utilising publicly available resources and thorough on-site analysis from the publicly accessible parts of the conservation area.

Definition of a Heritage Asset

The NPPF defines a heritage asset as: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets includes designated heritage assets and assets identified by the local planning authority (including local listing).

1.4 Background to the Current Review

As mentioned in the previous section, the boundaries of existing conservation areas should be reviewed from time to time. Parts which are no longer of special interest should be excluded. Where drawn too tightly, the Conservation Area should be extended to include more recent phases or plots associated with buildings of historic interest.

It is now recognised that Conservation Area boundaries need to be seen within a wider context of urban development. Designated areas should provide protection to buildings that were perhaps not previously considered to be of architectural merit and to the spaces between buildings, such as streets and neutral areas. It is

also the case that further information can come to light about the historic importance of buildings and spaces.

In 2017 Elsecar and the surrounding area was selected as a 'Heritage Action Zone' (HAZ): a three-year partnership between Historic England and Barnsley Council to assist with the growth of Elsecar as a heritage destination and the identification of new development opportunities. As part of the project, Historic England undertook a Historic Area Assessment which has significantly added to existing understanding and appreciation of Elsecar's unique character and history.⁰³ It became clear as a result that the present CAA for Elsecar requires updating in the light of this new understanding, and that the CA boundary, currently drawn tightly around the village and Elsecar Heritage Centre, should be considered for extension to take in new areas of historic, architectural and archaeological importance.

This report follows those initial recommendations and presents an updated history of Elsecar based upon fresh information provided by Historic England, a review of the current condition of the existing Conservation Area and makes

recommendations following a review of the areas now considered for inclusion.

Fieldwork for this review took place in December 2021 and January 2022 when the photographs contained within the report were taken.

1.5 Proposed Extension to the Conservation Area

Following the work of Historic England, four areas are to be reviewed within this CAMP and considered for addition to the Elsecar Conservation Area:

1. Elsecar Garden Village

This extension includes all of the houses in the garden village development on Cobcar Lane, Lifford Place and Strafford Avenue (east end) planned by the Earls Fitzwilliam in the early 20th century.

It takes in all the Garden Village housing development and associated gardens, hedges and green space to the north of Lifford Place. The eastern boundary runs from Cobcar Lane along the rear boundaries of housing on the east side of Cobcar Avenue, crossing Strafford Avenue and turning east and then south-east to run along the rear boundaries to include properties on Strafford Avenue until it reaches Cobcar Lane where

it turns west to include all the Garden Village housing on the north side of Cobcar Lane.

2. Elsecar Ironworks

This is an extension to the south-west of the Heritage Centre to include the rest of the site of the Elsecar Ironworks (above Furnace Field) which will follow the boundary of the scheduled area.

3. Elsecar Park, Reservoir, Skiers, Alderthwaite and Milton House

This is a large area which encompasses areas significant to residents of Elsecar for formal and informal recreation, the rural areas further to the west of Elsecar including the best preserved section of the Elsecar Milton waggonway.

The footpath along the southern edge of the reservoir, field boundaries, Burying Lane and the property boundary of Footrill Cottage provide the western boundary to this proposed addition. The modern railway line and the area of 'heritage interest' in the Local Plan marks the northern boundary; the eastern boundary runs south-east down Hill Street, then south and west along the rear of modern housing on Fitzwilliam Street and Armroyd Lane (but includes the former rectory on Armroyd Lane). The boundary returns east along the middle of Armroyd Lane but excludes the

⁰³ L Jessop, J Rimmer, D Went, 2019, 'The Village of Elsecar, South Yorkshire: Historic Area Assessment', Historic England. <https://historicengland.org.uk/research/results/reports/6-2019>

Cricket Club car park, turning south-east along the boundaries of the Cricket Club and Elsecar Park before joining Wentworth Road and heading south. It then follows Water Lane before returning to the reservoir.

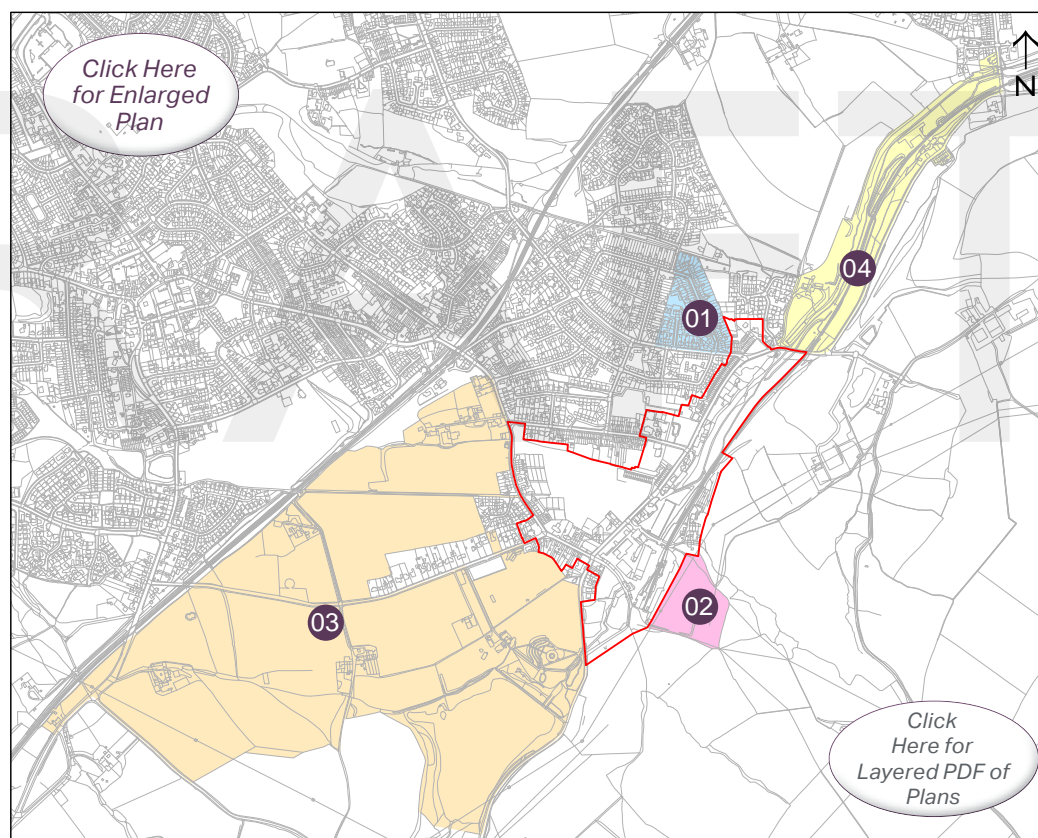
4. Canal Corridor and Hemingfield Colliery

This area includes a stretch of canal up to Tingle Bridge and takes in Hemingfield Colliery, the site of the former Jump Colliery, as well as the canal basin.

The western boundary follows the line of modern development to the west (using the boundary of former sewage works site) before continuing north-east until it reaches the canal. It then follows the northern bank, diverting a short distance north to include the Elephant and Castle pub. The boundary then returns over Tingle Bridge to join Wath Road. The boundary proceeds south-west, running along the middle of the road so as not to include the west side of Wath Road, with the exception of Pit Row which will be included. The revetment wall next to the cottages is excluded. The boundary will re-join the existing Conservation Area boundary at Knoll Beck.

Following completion of this appraisal and public consultation, the Council will make the final decision regarding the proposed new boundary. The areas under consideration within this review

are shown on plan opposite and their characters and features will be explored further within [Section 5](#) and [Section 6](#).



Elsecar Conservation Area boundary (red) and the proposed extensions to be reviewed within this document
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1.6 What Does Conservation Area Designation Mean to Me?

To protect and enhance the Conservation Area, any changes that take place should positively conserve the character and special interest that make it significant. Statutory control measures are intended to prevent development that may have a negative or cumulative effect on this significance.

- Planning permission will be required to totally or substantially demolish buildings or structures (including walls, gate piers and chimneys). This will also need a heritage statement (sometimes called a heritage impact assessment) as part of the application.
- The extent of permitted development (i.e., changes that are allowed without requiring consent from the local authority) may be restricted; for example, replacement windows, alterations to cladding or the installation of satellite dishes. Additional control may be sought through Article 4 Directions, which specifically remove permitted development rights.

- Trees with a diameter of 75mm or greater, measured at 1.5m from soil level, are protected. Any work proposed to these trees require permission from the local authority by means of a planning application. This allows the authority to determine whether a Tree Preservation Order (TPO) is necessary.
- Advertisements and other commercial signage may be subject to additional controls and/or require planning permission.
- Changing the use of a building (e.g., from residential to commercial) will require planning permission.

Further details can be found in the [Management Plan](#) of this document.

1.7 What do These Terms Mean?

There are words and phrases used in relation to the conservation of the historic environment that have a specific meaning in this context. An explanation of some of the most used terms can be found in the [Glossary](#).

1.8 Pre-Application Advice

If you require tailored planning advice or need assistance regarding a specific development proposal, Barnsley Metropolitan Borough Council offers a pre-application advice service.

Whatever the scale of development proposed, applying to the Council for pre-application advice will add value to the design quality of your scheme and it will help reduce potential uncertainty and delays by identifying any issues at an early stage.

Meaningful public consultation is also a critical part of this process and whilst responsibility for this lies with the applicant, the Council strongly encourages you to undertake consultation with the local community and stakeholders.

For further information and how to contact the Council see [Further Information](#).

1.9 Consultation and Engagement

It is a statutory requirement under the *Planning (Listed Buildings and Conservation Areas) Act* 1990 for conservation area guidance produced by or on behalf of the Council to be subject to public consultation, including a public meeting, and for the local authority to have regard of the views expressed by consultees.

This section will be updated once this process has been completed.

1.10 Acknowledgements

The authors would like to thank members of the Barnsley Metropolitan Borough Council for their help and support, specifically Tony Wiles and Tegwen Roberts.

DRAFT

From the late 18th century, Elsecar was the industrial village of the Earls Fitzwilliam, whose seat of Wentworth Woodhouse lies nearby. At Elsecar they invested in coal mining and iron working, erecting industrial buildings along with good quality workers' housing and a range of other urban facilities including a church and school, all within what had been an agricultural landscape. The survival of many of these buildings makes Elsecar an important and significant place, telling the story of three centuries of coal mining, Christian paternalism, and industrial boom and decline.

Historic England



Elsecar and its landscape have been described as a microcosm of the Industrial Revolution. It was typical of rapidly industrialising communities which provide wider insights into social change in Britain at this time. The rich coal deposits which lay beneath the area were a key driver of two centuries of industrial wealth which shaped Elsecar. From little more than a hamlet clustered around a green in the mid-18th century, Elsecar grew into a bustling village focused on coal mines and iron works. The village was provided with high-quality worker's housing, a church, school, shops and market hall, and later, recreation facilities. It is particularly significant that so much of its past can still be traced in Elsecar today.

Of particular importance in the story of Elsecar was the involvement of the Wentworth Estate who owned the area. Unlike other aristocrats, the Marquess of Rockingham and his descendants, the Earls Fitzwilliam, particularly the 4th and 5th Earls, took a keen interest in Elsecar, becoming personally involved in the operations of their mines the ironworks, and in the care of their workforce. This paternalistic approach to the village's development was to last more than a hundred years and was based upon political and religious principles. The result was an estate village of rows of good quality housing which was

to predate the better known examples of model industrial villages like Saltaire and Bournville. The Garden Village of 1911 on Strafford Avenue was the final instalment of planned worker's housing in Elsecar.

Much of what the Earls Fitzwilliam built still remains. The church and school provided access to education and religion, the shops and market hall to goods, the allotments to fresh food, health and wellbeing. Many of the buildings in Elsecar are recognised for their architectural quality and aesthetic value. Buildings like Fitzwilliam Lodge and Cobcar Terrace are outstanding examples and add considerable value to the Conservation Area. The association of Robert Carr, architect to the Woodhouse Estate, is also significant.

The iron foundries in Elsecar and Milton utilised Elsecar's coal to process the ironstone from local quarries. The Elsecar Ironworks is famous for having produced plating for HMS Warrior, the Royal Navy's first armour plated warship. The finished products made their way along the waggonway still visible as a footpath and were shipped to markets along the Elsecar Branch Canal, lovingly restored in the 1990s by volunteers. Later the railway was used to move goods, now partially reconstructed as a Heritage Railway.

Despite its closure in the 1880s, parts of Elsecar's ironworks remains today as buildings and as extensive archaeological remains. The rolling mill and casting shed were absorbed into the Earl Fitzwilliam's centralised workshops which were established in the 1850s, now reinvented as the Elsecar Heritage Centre. The fifth Earl commissioned the workshop for his ironworks, coal mines, and his wider estate, effectively adapting the idea of the model farm by centralising operations and improving efficiency, an idea which was pioneering at the time.

What is also significant about Elsecar is the degree of survival of the industrial landscape. Elsecar is unique in retaining the only Newcomen Beam Engine in situ, first constructed here in 1795 to pump water from Elsecar New Colliery. Hemingfield Colliery, is a rare surviving mid-19th century pithead which retains a remarkably complete set of colliery buildings, and is adjacent to the railway and canal basin which formerly serviced it. Its survival is thanks to its 20th century use to pump water from the local mine network and its more recent purchase and ongoing restoration by a team of volunteers. The landscape also features other reminders of the industrial past; the Colliery Ambulance Store, a rather neglected building on Wath

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information](#)

Road, numerous capped mine shafts, and the entrances, or footrills, to the local mine network.

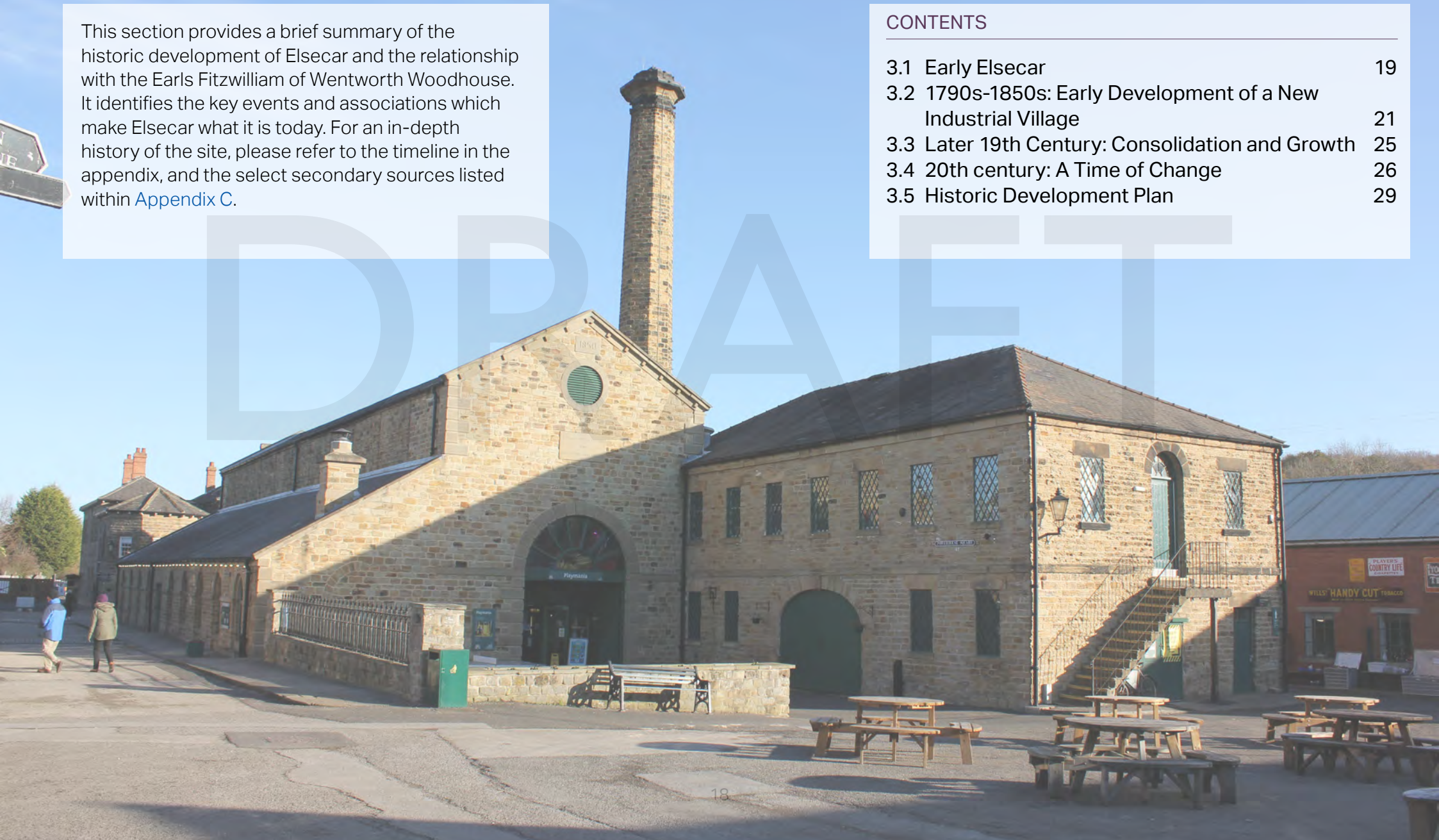
Integral to the story of Elsecar is the rural landscape of ancient farms and settlements to the south-west, and also of the park and the reservoir. The reservoir has important evidential and historic value as the headwater for the Dearne and Dove Canal from the late 18th century. The reservoir, Elsecar Park and Sports Ground also reflect the development of leisure time and social change in the late 19th and 20th centuries and highlights the rather surprising story of Elsecar-by-the-Sea and the popularity of the area as a visitor destination which continues today.

The variety of buildings and archaeological features associated with Elsecar's industrial and estate history is considerable, representing the development of a late medieval landscape of agricultural settlements into a 19th-century hive of industrial activity. In recognition of the special interest of Elsecar and following the completion of a Historic Area Assessment by Historic England in 2019, on their recommendation to the Department for Digital, Culture, Media and Sport, 16 historic sites in the village were either listed or upgraded. Nine sites were upgraded from Grade II to II*, elevating them into the top 10% of England's most important historic buildings.

This section provides a brief summary of the historic development of Elsecar and the relationship with the Earls Fitzwilliam of Wentworth Woodhouse. It identifies the key events and associations which make Elsecar what it is today. For an in-depth history of the site, please refer to the timeline in the appendix, and the select secondary sources listed within [Appendix C](#).

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3.1 Early Elsecar

There is little detailed evidence for early settlement in the immediate vicinity of Elsecar, although a number of undated archaeological features have been identified largely from cropmarks which may date to the later prehistoric or Roman period. The limited evidence is partly due to modern ground disturbance as a result of the extensive opencast mining which took place in the surrounding area in the mid-20th century.

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.⁰¹ Elsecar does not appear in the Domesday Survey of 1086. Modern Elsecar is part of the later township of Nether Hoyland, and it is not until the 13th century that the settlements of 'Alderthwaite' and 'Skiers', now farms to the east of Elsecar off Armroyd Lane, are mentioned in documents. Both are thought to have been important landholdings during the medieval and early post-medieval periods.

Although agriculture was the principal industry in the pre-industrialised landscape which surrounded Elsecar, small-scale mining activities are known to have taken place during the medieval period but given how close the coal deposits are to the ground surface, coal extraction is likely to have taken place much earlier than this. Recent evidence has also shown a series of extraction pits (or 'bell pits') within Simon Wood and King's Wood to the east and south-east of Elsecar, an activity which is likely to have been ubiquitous before the more organised coal extraction which began in the 18th century.

An early entry regarding Elsecar appears in the Wentworth Court Roll of 1576, and the first depiction of the settlement (then 'Elsicar Green') was in 1757, on a sketch map 'of the Collieries of Elsicar' by William Fairbank. It shows a small cluster of buildings around a triangular green surrounded by gardens and orchards. Also represented are early iterations of Water Lane, Fitzwilliam Street and Wath Road.⁰²

In the mid-18th century, the Second Marquis of Rockingham took the first steps in creating what was to become a remarkable industrial village. Over the next 100 years, what had been a quiet rural hamlet, was transformed into and hub of industry and innovation. Inheriting the estate in 1750, the Marquis, who in his own words enjoyed being 'of use and assistance to many',⁰³ took direct control of Elsecar Old Colliery and Low Wood Colliery (also known as Law Wood Colliery) in the 1760s. From the level of attention afforded the colliery by the Marquis, including commissioning George Stubbs to paint the colliery and its overseer, it seems that the site was something of a trophy and a status symbol demonstrating the family's adoption of the new industrial age.⁰⁴

⁰¹ Barnsley MBC, 2008, 'Elsecar Conservation Area Appraisal', Version 1.1

⁰² Rimmer, J, Went D and Jessop L, 'Historic **England**: The village of Elsecar, South Yorkshire: Historic Area Assessment', 2019, p7-15

⁰³ Ibid p16

⁰⁴ Cavanagh, N 2017, 'Industrial Communities: A Case Study of Elsecar 1750-1870', PhD thesis, University of Sheffield, p6

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1757 collieries map by William Fairbank (Barnsley Archives and Local Studies)



1762 painting by George Stubbs 'Thomas Smith, 2nd Marquis of Rockingham's Colliery Overseer' (u-art.com)

3.2 1790s–1850s: Early Development of a New Industrial Village

The 4th Earl Fitzwilliam, a man known for his concern and help for the poor and needy,⁰⁵ inherited the estate in 1782, and began a period of significant industrial growth at Elsecar. This included the sinking in the mid-1790s of Elsecar New Colliery to the east of Elsecar Green, and the installation of the Newcomen Beam Engine in 1795 which was used to pump water from the new mine.⁰⁶ Within a few years a large ironworks had also been established in Elsecar, using coal from the New Colliery and ironstone from the Earl Fitzwilliam's pits at Tankersley. This was joined by the end of the century by the Milton ironworks located a short distance to the west of Elsecar. The Earl also ordered the cutting of a branch of the Dearne and Dove Canal to Elsecar around 1798, which was to be fed by the new Elsecar Reservoir. During the first half of the 19th century, most of the coal from Elsecar New Colliery was sold directly to the ironworks. The canal played a vital role of transporting coal and other products to long-distance markets at a cost far cheaper than by road.⁰⁷



The Fourth Earl Fitzwilliam



Newcomen Engine c.1900 (Barnsley Archives and Local Studies)



Elsecar New Colliery c.1900 (Barnsley Archives and Local Studies)

⁰⁵ Rimmer, Went & Jessop, 2019, p17

⁰⁶ Historic England listing, the former Elsecar New Colliery, including the Elsecar Newcomen Engine <https://historicengland.org.uk/listing/the-list/list-entry/1004790?section=official-listing>

⁰⁷ Rimmer, Went & Jessop, 2019, p32

New cottages were built by the estate at Skiers Hall, similar in design to plans in the Wentworth Woodhouse archive by John Carr,⁰⁸ whilst further worker's housing in the form of Old Row, Station Row (originally Colliery Row) and Distillery Side were built around the turn of the century.

The 5th Earl Fitzwilliam inherited the estate in 1833 and continued the work of his predecessor. This included sinking Hemingfield Colliery (also known as Low Elsecar Colliery) in the 1840s and Simon Wood Colliery (1853). An incline plane was laid out in the late 1830s largely to bring products of the Milton Ironworks down the hillside to Elsecar, which remained in use until the early 20th century. The Earl also commissioned Elsecar New Yard in the 1850s (also known as the Elsecar Workshops, now the Elsecar Heritage Centre) as a centralised workshop for the ironworks, coal mines, and his wider estate, with the intention of centralising operations to improve efficiency.⁰⁹ At around the same time, a branch line from Elsecar was built to connect with the South Yorkshire Railway, which brought about new opportunities for markets in coal and iron beyond the immediate region.¹⁰

In 1857 the Elsecar Gasworks was opened on a site next to Wath Road, now part of the Green.¹¹ Not only was the gas used by the collieries and by businesses and residents of Elsecar, but it eventually powered the ironworks, perhaps the first ironworks in the country to be converted to gas.

The ironworks boomed, albeit with occasional dips in trade. The Elsecar and Milton Ironworks together formed a nationally important centre of ironworking, with many high-profile projects for illustrious clients. Their outputs included steam engines and bridges; notable amongst which were the iron for John Rennie's Waterloo Bridge over the Thames in the 1810s, bridges for the French government for the Isle de Bourbon in the Indian Ocean designed by the Brunels; impressive steam engines for Cromford (still in working order), steam engines used by Stephenson to build bridges at Menai in the 1840s, the Stanley Ferry Aqueduct in the 1830s, and bridges for Sheffield, to replace those destroyed by the Great Sheffield Flood of 1864.



John Rennie's Bridge



The Elsecar gas holder – date unknown (Barnsley Archives and Local Studies)

⁰⁸ Ibid, p18

⁰⁹ Ibid, p37

¹⁰ Ibid, p22

¹¹ Ibid, p57

Elsecar grew from a small hamlet to a bustling village; the population increased from 1,226 in 1822 to 5,352 in 1862.¹² The 5th Earl added his own patronage to the village, building more rows of housing for workers at the colliery and ironworks; these included Distillery Row (1836), Reform Row (1837) the terraces of Fitzwilliam Street and Cobcar Terrace (mid-19th century). Unmarried men were provided with accommodation in Fitzwilliam Lodge (1853), a large and impressive lodging house built in the manner of a small country house. The new development in Elsecar was described as a 'second model village' inspired by the village of Wentworth some two miles to the south and built to the designs of the estate's architect, John Carr.¹³ Seymour Tremenheere, Government Inspector of Mines and Collieries, visited Elsecar in 1845 and described the housing as:

of a class superior in size and arrangement, and in the conveniences attached, to those belonging to the working classes. Those at Elsecar consist of four rooms and a pantry, a small back-court, ash-pit, pig-sty and a garden.¹⁴

This was in stark contrast to the housing conditions of the majority of workers within the rest of the country at this time.



Reform Row, possibly late 19th century (Barnsley Archives and Local Studies)



Elsecar Ironworks c.1880 (Barnsley Archives and Local Studies)



Miners Lodgings c.1911 (Barnsley Archives and Local Studies)

¹² Cavanagh, N 2017, 'Industrial Communities: A Case Study of Elsecar 1750-1870', PhD thesis, University of Sheffield, p7

¹³ Rimmer, Went & Jessop, 2019, p179

¹⁴ Ibid, p20

In addition, the 5th Earl provided a range of social and religious infrastructure for the community in the form of Holy Trinity the Church (1843) and the adjacent school (1852).¹⁵ The Earl also added a reading room to the rear of Fitzwilliam Lodge in 1856 holding newspapers, books and periodicals and stocked at the Earl's expense.¹⁶ Additionally, a corn mill was constructed opposite the church in 1842, later rebuilt in the 1870s following a fire. The southern end of the village (formerly Elsecar Green) was remodelled and redeveloped as a commercial centre in the mid-19th century—with purpose-built shops and pubs and a formal market square.¹⁷ Ultimately, the village and its surroundings were designed to impress visitors, which included regular royal and aristocratic guests brought here by the Earls Fitzwilliam.

In the 1850s, the Elsecar and Milton ironworks were taken on by the famed Dawes Brothers ironmasters, who brought skilled iron-workers from the Midlands with them to live and work in Elsecar. The works were extended, and new furnaces were installed and the reputation of

Elsecar continued apace; its rolling mill described as one of the finest in the country, took part in tests and pilots for the Admiralty. The new collieries adopted and shaped the very latest technologies, and in 1851, in an impressive

human feat, Elsecar miners managed to extract an entire column of coal from the colliery, which was then taken to London and displayed outside the Great Exhibition at the Crystal Palace.



Extract of the 1855 6-inch Ordnance Survey of Elsecar, surveyed 1849-50 (National Library of Scotland)

¹⁵ Ibid, p18

¹⁶ Historic England 'Heritage Calling: Elsecar's Historic Past in 10 Images' <https://heritagecalling.com/2020/02/20/elsecars-historic-past-in-10-images/> Accessed 16th December 2021

¹⁷ Barnsley Local Plan, Supplementary Planning Document, 'Elsecar Conservation Area Design and Maintenance Guide', 2019, p5

3.3 Later 19th Century: Consolidation and Growth

The 6th Earl Fitzwilliam inherited the estate in 1857 and continued the family's interests in Elsecar, though with few innovations directly attributable to him.¹⁸ The village continued to be developed but no new workers' housing was added by the estate during this time. By the publication of the 25-inch Ordnance Survey in 1892, Wath Road and Fitzwilliam Street had been established as the principal roads of the village, and a new road – Church Street – had been built to link the two.¹⁹

One new structure during this period was a market hall (now Milton Hall) which opened in the 1870s on the site of the old market square. It was opened by Princess Mary of Teck (later Queen Mary), in a lavish ceremony, demonstrating the status of Elsecar at that time, as a showpiece for the Fitzwilliam Estate.²⁰

The industrial landscape, however, was to change rapidly in the late 19th century. Just a few miles to the south in Sheffield and Rotherham, the scale and success of new steel works was racing ahead, and in the 1880s ironworking in

the village came to an end with the closure of the Elsecar and Milton Ironworks; their technology considered outdated and redundant.

The New Yard centralised workshops, built in the 1850s, took over the old Elsecar ironworks buildings to support the estate's collieries instead.



Extract of the 1892 25-inch Ordnance Survey, surveyed 1890 (National Library of Scotland)

¹⁸ Rimmer, Went & Jessop, 2019, p18

¹⁹ Ibid

²⁰ Barnsley Local Plan, 2019, p5

3.4 20th Century: a Time of Change

Despite the failure of the iron industry, coalmining continued apace during the 20th century. A new colliery, Elsecar Main, was sunk in 1903-1908, superseding Simon Wood Colliery which closed in 1903. Hemingfield Colliery closed in 1920, but was converted to a mine pumping station helping prevent flooding of neighbouring, but still active, workings. The canal also closed in 1928, long supplanted by the Elsecar branch of the South Yorkshire Railway.

The 7th Earl, who had inherited the estate in 1902, continued the family interests in Elsecar. Along with the new colliery, he commissioned new housing in Stafford Avenue, Lifford Place and the eastern part of Cobcar Lane in 1911 – this represented the final expansion of the village by the Fitzwilliam estate.²¹

Royalty continued to visit Elsecar, encourage by the village's prestigious connections; during a visit in 1912 by George V and Queen Mary, the King was taken underground into Elsecar Main, the day after a major mining disaster at Cadeby.

Another fascinating, and unique, dimension to Elsecar's story emerged in the years prior to the First World War. From around 1910, workers from nearby towns and cities started to flock to the village's Georgian reservoir, which quickly gained

a nickname, penned by the Sheffield Star, 'Elsecar by the Sea'. This continued, with thousands of people from Yorkshire towns coming to 'the seaside resort at the heart of the Yorkshire

coalfield' up until the 1950s. A park was built alongside the reservoir in the 1920s, along with a pavilion café, bandstand, beach and even a jetty for rowing boats.



Elsecar Main 1912



Royal visit in 1912



Elsecar-by-the-sea, before 1914 (Barnsley Archives and Local Studies)



Elsecar Park Paddling Pool (Barnsley Archives and Local Studies)

²¹ Ibid, p5

The 8th Earl Fitzwilliam inherited the estate in 1943 and a year later George VI and Queen Elizabeth visited Elsecar Main. The close connection between the Earl Fitzwilliam and Elsecar was, however, broken with the nationalisation of the coal industry in 1947. Control of Elsecar Main and the New Yard workshops passed to the National Coal Board (NCB).



Miners at Elsecar in the early 1960s



Aerial view of Elsecar Main before closure

The latter half of the 20th century saw an initial decline in the area's fortunes. Elsecar Main, which had remained a major employer for the area throughout nationalisation, closed in 1983 just a few months before the Miners' Strike began a mile or so down the canal at Cortonwood. It was demolished soon after, with the railway branch line closing in 1984. By this time, many of the historic rows were in poor condition and partly derelict. A number of historic properties were also demolished after damage from mining subsidence, including parts of the Fitzwilliam Street rows and houses around Foundry Street.

Following the abandonment of the New Yard by the NCB, the local council and local volunteers stepped forward to save the collection of buildings. A period of conservation and repair ensued with the site reopening as the Elsecar Heritage Centre in the 1990s, establishing the village as a tourist destination. The Miners Lodging House was also restored during this

period and is now residential flats. Substantial conservation work was also carried out to Old Row, Station Row, Reform Row and Cobcar Terrace, and these are all now in residential use. The Newcomen Beam Engine was subject to extensive repair in 2014 enabling public access

to the building. Whilst the village has undergone new development, the core retains its historic character. The area was a Heritage Action Zone in partnership with Historic England from 2017-2020.



Demolition of Elsecar Main

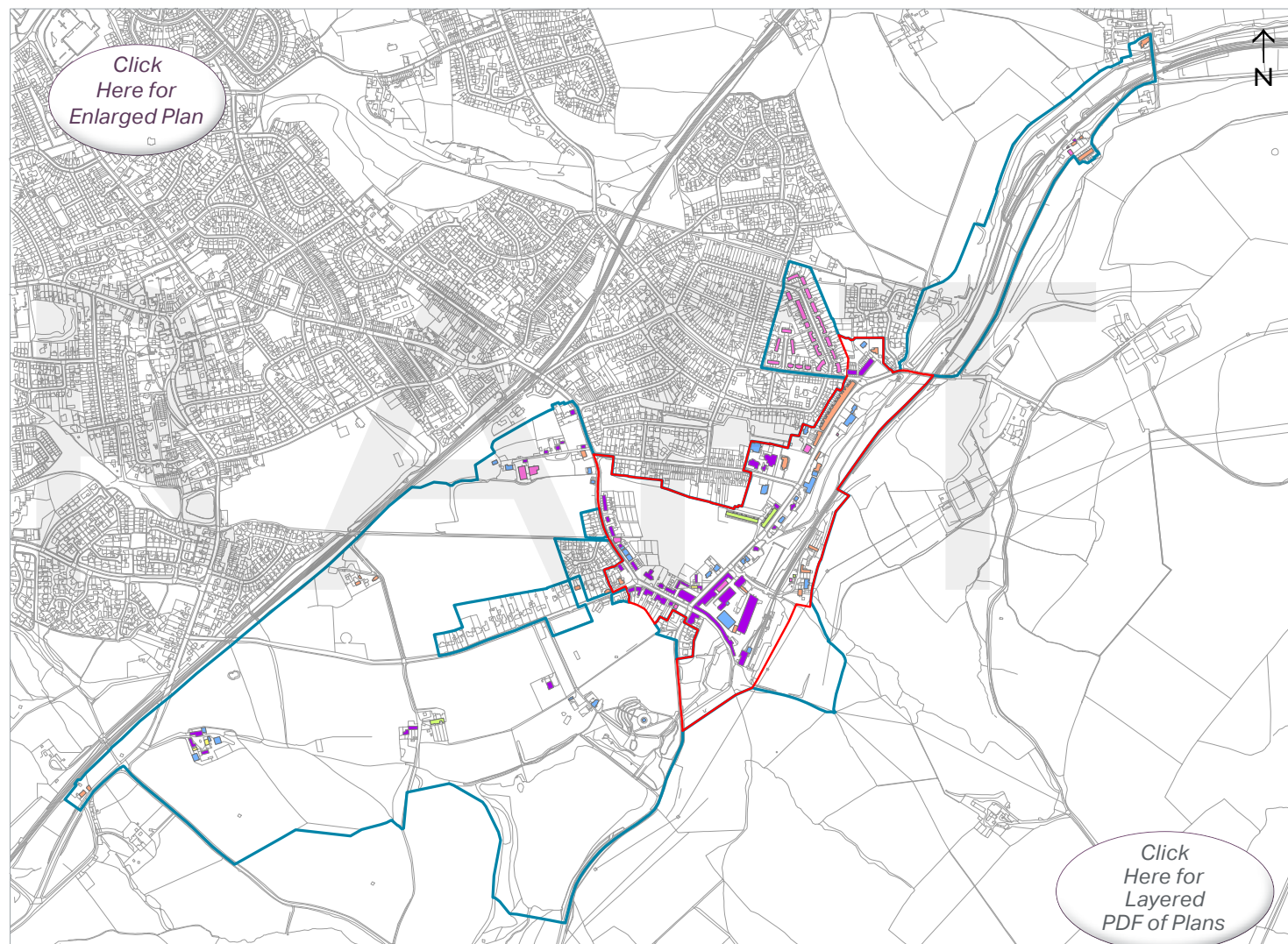
3.5 Historic Development Plan

This plan indicates the age of the existing built fabric of the main buildings and structures in Elsecar. It is mostly based on a comparison of historic maps with an external visual assessment. Some buildings may have been constructed in phases but generally only the main phase is shown here. Some buildings may have been partially rebuilt or substantially repaired since they were first built but their footprint was unchanged and so the change is not obvious in map comparisons. Where this is the case, generally the building is coloured for the earliest date that it appears on the map.

HISTORIC DEVELOPMENT PLAN

- Elsecar Conservation Boundary
- Study Area
- Up to mid-18th century
- c.1800
- 1800 to 1850
- 1850 to 1900
- 1900 to 1950
- 1950 to present

This plan is not to scale

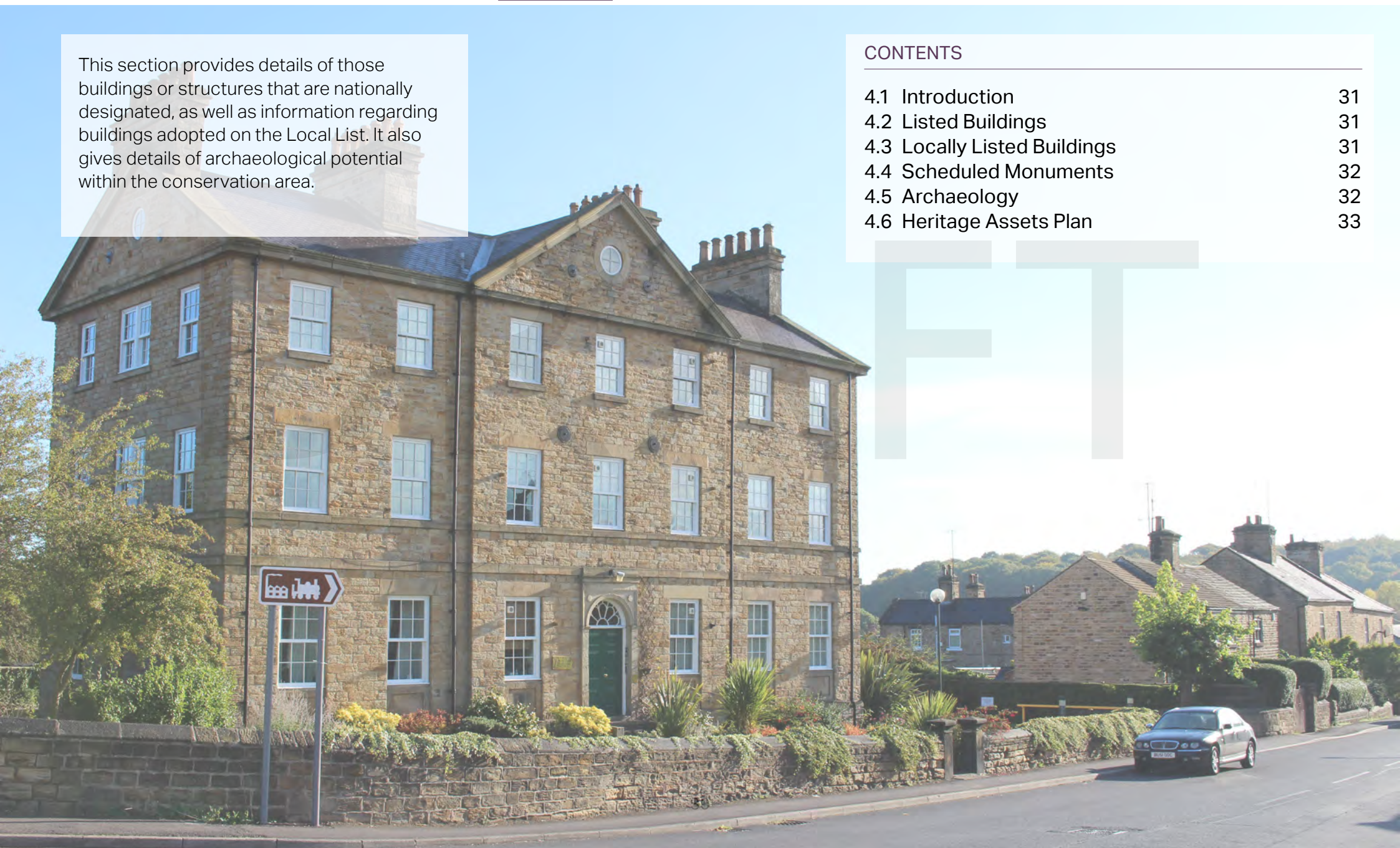


Plan showing the approximate dates of buildings in Elsecar (© Crown copyright and database rights 2022 Ordnance Survey 100022264)

This section provides details of those buildings or structures that are nationally designated, as well as information regarding buildings adopted on the Local List. It also gives details of archaeological potential within the conservation area.

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4.1 Introduction

The Elsecar Conservation Area, a heritage asset in its own right, contains numerous individual heritage assets, including both designated and non-designated buildings.

This section of the Character Area Appraisal outlines the heritage assets within the conservation area, and is accompanied by a detailed [Audit of Heritage Assets in Appendix C](#). This identifies the individual heritage assets and their histories. The audit has been carried out by means of visual examination from public thoroughfares only. The principal intention is to identify these heritage assets, not to provide a fully comprehensive and detailed assessment of each individual building. It should not be assumed that the omission of any information is intended as an indication that a feature or building is not significant. A detailed assessment of significance specific to a building or site within the conservation area should be carried out prior to proposing any change.

Also included in this section are details of known archaeological finds in the conservation area. The potential presence of archaeology will be a factor in determining the appropriateness of development, as it is a heritage feature which warrants protection.

4.2 Listed Buildings

Listed Buildings are designated under the [Planning \(Listed Buildings and Conservation Areas\) Act 1990](#) for their special architectural or historic interest. Listing gives them protection as alterations, additions or demolitions are controlled by listed building consent, which is required by local planning authorities when change is proposed. The Grade of listed buildings within Elsecar ranges from Grade II* and II.

There are 30 listed buildings within the conservation area. Generally, these are concentrated along the Wath Road, Fitzwilliam Street and the Elsecar Workshops, essentially the historic core of the village. A number of terraces including Old Row and Reform Row, are listed as one item, although they in fact contain multiple dwellings. There is a variety of building types included in the area's designations including domestic dwellings, agricultural and industrial structures, along with communal structures such as the school and church. The buildings are indicative of the planned development of Elsecar by the Earls Fitzwilliam and the majority of listed structures date to the 18th and 19th centuries.

Outbuildings associated with Listed Buildings, which are a particular feature in Elsecar, are likely to be within their 'curtilage'. That is, a building

or structure which is associated with a Listed Building and has been since before July 1948. This could be, for example, a wall attached to a Listed Building or a barn within a farmyard where the farmhouse is listed. In case of curtilage listing, the curtilage listed structure has the same level of protection as the main Listed Building and will be subject to the same Listed Building Consent procedures.

The location of listed buildings is shown on [page 32](#) and listed in more detail in the [Audit of Heritage Assets in Appendix C](#).

4.3 Locally Listed Buildings

A locally listed building is one that has been identified as having a degree of significance meriting consideration in planning decisions, but which are not formally designated.⁰¹ The maintenance of a Local List allows a community and local planning authority to identify heritage assets that are valued as distinctive elements of the local historic environment and provide clarity on what makes them significant. This in turn helps to ensure that strategic local planning can adequately manage their conservation.

⁰¹ Historic England *Local Heritage Listing* (2016)

Historic England gives advice regarding the assessment criteria for locally listed buildings in [Advice Note 1: Conservation Area Appraisal, Designation and Management \(2019\)](#). The document advises that locally listed buildings should be positive contributors to the overall character of the local area and that their historic form and value should not have been eroded.⁰²

Locally listed buildings usually have qualities such as being a landmark building, being designed by a named architect, being associated with an historic event or being associated with a designed landscape. BMDC also have their own adopted criteria for locally listed buildings, which include their relative age, degree of survival, rarity, architectural and historical importance, social and community value and group and townscape merit.⁰³

There are 21 locally listed buildings, structures and features within the Elsecar Conservation Area, including the areas proposed for addition. The location of listed buildings can be found on the South Yorkshire Local Heritage List.⁰⁴ These are also shown on [page 32](#) and listed in detail in the [Audit of Heritage Assets in Appendix C](#).

The list does not claim to be comprehensive, and the local community are encouraged to continue to nominate buildings within Elsecar and its surroundings. Details of how to nominate a Locally Listed building, structure or area can also be found at the South Yorkshire Local Heritage List.

4.4 Scheduled Monuments

Scheduled monuments are sites or structures designated under the *Ancient Monuments and Archaeological Areas Act* of 1979 as having archaeological interest. Scheduling gives sites or structures protection as alterations, additions or demolitions are controlled by scheduled monument consent which is required by Historic England when change is proposed. There are three scheduled monuments in the proposed new Conservation Area boundary; Hemingfield Colliery on Wath Road [List UID: 1465079], the former Elsecar New Colliery, including the Elsecar Newcomen Engine [List UID: 100479], and the former Elsecar Ironworks [List UID: 1465668].

4.5 Archaeology

Although not always a visible part of the Conservation Area, archaeological remains can contribute to our understanding of how

the area has developed. There is also potential for archaeological remains, both those that are known and those not yet uncovered, to reveal more about the evolution of Elsecar.

There is little detailed evidence for early settlement within the immediate vicinity of Elsecar and the evidence for prehistoric activity is largely focused further afield. For example, excavations in 2008 in Jump revealed an Iron Age roundhouse as well as worked flints from the Mesolithic and Neolithic periods. A number of undated archaeological features have been identified closer to Elsecar largely from cropmarks which may date to the later prehistoric or Roman period. For example, a rectangular double-ditched enclosure was recorded in cropmarks between Skiers Hall Cottages and the Old Vicarage.⁰⁵

Evidence of small-scale mining activities possibly within the medieval landscape were identified recently from lidar images which identified a series of extraction pits (or 'bell pits') within Simon Wood and King's Wood to the east and south-east of Elsecar.⁰⁶

⁰² Historic England, *Advice Note 1: Conservation Area Appraisal, Designation and Management* (2019), p.20

⁰³ <https://www.barnsley.gov.uk/services/conservation/local-listed-buildings/>

⁰⁴ <https://local-heritage-list.org.uk/south-yorkshire>

⁰⁵ Jessop et al, 2019, p7

⁰⁶ Ibid, p14

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. Skiers Hall and Alderthwaite Farm are believed to be medieval in origin. There is also evidence of agricultural practises around Elsecar in the form of narrow ridge and furrow, which has been identified in fields immediately east of Skiers Hall and north of Alderthwaite Farm, as well as in the paddocks on the west side of Fitzwilliam Street.⁰⁷

Elsecar is an important settlement for the study of later post-medieval industrial history and contains numerous sites of archaeological interest from this period. The former Elsecar Ironworks which includes part of the Elsecar Workshops (List UID: 14656688), the scheduled site containing the Elsecar Colliery Newcomen Engine (List UID: 1004790), and the scheduled site of Hemingfield Colliery, also referred to as Low Elsecar Colliery (List UID: 1465079). All sites contain significant above and below ground remains.

4.6 Heritage Assets Plan

This plan highlights the spread of non-designated heritage assets and listed buildings within the Conservation Area. This accompanies the [Audit of Heritage Assets in Appendix C](#).

Heritage assets and non-designated heritage assets should be considered as making a positive contribution to the character of the Conservation Area. Omission of a specific feature should not lead to the presumption that such a feature is insignificant, and proposed alterations within the Conservation Area should be subject to individual assessment of significance.

⁰⁷ Ibid, p.171 & p.213

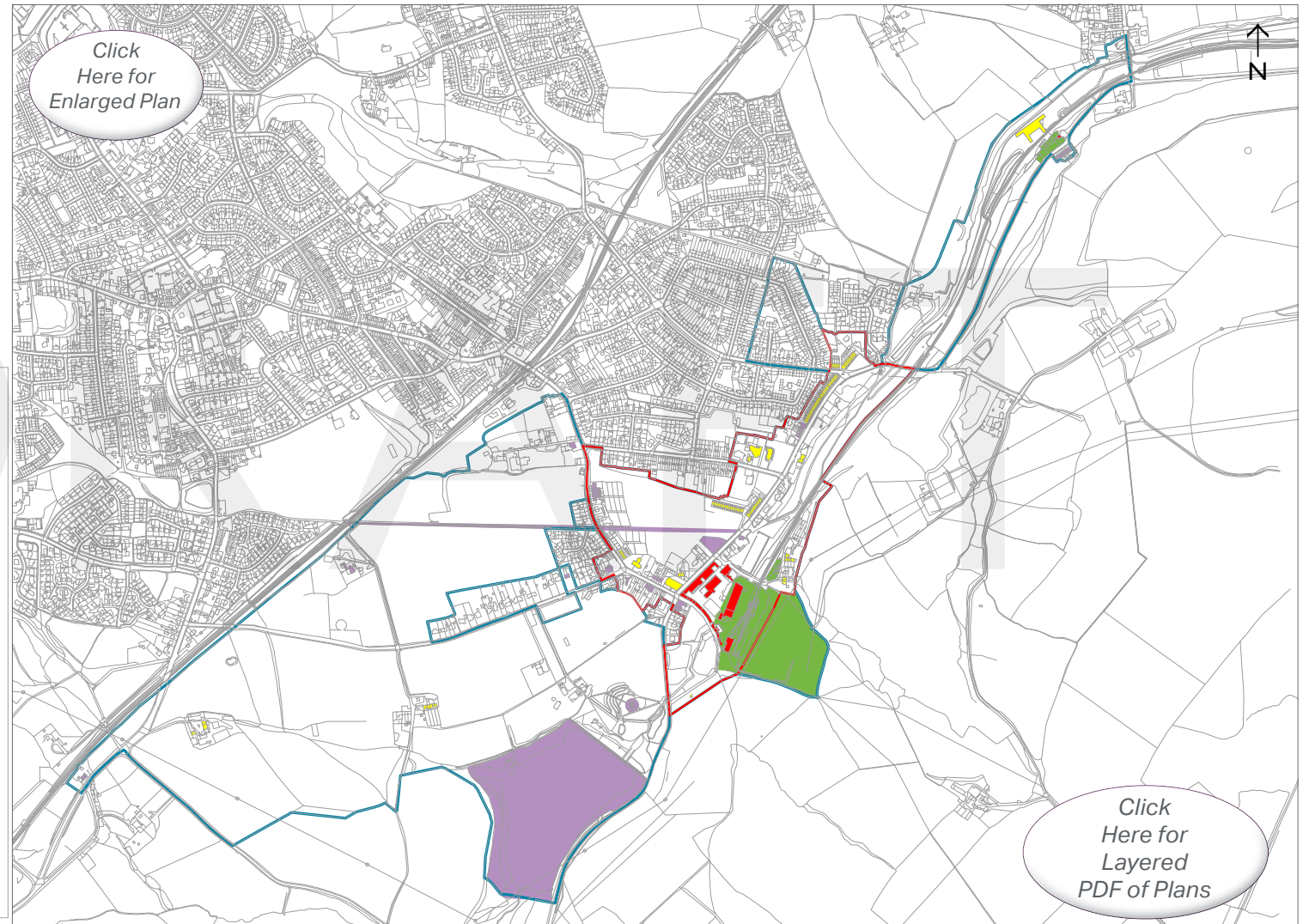
Please note, the buildings indicated are approximate only. Additionally, structures attached to listed buildings, such as boundary walls and outbuildings, may also be curtilage listed

HERITAGE ASSETS

- Elsecar Conservation Boundary
- Study Area
- Grade II*
- Grade II
- Locally Listed
- Scheduled Monuments

Note: The buildings indicated are approximate only. Additionally, structures attached to listed buildings, such as boundary walls and outbuildings, may also be curtilage listed.

This plan is not to scale



Designated heritage assets and locally listed structures and areas (© Crown copyright and database rights 2022 Ordnance Survey 100022264)

This section describes the elements of the Elsecar Conservation Area that contribute to its setting, architecture form, street pattern and townscape character.

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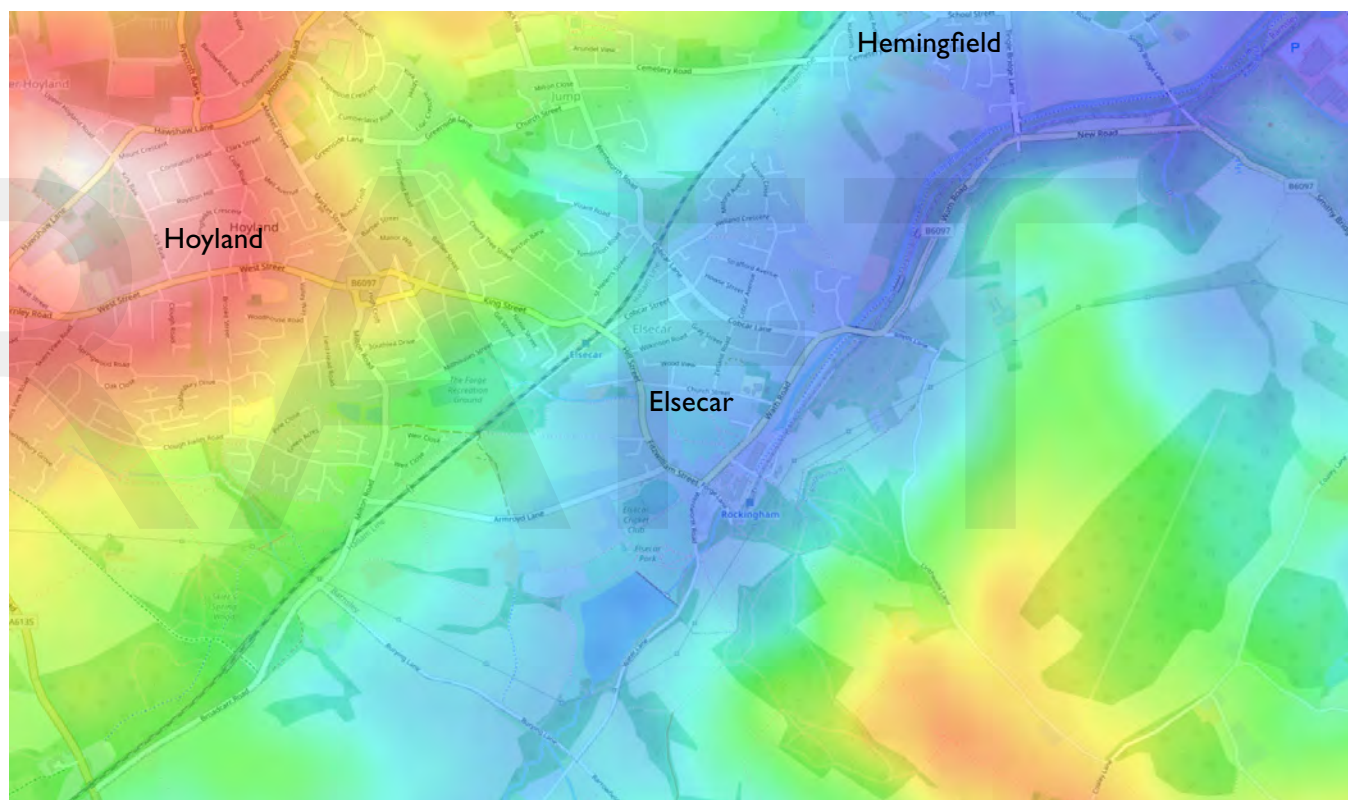
5.1 Geology and Topography

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 Elsecar in a north-west to south-east direction, which have had a significant influence on the area's history. The Conservation Area is underlain by alternating beds of sandstone and mudstone and outcrops of the Kents Thick and Kents Thin coal seams, the source of Elsecar's colliery wealth. Mines were sunk to successively deeper depths from the late 18th and 19th century from west to east following the coal bed. Mine workings are recorded within and around Elsecar. Ironstone was also mined in the area further to the west at Tankersley.

Elsecar is located on the broad south-east facing slopes of the valley of the Harley Dike which continues as the Knoll Beck, flowing from west to east into the River Dearne to the south-west of Bolton upon Dearne. The land rises up the valley sides to the north-west towards Hoyland town centre about a mile away and is well built up and prominent in views from within the Conservation Area. This is in contrast to the landscape to the

south-west of undulating farmland interspersed with historic farm settlements, whilst to the south and south-east the rural landscape rises with

farmland dotted with woodland. The steeple of Holy Trinity Church, Wentworth is prominent in views across the valley.



Topographic map of the area with Elsecar within the low lying areas (blue) of the valley and the higher ground (green to red) lying to the north-west and south-east.

Ground Level Lowest Highest

5.2 Setting

The setting of a Conservation Area provides its physical context, reflecting the landscape character around it. Setting is made up of several elements beyond just topographical or natural parameters; it is also made up of sounds, smells, environmental atmosphere and the way people move around and experience it. It can contribute both positively and negatively to the significance of a site and can provide evidence of the historic context of a place.

Elsecar has a distinctive setting. It lies just six mile south-east of Barnsley on the edge of an area of urban sprawl. However, the setting of the Elsecar varies dramatically depending on the direction of approach. When approached from the west, one passes through the built-up area of Hoyland. But continuing along Armroyd Lane the scene is pleasantly rural, with undulating farmland interspersed with historic settlements; there are fine views to the south towards Wentworth Woodhouse, with the steeple of Holy Trinity church prominent on the horizon. When approaching from Wombwell and Hemingfield to the east, the view across the valley and setting of Elsecar is more urban. This contrast between the urban sprawl of Hoyland to the north-west and rural land to the south provides the village of Elsecar with a distinctive setting in the landscape.

5.3 Views

The assessment of views within the setting of heritage assets is an important part of establishing its heritage value. A view may be significant for a number of reasons: it may clearly show a key building or group of buildings, it may show the relationship of one heritage asset to another or to the natural landscape or cityscape, or it may tell the narrative of how a place has evolved over time. Views can be static or may change as a viewer moves through a place. They may be short or long range, or look across, though, to or from a heritage asset.

In some parts of the extended Conservation Area, long range views into Elsecar are limited due to the constraints of topography, development or tree cover. For example, the canal corridor is a green space with significant tree cover which restricts views apart from those along the Greenway. The most significant long range views towards Elsecar are from the approach south-east along Armroyd Road which offers pleasant views of the countryside towards Wentworth and the spire of the Holy Trinity Church on the horizon. Additionally, views towards the village from the south-western edge of the proposed new Conservation Area boundary at Broadcarr

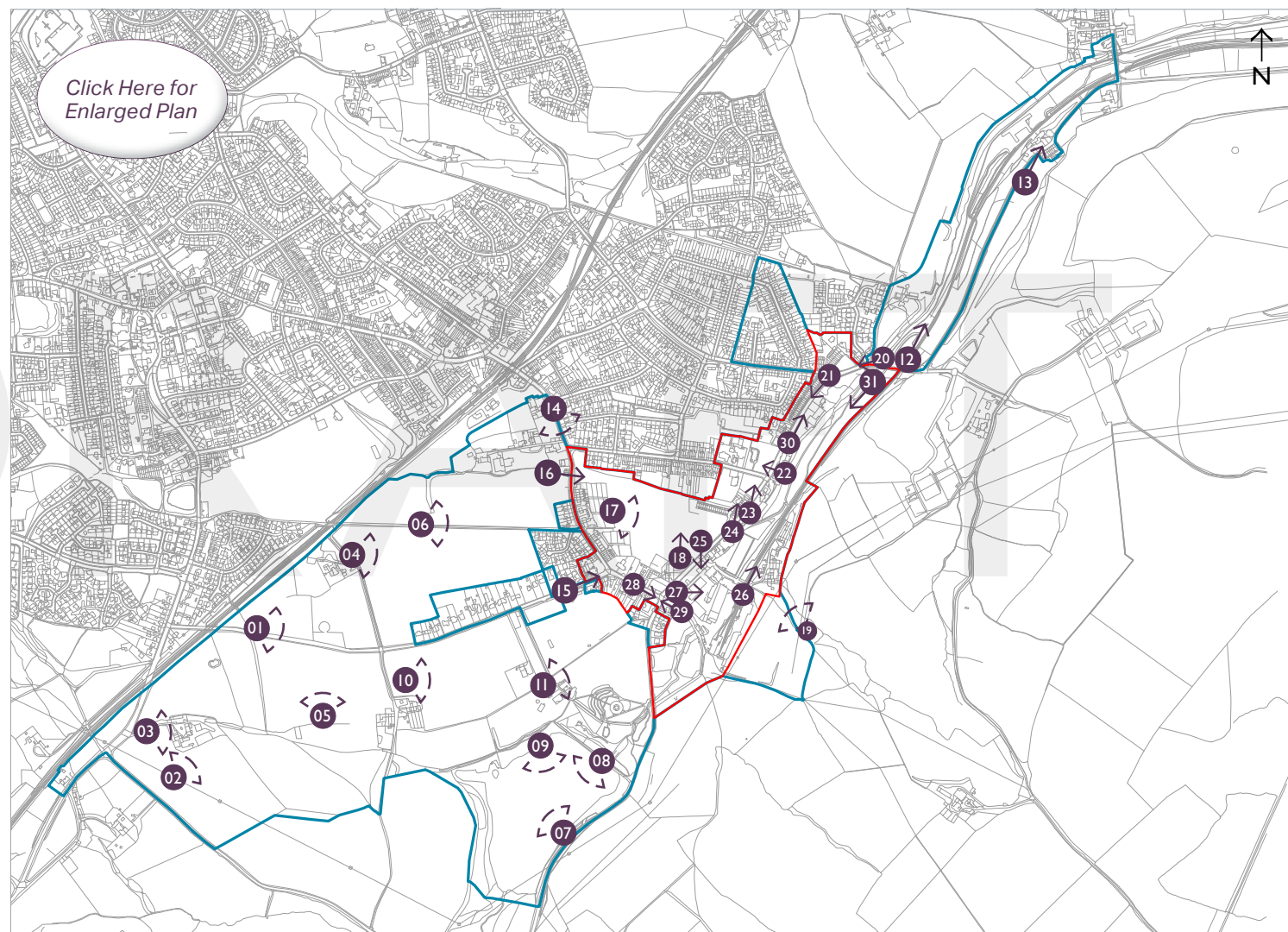
Road and Burying Lane present some pleasant countryside views. From the waggonway near Milton House are also significant views towards Elsecar where the Elsecar Workshops' chimney and the western elevation of Fitzwilliam Lodge are prominent. From the elevated position beside the café within Elsecar Park, the church spire, Fitzwilliam Lodge and the chimney are prominent. However, this view also captures modern development along Wentworth Road.

Given the linear nature of Elsecar, views along Wath Road and Fitzwilliam Street are important in capturing the character of the townscape. In particular, are those which capture the terraces, such as the view along Wath Road of Reform Row which illustrates the gentle arc of the terrace, and of views along Station Row and across the Green to Old Row. A particularly significant view within the Conservation Area is along Armroyd Lane towards Fitzwilliam Lodge, a key building in the Conservation Area. Views of the reservoir are numerous but are particularly important from the causeway and the northern bank.

Other significant views include:

- Northwards from Wath Road across the cemetery towards the church.
- Facing south-west on Wath Road capturing the curve of Reform Row and the church spire behind.
- The view north along the Elsecar Greenway from Distillery Side.
- The view on entering the village from the north along Wath Road.
- The view from Wath Road across the Elsecar Workshops from the junction with Distillery Side.
- Views within the Elsecar Workshops.
- Views of the Newcomen Engine from Distillery Side.
- Views from Wath Road of the Hemingfield Colliery.

Important views are marked upon the map opposite and are shown on the following pages.



Plan showing important views (© Crown copyright and database rights 2022 Ordnance Survey 100022264)

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View east along Armroyd Road



View north-east across agricultural fields



View north-east of the farmstead of Alderthwaite



View towards Elsecar from near Milton House looking east



View north towards Milton House (on the horizon) from the footpath between Alderthwaite and Skiers Hall

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View east along the incline plane footpath towards Elsecar



View north of the reservoir



View west of the reservoir



View south of the reservoir

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VIEW 10



View east across fields towards Elsecar from a footpath near Skiers Hall

VIEW 11



View of Elsecar Park looking north-east

VIEW 12



Canal path looking north

VIEW 13



View towards Hemingfield Colliery from Wath Road looking north-east

VIEW 14



Looking south across the village from Fitzwilliam Street, near Foundry Street

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VIEW 15



Long distance view of Fitzwilliam Lodge along Armroyd Lane

VIEW 16



View across Elsecar New Green from Fitzwilliam Street

VIEW 17



Panorama of Elsecar New Green looking south-east

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Elsecar New Green looking north



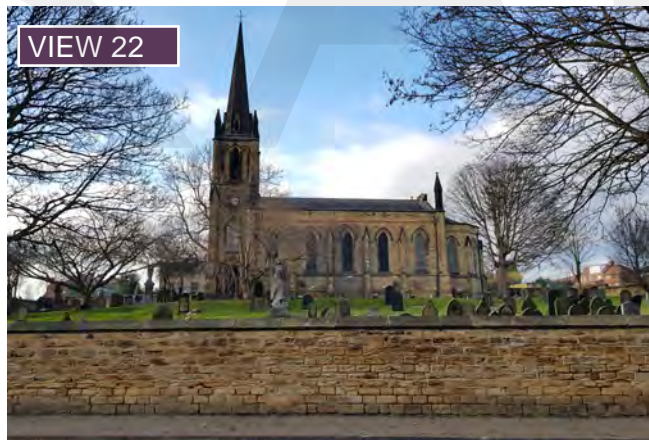
*Village rooftops from the former Elsecar Ironworks
Schedule Area looking north-west*



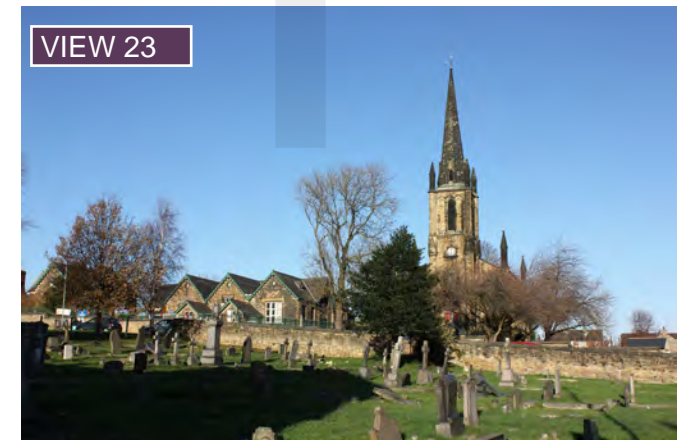
Cobcar Terrace from Wath Road



Reform Row from the north



Church of the Holy Trinity from Wath Road



*The church and school across the cemetery from the
south*

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Station Row looking north-east



The Heritage Centre from Wath Road, looking south



The Newcomen Engine from the south



The Heritage Centre from the southern entrance



The Central Workshops curving boundary wall looking south-east



Fitzwilliam Street from the junction with Wath Road

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Reform Row looking north



Canal footpath looking south-west

5.4 Townscape and Spatial Analysis

5.4.1 Street and Plot Patterns

Historic plot boundaries and street patterns can be important in defining how a settlement has developed over time or where change has occurred; these patterns should be preserved where they survive. They can relate to historic open spaces, routes, paths, gardens or boundaries. They can also demonstrate how buildings were practically sited as part of their original function, for example, Elecar Mill beside the canal, or the Earl's Workshops in relation to the iron foundry and collieries.

The core of the historic village is arranged along two key routes: Fitzwilliam Street and Wath Road in ribbon-like development. Its present layout is largely due to the developments from the late 18th century. The oldest buildings are believed to be a pair of 18th century cottages behind Milton Hall which are arranged at an angle respecting an earlier settlement layout around a small green. However, the majority of houses originate in the later 18th and 19th centuries, with some modern infill development.

The majority of the housing in the village core consists of terraced rows fronting the street with limited private space to the fronts and small private gardens or yards behind, although there are a number of exceptions, such as Fitzwilliam Lodge which is set in more generous gardens.

The Earl's Workshops (sometimes referred to as New Yard) and now the Heritage Centre, has a planned layout which reflects both the early use of the site as an iron foundry, and its later development as centralised workshop for the Wentworth Estate. It focusses inwards, with expanses of largely windowless walls facing Wath Road and Forge Lane.

Beyond the terraces of 4-14 Fitzwilliam Street, development is less dense with open views on both sides. These open spaces and views are important in providing a separation of the urban environment of Hoyland from the more rural settlement of Elsecar.

To the south-west, the landscape features the historic dispersed settlements of Alderthwaite, Skiers Hall and Milton House, collections of buildings loosely grouped together and linked by a network of tracks and paths, which represent the remains of the pre-industrial landscape.

5.4.2 Public Realm

Public realm includes the treatment of spaces around buildings, such as surfacing, signage and street furniture. The Heritage Centre is perhaps the most carefully designed of public spaces, where lighting columns, railings, benches, bollards, drain covers and signage have been sympathetically chosen or retained to sit well within the historic setting. The use of traditional

surfacing such as stone flags and setts have been selectively used, but tarmac is still the predominant material.

There is little evidence of historic surfacing within the village, with the use of modern materials such as tarmac paths and concrete kerbs throughout. The appearance and character of the Conservation Area would benefit from the replacement of modern surfacing with those of better quality such as stone flags, stone kerbs and setts. Surfacing around the Milton Hall is particularly poor and the tarmac surface on the drive to Old Row is breaking up.

Seating within Elsecar and Elsecar Park is provided by similarly-designed metal benches, although more traditional benches can be found beside the canal basin. Waste bins are simply design but were found to be in various conditions, ranging from fair to poor. The bus shelters within Elsecar are typical Council adopted structures which do not add to the character of Conservation Area and could be improved.

Grass verges are a feature of the Garden Village Character Area and should be maintained, whilst parking on verges should be discouraged.

One traditional finger post remains outside of Milton Hall. It would benefit from redecoration and the replacement of the modern sign with a more traditional one.

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 individual tiles. Most are situated on the elevations of buildings near corners. These should be maintained, repaired and replicated where appropriate.

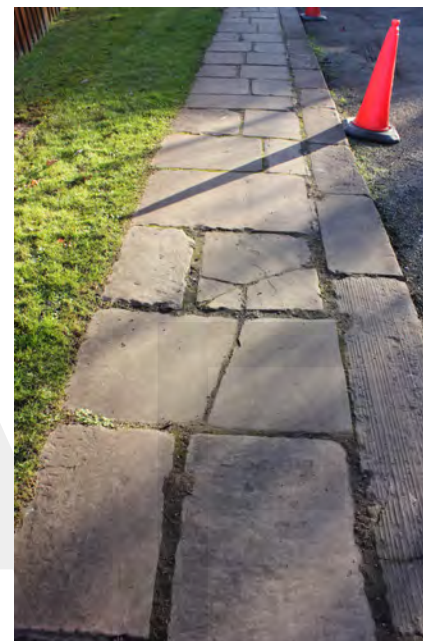
Lighting columns within the Conservation Area, apart from those within the Heritage Centre, are modern concrete or steel columns. There is potential to improve the appearance of the area through selective replacement with more traditional forms as and when funding permits.

There are a few examples of traditional railings around the village and in the wider setting. A small section of railings exists outside numbers 9-10 Market Place which have been used as a template within the Heritage Centre, whilst historic railings can be seen on Distillery Side, beside the site of the Newcomen Engine. The railings to the Elsecar Canal Basin are a sturdy traditional form which should be maintained, and a set of simple metal railings can be found at the Hemingfield Colliery Canal Basin. Additionally, Footrill Cottage also features an historic set of railings set on a low stone wall. In contrast, the guard rails at the junction of Church Street and Wath Road and at the bottom of Forge Lane are modern and unsympathetic to the character of the Conservation Area.



Timber bollards on the Green, and Conservation Area benches found throughout the village.

Outside of the village to the south-west there is a lesser degree of managed public realm, apart from the pavements along Armroyd Lane with modern lighting columns. This has a negative impact on the rural character of the area, particularly at night, although public safety is always a paramount consideration.



Stone flags and stone kerbs



Finger post



Traditional stone setts.

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Traditional bollard



Traditional street nameplate



*Traditional railings
beside the Newcomen
Engine site*



Railings and benches at the Elsecar canal basin



Cast-iron spur stone, Forge Lane



Manhole cover from the Davy Foundry

5.5 Architecture

5.5.1 Scale, Massing and Form

Scale relates to the size of a building and is influenced by the number of storeys and also the height of each storey, which affects the eaves height of a building. Throughout Elsecar, most houses are of either one or two storeys in height. The earlier terraced rows tend to be modest in scale, with low floor to ceiling heights and low pitched roofs. The later 19th century houses and terraces, like Cobcar Terrace, have more generous floor to ceiling heights. The scale and pitch of most houses has prevented modern attic conversions.

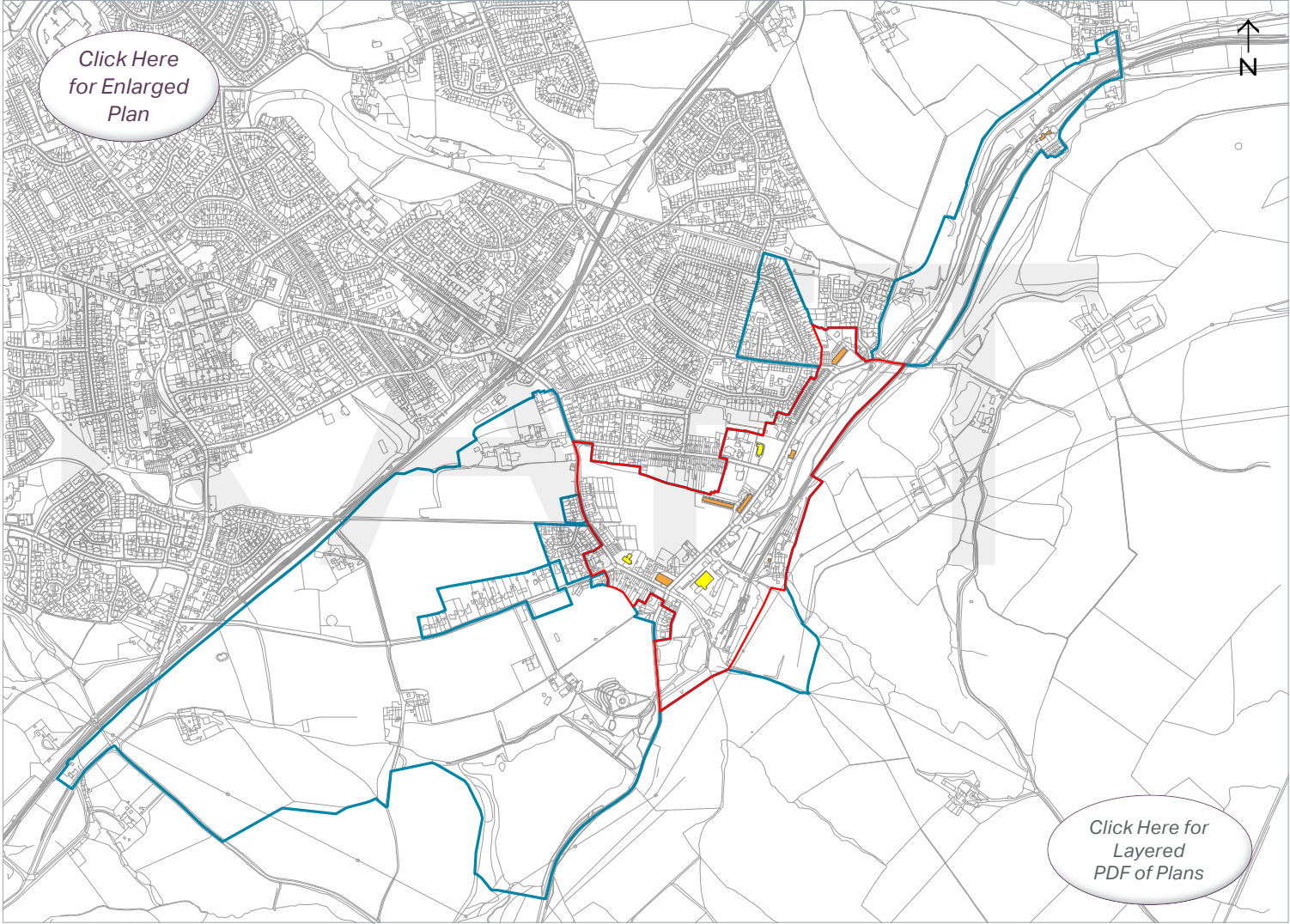
Generally, houses are in rows or pairs with continuous roof lines, and tend to be two bays wide (though usually with a single window to the first floor) and two rooms deep. There are exceptions, with a number of detached, double fronted houses such as 5 Wath Road, the Old Vicarage off Armroyd Lane and Milton House.

There are few buildings which exceed two storeys, notably the church, Elsecar Mill and Fitzwilliam Lodge. The landmark building of Fitzwilliam Lodge was deliberately constructed on a grand country house scale of three storeys to accommodate unmarried miners. Additionally, the buildings of Heritage Centre which were largely designed either as industrial workshops or offices, do not conform to the same scale and massing as the village, and are exceptions rather than the rule within the Conservation Area when considering new development.

LANDMARK BUILDINGS

- Elsecar Conservation Boundary
- Study Area
- Major Landmark Building
- Local Landmark Building

This plan is not to scale



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5.5.2 Building Types and Design

Residential

The predominant building use within the Elsecar Conservation Area is residential. Although commercial premises, shops, pubs, public amenities including a school, market hall and church, also feature. The Earl's Workshops or New Yard, serves both as a heritage centre and provides space for a variety of commercial activities.

As noted above, terraces are a key feature of Elsecar both in the historic core and elsewhere, and are of two storeys with pitched or hipped slate roofs. The oldest terraces are located in Wath Road – Old Row and Station Row were both built at the end of the 18th century and are the earliest housing provided by the Earl's Fitzwilliam for a growing workforce. However, there is a variation between the two; Old Row has a basic layout with plain features, whilst the Station Row has a symmetrical form balancing two and three-storey elements and was probably architect-designed. By the mid-19th century more polite architectural detailing and classical forms were introduced, as evidenced by Cobcar Terrace, 1-9 Cobcar Lane and 56-64 Fitzwilliam Street. Already mentioned is the landmark building of Fitzwilliam Lodge, an architect-designed lodging house in a classical country-house style dating to the 1850s.

It has been observed that there is a clear contrast between the estate-built housing of the late 18th-century and 19th century which are built in sandstone with similar architectural motifs such as tooled quoins and lintels, and the later, probably private and speculative developments, which are built predominantly out of brick, or brick



Housing on the south side of Fitzwilliam Street, near the Milton Hall



Housing along Wath Road including Reform Row

with stone frontages.⁰¹ Examples of latter are the late 19th century semi-detached brick house of 80-82 Wath Road, and the stone-fronted 93-95 Fitzwilliam Street.

The estate terraces of Fitzwilliam Street developed northwards in the later 19th century. Again these are simple vernacular forms similar to those found elsewhere. Much of the semi-detached and detached development along Armroyd Road and on the east side of Fitzwilliam Street date to the 20th century and are excluded from the Conservation Area.

Industrial

An important element to the character of the Elsecar Conservation Area are the former industrial buildings and structures within the village and on its periphery. The Earl's Workshops, or New Yard, now the Heritage Centre, makes a significant contribution to the industrial character of the area, and serves as a reminder of its importance to the development of the village. The boiler house chimney is particularly prominent in the local landscape whilst the structures which make up the Elsecar Heritage Centre retain their industrial characteristics following careful restoration in the 1990s. The Newcomen Engine, the Heritage Railway, canal and Hemingfield Colliery are important elements of the industrial past adding greatly to the character of the area.

⁰¹ Jessop et al, 2019, p210

Commercial

Besides the uses of the Heritage Centre, there are some pockets of industry and commercial activity elsewhere within the Conservation Area. This includes Elsecar Mill and the adjacent building on Wath Road, the currently vacant garage opposite Reform Row, and the Crown Garage on Fitzwilliam Street. Additionally, Elsecar has a small number of shops located near Milton Hall which were originally built as part of the villages commercial core in the 1850s. Today most shops have been converted to residential use, but generally retain some evidence of their former use.

There are five public houses located within the extended Conservation Area, all of which are

within historic, two-storey buildings which make a positive contribution to the Conservation Area. However, combining both commercial and residential uses, they have generally been

extended over the years. For example, the Fitzwilliam Arms has a large modern extension to the rear, as well as a large pub garden and playground.



The Heritage Centre



Modern commercial premises



The Crown Inn



Hair salon, Fitzwilliam Street



Vacant former garage on Wath Road

Public and Communal

Another building type are the communal and public buildings. The foremost of these is the church, which serves as a prominent local landmark. The church is primarily 19th century and was built in the early English Gothic Revival style. With the adjacent school which was constructed in the early Victorian Elizabethan Revival style just 10 years later, they form an important architectural ensemble on Church Street. Opposite the church is the village hall. A later 20th century flat roofed building which is detrimental to the character of the Conservation Area with considerable scope for improvement.

Another important communal building is Milton Hall at the junction of Wath Road and Fitzwilliam Street. Built in 1870 to replace the open-air market place, its single storey form with polite classical detailing in the form of pedimented entrances and arched windows works well within its immediate context.

Agricultural

Agricultural buildings also feature to a minor extent in the Conservation Area. The farm of Alderthwaite is a combination of traditional farm and modern buildings. The oldest structure dates from the late medieval period encase in stone possibly in the 18th century. They are simple utilitarian forms which reflect their former uses.

Another structure on Wath Road adjacent to Elsecar Mill, has the appearance of a modern agricultural building, utilising timber cladding above blockwork walls, but in its present setting is incongruous and has a negative impact on the Conservation Area.

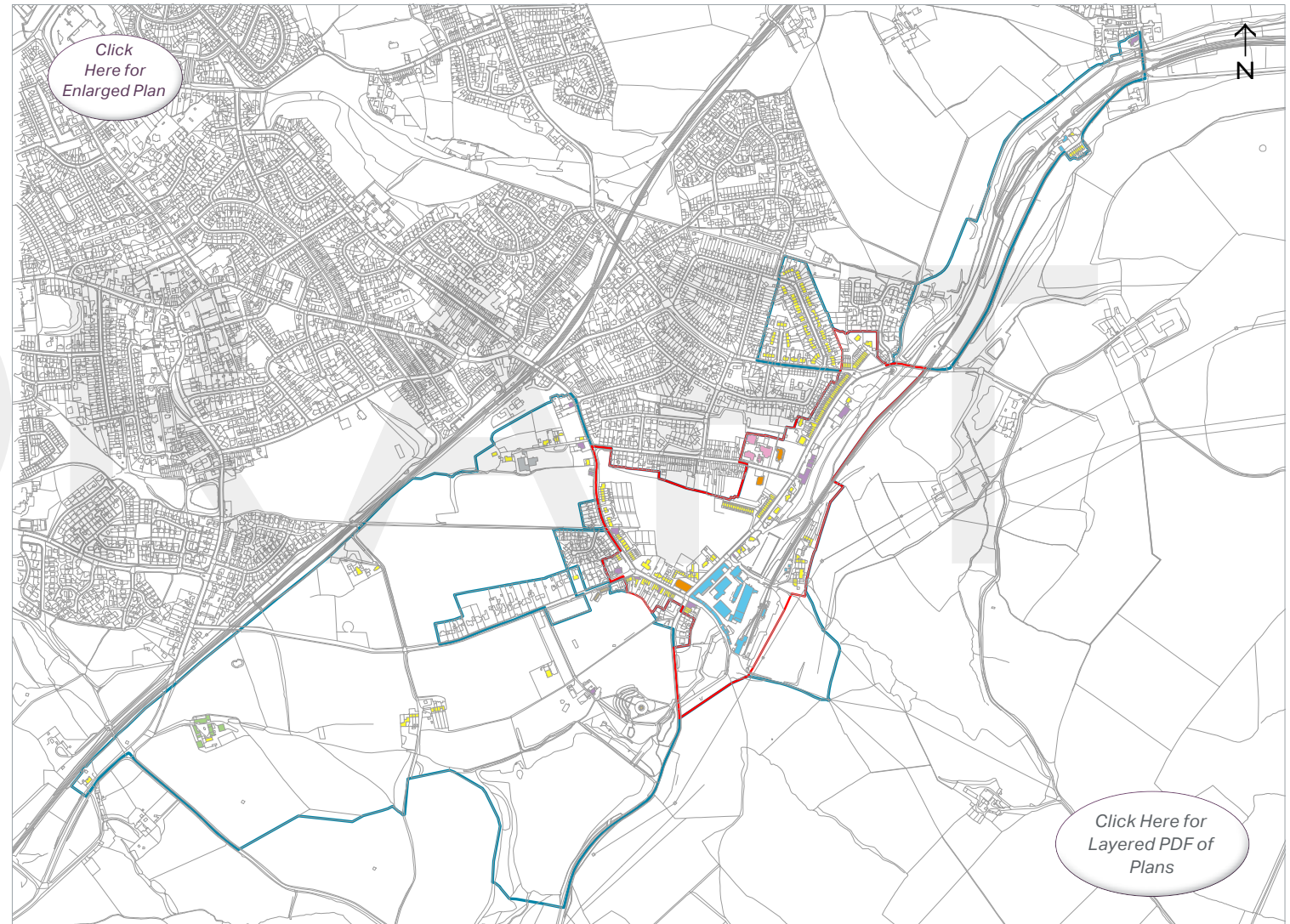


Church and School

BUILDING USES

- Elsecar Conservation Boundary
- Study Area
- Residential
- Heritage and Commercial
- Place of Worship and Communal
- Education
- Commercial and Industrial
- Leisure
- Agricultural
- Derelict

This plan is not to scale



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5.5.3 Typical Materials

As in other parts of South and West Yorkshire, the traditional building materials for the area are local sandstone walls with stone slate roofs. Within Elsecar the sandstone is general coursed, with some rubble wall construction. Generally speaking, the older buildings such as Station Row, the Heritage Centre 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. Some of the more important historic buildings are built of coursed stone (Newcomen Engine House, Old Row, Elsecar Mill, All Saints Church).

Stone colour ranges from a light buff colour through to grey and brown but the predominant building stone in Elsecar is a warm 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.

There is a small amount of brick building in the Conservation Area, the oldest of which is Building 1 within the Heritage Centre complex; a Grade II* listed building at the rear of the ironworks entrance building on Forge Lane it dates to about 1860. Additionally, a number of houses feature brick gable ends or rear walls, as for example can be found at Distillery Side, No.5 Wath Road, and Nos.80 and 82 Wath Rd, a pair of late 19th century houses built entirely in brick. The Fitzwilliam Arms, of a later 19th century date, is also constructed in brick. Other brick structures within the Conservation Area tend to date from the 20th century, such as 88 Wath Road and structures within the Heritage Centre complex.

Although sandstone slates were an original roofing material in Elsecar and are generally associated with the earlier buildings in the Conservation Area, replica blue Welsh slate (probably brought in by the canal from the early 19th century, then later by rail) has been used on more recent buildings, and as replacements for older stone roofs. The Heritage Centre buildings, constructed in the 1850s 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.

Cast-iron is found in a few buildings as structural elements, particularly within the Heritage Centre, most obviously in Building 20. Cast-iron columns feature below Buildings 4 and 5, and also within the agricultural buildings of Alderthwaite Farm. Cast-iron has associations with the Wentworth Estate and is likely to have originated locally.

Rarely found within the village centre is painted render usually been employed to cover brick or deteriorating stonework. Within the Garden Village character area, all houses have a rough rendered first floor. Other key materials employed here are red brick with red tiled roof coverings.

Traditional gutters in Elsecar are either timber box-section gutters or cast-iron gutters and cast-iron down pipes fixed directly onto the walls with iron brackets. It is probable that many of the cast-iron rainwater goods were made within the Earl's Workshops, though many today have been replaced in plastic.

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Typical Materials



5.5.4 Architectural Details

The properties in the Conservation Area are generally built in a simple vernacular style. Classical features can be found on a number of buildings and include pedimented gables, bracketed eaves, canopied doors or windows, bracketed sills and oculi. Fitzwilliam Lodge also features a finely moulded stone doorcase with radial fanlight and six-panelled door.

Stone string courses, or sill bands feature on many of the mid- and late-19th century buildings. Horizontally tooled lintels or lintels scoring to imitate voussoirs are also typical of the estate-built houses. A few houses along Wath Road have monolithic door jambs and heads. Other interesting architectural detailing can be found on The Fitzwilliam Arms which has a classical-style doorcase and a four panelled door, whilst the Market public house has moulded window surrounds and a decorative a doorcase.

Doors in Elsecar would historically have been constructed in timber and were either plain vertically boarded, ledged and braced, or panelled. Whilst today there are a variety of styles, particularly where buildings are not listed and uPVC replacements have been installed, consistency and regularity would have been an important feature of the former estate terraces

and remains a key consideration, particularly where this involves a row, terrace or group of historic buildings with a singular or shared style.

Consistency and historical accuracy are also an important consideration regarding windows within the Conservation Area. Like doors, there has been a significant loss of original windows and their replacement with inappropriate materials and designs. The historic rows like Old Row and Reform Row feature sympathetically styled replacement multilight timber casements which replicate the appearance of the Yorkshire sash.

From the 1850s onwards, domestic buildings appear to have had timber vertical sliding sashes, many of which have been lost and replaced with uPVC casements within the Conservation Area. However, a number of terraces and houses feature traditional replacements such as Cobcar Terrace and Fitzwilliam Lodge. The Old Vicarage off Armroyd Road appears to have retained its original timber sashes.

Dormer windows are not a feature of the Conservation Area apart from Pit Row cottages opposite Hemingfield Colliery where the dormers historically replaced small windows located below the eaves.

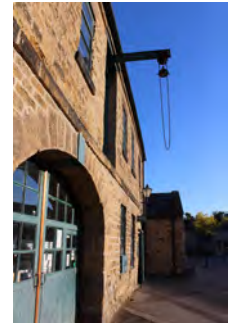
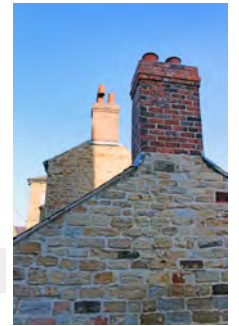
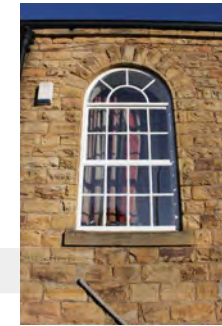
Most historic houses have stone or brick chimneys which add interest to the skyline. Within the Garden Village character area these can be particularly tall. The houses also feature round windows, occasional low slung roofs and applied timber framing to the gables, all typical of early 20th century architecture.

Roofs around the Conservation Area can be either gabled or hipped, and a feature of some houses with gable ends are the use of stone verges, sometimes ending in kneelers. The use of bargeboards is generally not appropriate on historic buildings within the Conservation Area.

The Heritage Centre workshops feature typical industrial detailing such as roof ventilators, hoists and loading doors. Windows in the older buildings are of cast iron 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.

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Architectural Details



5.5.5 Boundary Treatments and Outbuildings

The traditional treatment for boundaries in Elsecar is the low stone wall with carved stone copings of varying design. These tend to separate the small front gardens or yards from the road. They are a particular feature of the Conservation Area and make an important contribution to the village's special character. Gateposts are often simple monolithic stone posts (for example, Old Row) and gates are likely to have been originally in timber. Hedges are also important in the Conservation Area particularly in the Garden Village character area. High walls and timber fencing are not appropriate when facing onto the highway.

Other boundary treatments found in the Conservation Area such as metal-spiked security fencing and timber panelling are not historic and can be detrimental to the character of the Conservation Area. The use of Heras fencing should be temporary only.

Many of the historic rows in Elsecar, including Fitzwilliam Street, Old Row and Reform Row, have surviving historic outbuildings behind the main properties. Roofs are generally of Welsh slate and walls are of red brick. These were an important part of the original planned design of the village and were intended to provide modern facilities including washrooms, piggeries, coal houses and kennels. Where they survive it is important that they are retained and repaired.



Traditional boundary wall with domed coping



Traditional boundary wall with chamfered coping



Intrusive security fencing



Outbuildings

5.6 Green Landscaping

5.6.1 Open Green Spaces

There are number of key open spaces within the Conservation Area. Within the historic village core, the key space is the New Green, an area of former allotments, the inclined plane waggonway and the gas works. There is no visible evidence of the gas works and waggonway and the hawthorn trees now dotting the Green have grown up from the hedges which surrounded the original allotments. The area is an important open space for residents and enforces the rural side of Elsecar's character, making a valuable contribution to the special character of the village.

Of significant value, although with a different character to the Green, is Elsecar Park. Established in the early 20th century, the park is important for demonstrating Elsecar's rather surprising popularity as a holiday destination. There are areas of formal paths and terraced flower beds surrounding the historic bandstand, as well as less formal areas for play and activities. The higher areas of the park (or 'high park') command excellent views across well maintained parkland towards the village.

Another important space is the churchyard with a number of important mature trees including ornamental cherry which add colour in the spring. The cemetery on the south side of Church Street features very little tree planting to enhance this space.

Beyond the settlement of Elsecar to the south-west, lies the rural landscape which comprises the character area of Skiers Hall, Alderthwaite and Milton House. Largely agricultural fields bounded by hedgerows and crossed by public footpaths, this landscape provides a welcome breathing space for locals, and as allocated Green Belt it offers as important buffer to potentiation modern development.

Other green spaces within the Conservation Area are allotments and private gardens, mostly enclosed behind buildings. However, there are exceptions, such as Fitzwilliam Lodge, Cobcar Terrace and modern infill developments which sit within larger garden plots creating a sense of openness.

The spaces between buildings are also important by enabling views through to rear gardens, or towards the green countryside beyond Elsecar. It is therefore important that new development or extensions are considerate of their impact on views. Travelling north along Fitzwilliam Street towards the Crown Inn and Fitzwilliam Arms, the street is less dense with gaps between proprietries. These spaces are important in defining the boundary between the urban environment of Hoyland from the more rural settlement of Elsecar.

Despite being small, the grassed areas at the junction of Fitzwilliam Street, at the northern end

of Wath Road facing Cobcar Terrace and Reform Row, around the Village Hall, and between development on Fitzwilliam Street / Hill Street, are important green spaces which contribute towards the character of the Conservation Area.



The new Elsecar Green



Elsecar 'high' Park

5.6.2 The Reservoir and Canal

Also important to the character of Elsecar are bodies of water with associated trees, scrub and vegetation. The Reservoir is a Local Nature Reserve; the banks of the Reservoir are surrounded by a variety of dry and wet habitats including woodland and grassland, and it is a site of considerable natural value, besides its amenity and historic significance.

Elsecar Canal, Elsecar Greenway and the scheduled area to the south-east of the Heritage Centre are areas of scrub, mature trees and overgrown ground and undisturbed green space with the potential for high biodiversity. The canal is set back from the busy road and represents a sanctuary for fauna and flora whilst also a popular area for walkers of the Trans Pennine Trail and local residents.



The reservoir, looking south-west



The causeway across Elsecar Reservoir spillway



The Reservoir, looking east

5.6.3 Trees and Vegetation

Trees, along with hedgerows, make an important contribution to the character of the landscape. Today the lushness of the environment in and around Elsecar is in stark contrast to the past – much of the mature vegetation today is of recent development, particularly along the canal corridor and around the reservoir. Opencast mining to the south-east of the reservoir in the 20th century has also remodelled the landscape we see today. The woodland beyond the Conservation Area Boundary to the south-east is particularly important in creating a green backdrop to Elsecar, particularly when approaching the village from Hoyland.

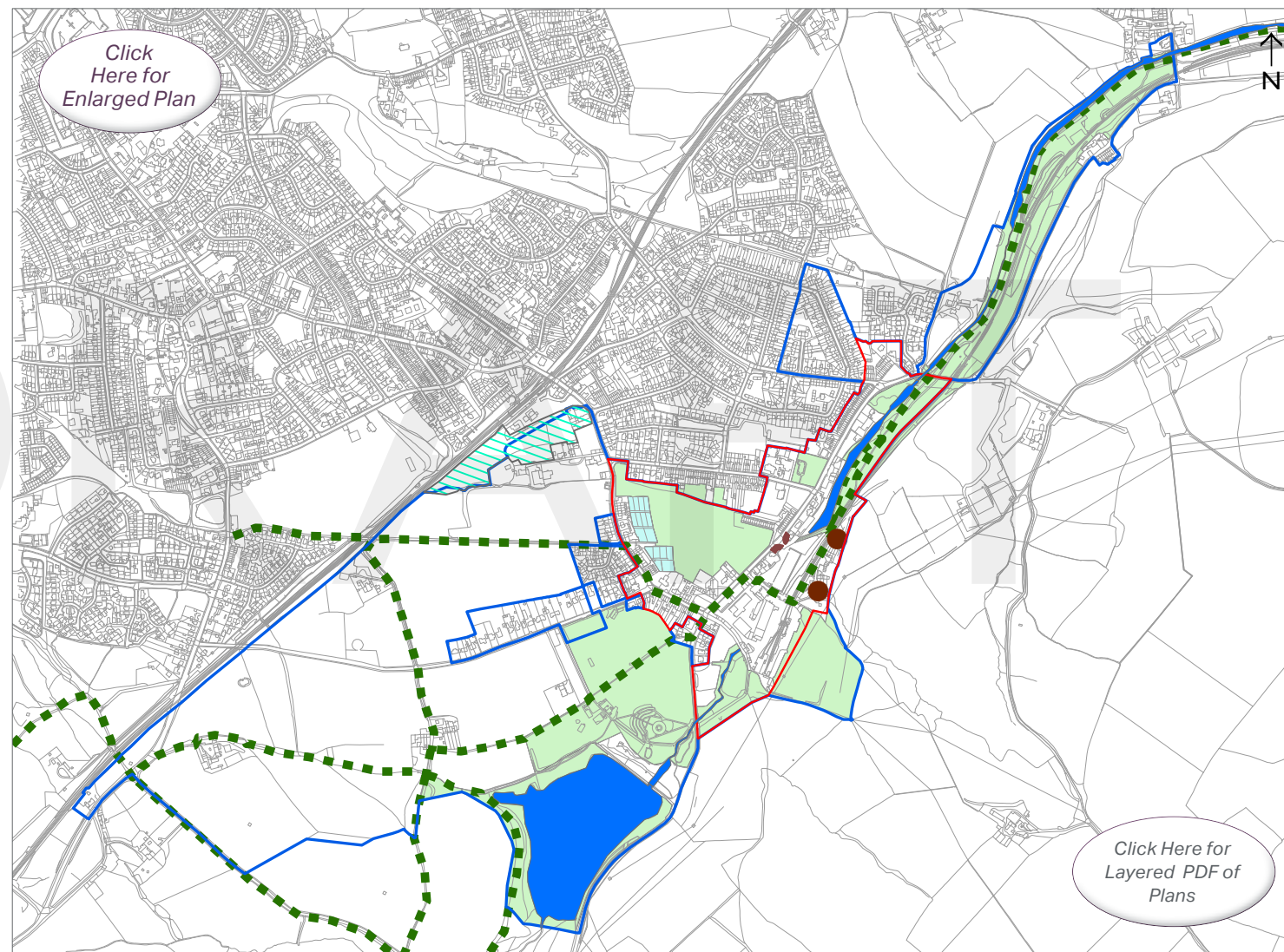


Hedgerows are a key feature of the rural landscape to the south-west

GREEN SPACES

- Elsecar Conservation Boundary
- Study Area
- Green Space
- Allotment
- Water and Canal
- Single Tree TPOs
- Tree Group TPOs
- - - Green Ways
- ▨ Area to remain free from development due to impact on Historic Environment

This plan is not to scale



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This section identifies the key features, both positive and negative, which define the character of each area in Elsecar.

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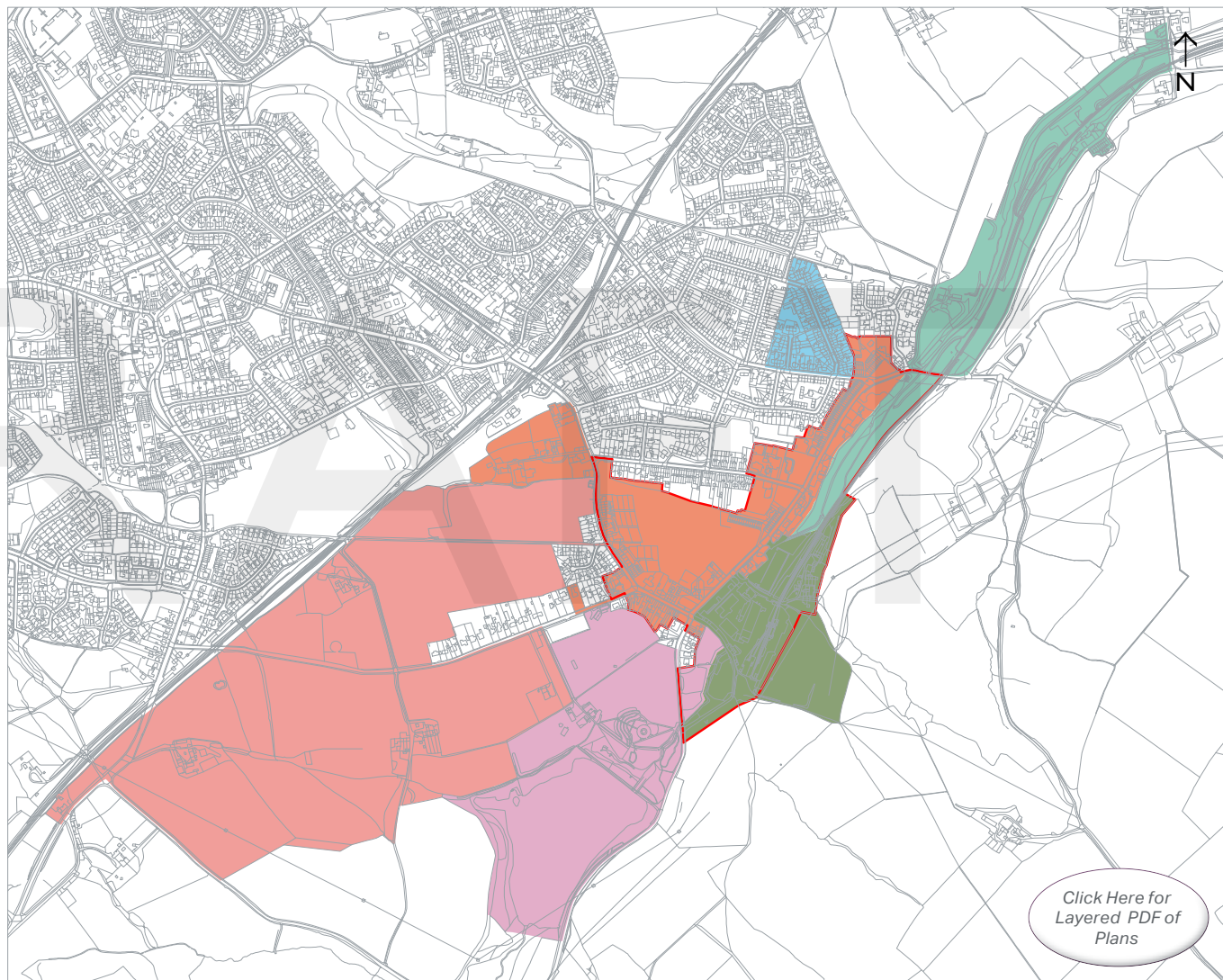
6.1 Introduction

Within the Elsecar Conservation Area are areas, streets and open spaces with different characteristics. This assessment provides a description of the character areas and provides more details on the issues, opportunities for enhancement specific to different areas of the Conservation Area. Please refer to the [Heritage Assets Plan](#) in [Section 6](#) for listed building and adopted locally listed building locations and to the [Audit of Heritage Assets](#) in [Appendix C](#) for further detail.

CHARACTER AREAS

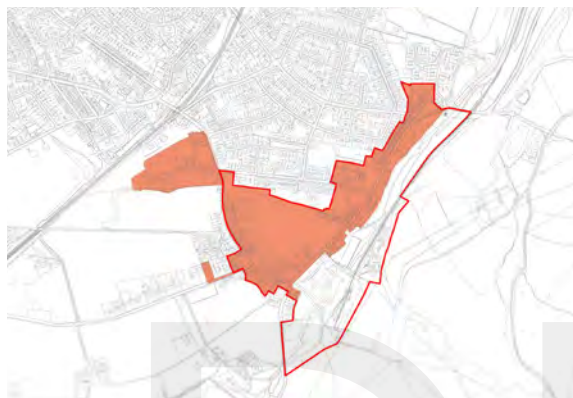
-  Elsecar Conservation Boundary
-  Character Area 1: Elsecar Historic Core
-  Character Area 2: Elsecar Heritage Centre (New Yard or the Earl's Workshops)
-  Character Area 3: Elsecar Garden Village
-  Character Area 4: Elsecar Park, Reservoir and Cricket Ground
-  Character Area 5: Skiers Hall, Alderthwaite and Milton House
-  Character Area 6: Canal Corridor and Hemingfield Colliery

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6.2 Character Area 1: Elsecar Historic Core

6.2.1 Development and Description

This character area covers the areas of the original Conservation Area. It includes the village core (but not the Heritage Centre and Distillery Side), the houses along Wath Road including the church and school, the houses along Fitzwilliam Street, as well as the open green space and allotments, and the west side of Hill Street including Foundry Street up to and including the Fitzwilliam Arms.

The original settlement developed loosely around a roughly triangular open space close to the area now occupied by Milton Hall, then known as Elsecar Green. The oldest surviving buildings from that early hamlet are thought to be 9-10 Market



Elsecar's New Green

Place, a pair of cottages lying at an angle behind Milton Hall and possibly mid-18th century. This is not to be confused with the present Green between Wath Road and Fitzwilliam Street which is a creation of the late 20th century.

Elsecar was an early planned industrial village thanks to the patronage of the Earls Fitzwilliam of Wentworth Woodhouse. The layout of the present core of the village mainly took shape in the later 18th and 19th century, with the development of mining and ironworking industries and the construction of associated buildings like the Earl's Workshops (now the Heritage Centre). Unlike other wealthy landowners, the Earl's Fitzwilliam went beyond the exploitation of local resources, shaping Elsecar through the provision of high quality worker's housing, including Old Row and Station Row in the early 18th century.

The cottages of Reform Row have a date plaque of 1837. The Earls also built lodgings for single miners and the school and church to serve the local community.

Today, the housing of the historic core remains largely intact and legible. The majority of buildings in this character area are in residential use and are largely arranged in terraced rows fronting the street, usually with small areas of enclosed space to the front and yards or gardens to the rear. There are exceptions including modern infill development and Fitzwilliam Lodge, the latter designed in the style of a country house sitting in a large plot. Other exceptions are Milton Hall and the buildings grouped around it, and Old Row which is arranged at an angle to Wath Road overlooking the green which originally faced onto allotments and the inclined plane, to which it was aligned.

Wath Road and Church Street

Wath Road is the main road within the Character Area and features the majority of listed buildings and other key structures like the church and mill, many of which date from the end of the 18th century through to the mid-19th century. The road today is gently curving from Elsecar Bridge to the junction with Fitzwilliam Street. However, the 1849-50 OS map shows a more sinuous route, skirting around Station Row further to the east. During the latter half of the 19th century, the road was straightened running directly in front of Station Row.

This road features some significant terraces constructed by the Earls Fitzwilliam for his workforce which were at the time considered far superior to elsewhere, provided with outbuildings, pigsties and an allocated allotment garden.

The houses on Reform Row generally offer a uniform style, a form typical of estate villages. This terrace is particularly attractive because the road has a gentle curve which the terrace follows. Built in

1837, the row is constructed of partly coursed rubble sandstone and roofed with Welsh slate. Stacks are almost all in brick but were originally stone. The façade includes paired vertically boarded doors, horizontally tooled lintels over the doorways. Windows are multi-light casements, which have replaced metal framed casements.



Reform Row, possibly early 20th century

The designation status helps to maintain the uniformity of the row, although there are still exceptions. For example, there is a variety of door colours despite the Council's own guidance. The selective re-pointing, refacing and cleaning has produced a patchwork of stonework between

properties further exacerbated by the relatively poor condition of the stonework and erosion that has occurred during the last 180 years. Meadow Row is similar in style to Reform Row, although built of squared coursed stone and probably slightly later in date. Together with Reform Row they appear as a continuation of the street, but a closer inspection suggests Meadow Row has been constructed in a piecemeal fashion.

Prominent from the road on the approach into the village from the north is Cobcar Terrace. This, along with its adjacent sister terrace on Cobcar Lane, are elegantly designed with classical-style detailing and a uniform appearance characteristic of estate villages. Built of dressed sandstone and Welsh slate roofs, they have modern timber sashes and timber boarded doors. Cobcar Terrace has a symmetrical front elevation, where the third and eighth houses are set slightly forward under pediments with a single oculus set in each. Cobcar Terrace was once known locally as 'Rhubarb Row' after the allotments which once occupied the front garden. The rear of these terraces was thorough modernised in the late 20th century when the terraces were restored.

Old Row and Station Row have a strong relationship with each other in the street scene and were both built at around the end of the 18th century. Old Row is a terrace of 15 cottages, mainly with paired doors and modern timber casements, a Welsh slate roof and brick stacks. It appears to have been built of slightly harder courses of squared sandstone with a tooled and picked finish. Selective repairs have been carried out which should hopefully weather.



Old Row, late 18th century



Station Row, late 18th century

Station Row contrasts with Old Row in its architectural form. Possibly designed by John Carr, it bears a similarity to the Skiers Hall Cottages also associated with the architect. It was originally built facing across allotments towards the canal, before Wath Road was rerouted. The central and end cottages are three storeys with hipped roofs that step forward whilst the remainder are two storeys. Station Row is built of rubble sandstone, which in this instance is particularly soft and has in places eroded badly. Two of the houses on Station Row retain their early 20th century metal casements.



Reform Row, 1837

Elsacar Mill (1842) is located at the junction with Church Street and forms a loose group with the church (1841-1843) and school (1852). Together they represent the addition of community amenities by the Earls Fitzwilliam. Holy Trinity is a good example of the Early English Gothic revival style. The spire is octagonal and rises to a considerable height and is a prominent landmark in views. 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 is detrimental to the setting of the Conservation Area.

The mill has some relationship to the church on size, materials, and age and forms part of the planned settlement. The mill 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 and a painted sign 'E.F.W. Stoneground Wholemeal Flour'.



Cobcar Terrace, mid-19th century



Elsecar Mill, 1842



The school, 1852



The church, 1843

Milton Hall and the Market Place.

The distinct collection of buildings is located at the junction of Fitzwilliam Street with Wath Road and Wentworth Road around for former market place. The earliest building is 9 and 10 Market Place presumed to be mid-18th century and constructed in stone with substantial stone quoins and a Welsh slate roof which was probably formerly of stone. The adjacent houses which line the market place are part

of the Earl's improvements from the mid-19th century. They are a well designed collection of two storey stone built houses with stone stacks and Welsh slate roofs. All have lost their timber sashes, and now contain inappropriate uPVC replacements. No.94 features two modest shop windows with bracketed hoods.

Milton Hall was a purpose-built market hall, constructed in 1870 as a statement community building by the Earls Fitzwilliam, augmenting and solidifying Elsecar Green as the commercial centre

of the village. It is a single-storey, rock-faced ashlar building with pedimented doorways and arched windows. It sits on a prominent corner site.

Another prominent corner building is The Market public house opposite Milton Hall, which also lies adjacent to the Heritage Centre. Thought to be mid-19th century, the building is also attached to two former shops. The building is well designed and built in good quality sandstone with prominent quoins, and decorative door and window surrounds, corbelled stone stacks and a hipped Welsh slate roof.



Milton Hall



The Market Public House

Fitzwilliam Street

Several early-19th century buildings survive along, or close to, Fitzwilliam Street - these are the Milton Arms and No.11 Armroyd Lane. The former is a stone building, now rendered with a modified but striking pub entrance. No.11 Armroyd Lane, or 'Tollbar Cottage', is a probable stone double-pile house (now rendered) with sandstone lintels, perhaps linked in origin with the toll road which is reported to have operated here by 1840. It is thought that the Crown Inn on the West side of Hill Street, may also date to the early-19th century. Operating as a pub from at least the mid-19th century, this much altered, two-storey building, bears the features of an estate-designed building with coursed sandstone walls, scored lintels with central tooled keystones.

The number buildings of note diminish as the street travels north towards its junction with Church Street but includes the landmark building of Fitzwilliam Lodge and various terraces and rows built in the local vernacular. On the south side of Fitzwilliam Street between Armroyd Lane and Wentworth Road a row of houses also appear to be part of the mid-19th century improvements by the Earl to commercial provision within Elsecar. Nos.83 to 85

Fitzwilliam Street form a row of two ranges linked by a central recessed range. They have deep eaves and hipped slate roofs, with No.85 incorporating a shop front. The design has been likened to others by the architect John Carr although there is no evidence to support this.

Of particular importance is Fitzwilliam Lodge. Built in 1853 for unmarried miners at the junction



Fitzwilliam Lodge



56-64 Fitzwilliam Street

of Armroyd Lane, the building is an imposing three storey building built in style of a country house. Constructed of coursed, horizontally-tooled sandstone with a slate roof. There is a two-storey wing to the rear. It is embellished with a central gabled projection with a pediment and glazed oculus. Below, the central entrance has a fanlight and radial glazing bars in a moulded ashlar surround.



Milton Arms



4-14 Fitzwilliam Street

Another building of note lies immediately north-west of Fitzwilliam Lodge. 56-64 Fitzwilliam Street is a two-storey symmetrical row of five cottages which has a central gabled projection, constructed of coursed, horizontally-tooled sandstone with stone chimneystacks and a slate roof. It features an original first-floor window with paired arched sash windows.

To the north of the former inclined plane is a series of more modest but well-spaced terraces which make a positive contribution to the Conservation Area. There are attractive views through to the Green and church spire beyond.

The 20th century houses opposite are excluded from the Conservation Area.

Foundry Street was the location of the Davy Iron Foundry which operated from 1869 to 1980. They made mantel pieces, ranges, palisading and gates, as well as numerous industrial castings. Manhole covers bearing the Davy name, like those of the Milton Foundry, can be found around the Conservation Area. A number of structures survive in a derelict condition and in their present condition are detrimental to the Conservation Area. The oldest building is a 19th century two storey rendered brick structure with semi-circular openings which if restored could form the focus of a new development. Other brick structures of a later date lie within the surrounding vegetation.



Davy Iron Foundry buildings

6.2.2 Defining Features

- Vernacular forms interspersed with housing featuring classical detailing.
- Relatively wide highways, with buildings set slightly back from the street.
- Mainly two storey buildings, with modest pitched roofs.
- Regularity of terraces characteristic of estate villages.
- Low garden walls or hedges enclosing front gardens.
- Outbuilding to the rear.
- A small number of houses set within more spacious plots.
- Dressed or rubble stone walls, mainly slate roofs. Occasional brick, sometimes to side or rear elevations.
- Mainly residential with a smattering of commercial properties.
- Former shops retaining historic features.
- The church and mill form a small collection of landmark buildings.
- Fitzwilliam Lodge.
- Public houses within historic buildings.
- Spaces between buildings allow views of rear gardens and the landscape beyond.

6.2.3 Key Issues

- Aerials and satellite dishes.
- Telephone poles and wires.
- Disruption of uniformity of terraces through the loss of original doors and windows and their replacement with inappropriate uPVC in varying colours and designs.
- Disruption of uniformity of terraces through differential repair works to stonework.
- Potential loss of front walls to form off road parking.
- Negative buildings including the village hall, the commercial property south of Elsecar Mill and the Crown Garage.
- Negative spaces opposite Reform Row.
- Pressure from new development.

6.2.4 Designated Heritage Assets and Locally Listed Buildings

Designated and Non-designated Heritage Assets

- Nos.56-64 Fitzwilliam Street, mid-19th century, Grade II
- Fitzwilliam Lodge, mid-19th century, Grade II
- Milton Hall, 1870, Grade II
- Nos.9-10 Market Place, mid-18th century, Grade II
- Nos.1-5 Old Row, late 18th century, Grade II
- Station Row, late 18th century, Grade II
- Elsecar Mill, 1842, Grade II
- Church of the Holy Trinity, 1843, Grade II
- Elsecar School and Master's House , 1852, Grade II
- Reform Row, 1837, Grade II
- Nos.1-9 Cobcar Lane, mid-19th century, Grade II
- Cobcar Terrace mid-19th century, Grade II
- Meadow Row, Wath Road, before 1850

- Elsecar gasworks manager's house, Wath Road, mid-19th century
- Nos.4-6 Wentworth Road, mid-19th century
- Nos.79-85 Fitzwilliam Street, mid-19th century
- No.65a Fitzwilliam Street, second half of 19th century
- Nos.88-94 Fitzwilliam Street, mid-19th century
- Former rectory, 23 Armroyd Lane, first half of 19th century
- Nos.4-14 Fitzwilliam Street, mid-19th century
- Fingerpost, Wath Road, first half of 20th century
- Market Pub, Water Lane, mid-19th century
- Milton Arms, by 1850
- Crown Inn, Hill St, 18th century
- Elsecar Main Ambulance Store, 1927
- Elsecar Gasworks, site of former gasholders, established 1857
- Incline plane between Milton and Elsecar, 1830s



6.3 Character Area 2: Elsecar Heritage Centre (New Yard or the Earl's Workshops)

6.3.1 Development and Description

The character area encompasses the Elsecar Heritage Centre, the site of the Elsecar Ironworks (below Furnace Hill), the Newcomen Engine and Distillery Side up to but not including the canal corridor and the footrill to the south-east, but not the car parks. It is suggested that the extension to the Conservation Area will now follow the boundary of the scheduled area.

The complex of workshops known as the Elsecar Heritage Centre was largely built in the mid-19th century, absorbing a number of cottages and other buildings



Wath Road elevation

associated with the Elsecar Ironworks. The centralised workshops were constructed for the Earl Fitzwilliam's collieries, and later became the workshops of the NCB. The site was purchased by Barnsley MBC from British Coal in 1988. The buildings are now used for retail, offices, manufacturing, museum, heritage and educational uses, following their restoration in the 1990s. The site makes a considerable contribution to the overall character of Elsecar and is a popular tourist destination.

The site comprises two long continuous ranges to Forge Lane (Buildings 3 to 7, 2-4 Forge Lane) and Wath Road (Buildings 8 to 12), and a shorter range to the eastern boundary (Buildings 13 and 14) which features the entranceway to the complex and retains a row of cottages dating to the early 19th century. Within the centre of the

complex are a series of standalone structures (Building 15 to 18 and 22). Formerly part of the Elsecar Ironworks the workshops eastern boundary is represented by the massive rolling mill building (Buildings 20 and 21).



The King at the New Yard station in 1912

Buildings 8 to 12, 3 to 7, and 2-4 Forge Lane

These buildings have the longest elevation in the area alongside Forge Lane and Wath Road. The range dates from the mid to late 19th century with a number of 20th century additions. The single-storey workshops form an elongated L-shaped range of sandstone with Welsh slate roofs. The gabled projection to the rear facing onto Wath Road retains a round arched loading door, oculus and metal windows. Apart from this element, the long elevation is characterised by its blank face. Within the yard, an old wooden jib is still present flanked by diamond-latticed iron casement windows. The Visitor Centre is contained within the Wath Road range.



Building 4 and 5



Building 10 and 11 (left)



Nos. 2-4 Forge Lane



Lantern on Building 4

Buildings 13 and 14

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 in 1870, when it was used as the Earl's private railway station. The large opening on the north-east elevation is a former carriage entrance. 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. To the south are attached a row of early 19th century cottages which were retained when the New Yard was built.



Building 13



Building 13 from Distillery Side



Building 13 and 14



Venetian window, building 13

Building 16, 17 and 22

The large aisled former fitting shop is the most visually striking building of the Central Workshops. The building was constructed in 1850s 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 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'. 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 first floor level with a jib above. The boiler house chimney at the left hand corner has an octagonal shaft rising from a square base to a broad cornice and is a key landmark in local views.

Also within the central yard area are buildings 18 (a 20th century brick building with metal sheet roof) and building 15 and single storey stone construction with sheet roofing, both of which make varying contributions to the character of the complex and the surrounding listed buildings, though neither are detrimental.



Building 17 and 22



Building 17



Hoist, building 22

Building 19, 20 and 21 and Other Structures to the South and East

Building 20/ 21 was built c.1850 as a rolling mill for Elsecar Ironworks. The building has a cast-iron frame, with side walls infilled with brickwork and stone and features industrial-style windows. The gables are sandstone with massive buttresses. Used as a waggonshop until 1950 it is now an events venue.



Building 20 and 21

Attached is a two-storey stone workshop (Building 19), which is earlier than the rolling mill. Built of coursed and dressed sandstone with a Welsh slate roof, there are a variety of multi-paned iron casements (now boarded). It was used as a plating shop until 1950.

To the south is Building 1, a former casting house of the Elsecar Ironworks c.1860. Less impressive than the other buildings due to attached modern structures, brick construction and modern roofing, it is still a significant structure which is now

associated with the Heritage Railway sidings and railway station which occupy the east of the site. These buildings which are historically associated with the ironworks lie within a Scheduled Area which also encompasses the Heritage Railway and station, and the woodland to the south-east on the side of Furness Hill. The scheduling of this area acknowledges the potential for significant below-ground remains associated with Elsecar Ironworks. The woodland above the Heritage Centre is crossed by paths and contains the remains of a number of structures.



Building 1

Distillery Side and the Newcomen Engine

A short distance along Distillery Side to the north-east of the Heritage Centre is the Scheduled Area containing the Newcomen Engine and the former site of the Elsecar New Colliery which opened in 1795. The site is approached over the railway crossing past the entrance to the Heritage Centre off of Wath Road. The engine is housed in a custom built three-storey building with coursed dressed sandstone and a Welsh slate roof. A large opening on the south side of the building accommodates the massive iron beam protruding from the structure. It is thought to be the only 18th century steam engine in the world to remain in situ. Beside the Newcomen Engine, the site contains a concrete headframe positioned above a second shaft, and to the south an early 20th century brick pump and fan house. This small site is normally open to visitors and features interpretation boards.

Although historically not connected to the Newcomen Engine, the adjacent cottages within Distillery Side form an associated group of buildings. The stone cottages

with slate or stone roofs date from the early 19th century. No's 1-3 was a former school (built 1836) and now a row of three cottages. There are four groups of cottages altogether, including Distillery Mews which was built in 1990.

A short distance from the Heritage Centre is the footrill to Lowwood and Elsecar Old Colliery. The structure is accessible from a footpath from Forge Lane or Wentworth Road and features a stone retaining wall with quoined and rebated doorcase fitted with iron lattice door.



The Newcomen Engine

6.3.2 Defining Features

- Industrial scale architecture.
- Brick or stone, slate roofs, metal framed windows, ledged and braced doors, roof ventilators and roof lights.
- Continuous single-storey stone walls with few windows to Wath Road and Forge Lane.
- The Newcomen Engine, a rare and significant landmark building in the Conservation Area.
- Engine house chimney is a landmark building within and outside of the complex.
- The former fitting shop (Building 17) is a landmark building within the workshop complex.

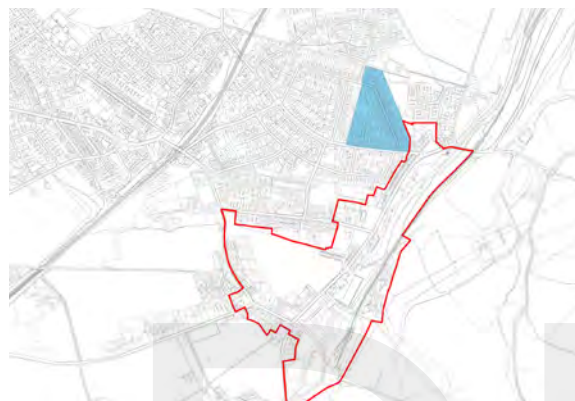
6.3.3 Key Issues

- Lack of signage and interpretation for the scheduled area of former iron workings on Foundry Hill. Walks and interpretation should be incorporated into the wider Heritage Centre offering.
- Lack of signage and interpretation for the footrill Lowwood and Elsecar Old Colliery. The footrill would benefit from the removal of vegetation, stabilisation and conservation works.
- Condition of stone work of some Heritage Centre buildings.
- Wayfinding to the Newcomen Engine could be improved.
- The condition of former ironworks buildings requires urgent attention. These should be conservation repaired and incorporated into the Heritage Centre offering.
- The use of orange traffic cones and temporary barriers on Distillery Side to control parking / access should be replaced by more sympathetic alternatives.

6.3.4 Designated Heritage Assets and Locally Listed Buildings

The site contains 13 listed buildings or structures and two scheduled monuments. Elsecar Ironworks on Furnace Hill is within Green Belt.

- Building 1, former Elsecar Ironworks casting shed, Grade II*, 1850s
- Building 17, former fitting shop at Elsecar Central Workshops, Grade II*, 1850s
- Building 19, former workshop at Elsecar Ironworks, Grade II*, c.1835
- Building 22, former Joiner's Shop, including chimney and rebuilt boiler house (building 16), Grade II*, 1850s
- Buildings 13-14, former railway station, offices, housing and gate piers at Elsecar Central Workshops, Grade II*, Early 19th century, 1850s gatehouse/ offices with attached office of early 20th century, 1870 station
- Buildings 2 and 3 and boundary wall, former Elsecar Ironworks entry range, Grade II*, 1860s
- Buildings 20a and 21, former rolling mill at Elsecar Ironworks, including two halved colliery pit wheels, Grade II*, 1850
- Buildings 4-7, stores at former Elsecar Central Workshops, Grade II*, 1850s
- Buildings 8-12, former workshops, offices and warehousing at the former Elsecar Central Workshops, Grade II*, Partly 1850s, with part mid-20th century
- Housing at the former Elsecar Ironworks, 2 and 4 Forge Lane, Grade II*, 1850s, Locally Listed
- 1 -3, Distillery Side, Grade II, 1836
- 4-8, Distillery Side, Grade II, Late 18th century or early 19th century
- Elsecar Footrill, Grade II, possibly 1795
- Site of the former Elsecar Ironworks, 1795-1885, Scheduled Monument
- Elsecar Newcomen Engine to the former Elsecar New Colliery, sunk in 1794 the mine commenced production in 1795, Scheduled Monument



6.4 Character Area 3: Elsecar Garden Village

6.4.1 Development and Description

This extension includes all of the houses in the garden village development on Cobcar Lane, Lifford Place and Strafford Avenue (east end). This extension to the Conservation Area has historic importance as the last worker's housing planned by the Earls Fitzwilliam in the early 20th century.

At the turn of the 20th century, this part of Elsecar was largely fields with a few allotment gardens north of Cobcar Terrace. However, the opening of the Elsecar Main Colliery in 1908 led to an increased demand for housing in Elsecar. In 1911, the Earl Fitzwilliam initiated the development of



Strafford Avenue

the eastern end of Strafford Avenue, Lifford Place and part of Cobcar Lane. This area of housing was a model village development aimed at providing comfortable, modern housing and was designed by architect Herbert Smith of Wentworth for the builder Thomas Playford Hague. The houses are set out in rows of up to five two-storey brick-built houses with rendered upper storeys, deep tiled roofs and tall brick chimneystacks. They feature a variety of architectural details such as the unusual triangular porches on Strafford Avenue, or triangular bay windows on Cobcar Lane, projecting gabled bays at the end of rows,

half-timbered gables and roundel windows. Nos.2, 4, 6 and 8 Strafford Avenue occupy the corner of Strafford Avenue and Cobcar Lane, and form an unusual-shaped terrace. Further along Strafford Avenue are houses with tall recessed arched porches set with roundel windows (for example Nos.41-45). The housing provided good sized accommodation with internal bathrooms set within generous gardens, unusual for the time.



Stafford Avenue



Nos. 2, 4, 6 and 8 Stafford Avenue



Recessed porches



Roundel windows

6.4.2 Defining Features

- Generous gardens.
- Boundary hedges.
- Generous plots and spacing between rows.
- Red brick ground floors, rendered first floors.
- Deep red tiled roofs and tall chimneystacks.
- Roundel windows.
- Triangular porches.
- Deeply set tall porches with integrated roundel windows.

6.4.3 Key Issues and Recommendations

- Loss of original doors and windows and their replacement with inappropriate uPVC.
- Loss of front gardens to off road parking.
- Porch or side extensions.
- External cladding.
- Rendering of brick.
- Infilling of original recessed porches.

6.4.4 Designated Heritage Assets and Locally Listed Buildings

This area is deemed as urban space in the Local Plan and buildings are considered as non-designated heritage assets.



6.5 Character Area 4: Elsecar Park, Reservoir and Cricket Ground

6.5.1 Development and Description

The area is largely an open landscape with few structures, and includes the Harley Dike, Elsecar Reservoir, Elsecar Park and the Sports Ground, and the car parks to the Park and Heritage Centre. It also contains the Old Vicarage, a large, detached house built in 1863 designed in the neo-gothic style. It stands in its own gardens adjacent to Elsecar Park and is accessed via a lane from Armroyd Lane.

The Reservoir was constructed at the end of the 18th century to provide a head of water for the Elsecar Branch of the Dearne and Dove Canal which was completed



in 1798. Formerly larger in size, it contracted to its present form after the canal's closure. The body of water became popular in the early 20th century to visitors when 'Elsecar by the Sea' was coined. The spillway dates to 1985 and flows into the Harley Dike which flows beneath Wentworth Road where there is a stone bridge, probably of a similar date to the Reservoir.

The Reservoir is surrounded by a variety of dry and wet habitats including woodland and grassland. It supports a diversity of birds for breeding, passage and wintering birds. The site is of considerable natural value containing a large area of mature willow carr, grassland containing acid grass species, a large water area and associated water fringe habitats. Pathways lead around the edges and a modern bridge allows

access across the spillway enabling a completed circuit for walkers. There is a beach-like area on the north bank and a viewing platform and bird hide to the north-west.



Boating on the Reservoir in the possibly mid-20th century (Barnsley Archives and Local Studies)

The Reservoir is linked to Elsecar Park by a grassy bank and a flight of steps on the north-east side. The Park is loosely divided into two areas; the 'top park' is an area of open grass with a play park and park facilities; the 'bottom park' to the south-east is a more formal area of terraced gardens, a tree-lined avenue, footpaths, flower beds and a bandstand. The area to the north-east is a pitch and putt course. Car parking is located to the north-east across Wentworth Road.

Along with the adjacent Elsecar Park the character area is particularly important to the community for informal recreation. The Park Café is the oldest structure in the park, dating to c.1910, built at a time when the reservoir first became popular with visitors, and the park was laid out soon after. The octagonal bandstand, designed in the art nouveau style and manufactured by ironfounders Yates, Hayward and Co. of Rotherham, dates to the 1920s. Originally in the 'top park' it was relocated to its present position in 1956 when the park was remodelled.

The Cricket Ground was laid out in the latter half of the 19th century (possibly 1870s). The Earl Fitzwilliam was instrumental in the setting up cricket and football clubs and was said to have acquired a field 'for cricket and other games' as early as 1857. Associated structures within the field today date to the later 20th century. The pavilion and associated structures are detrimental to the character of the Conservation Area but have considerable potential for improvement.

Serving Elsecar Park and the Heritage Centre is a car park on the east side of Wentworth Road which provides easy access to both sites and has the convenience of being free of charge.



The bottom park



Memorial in the top park looking towards the Heritage Centre

6.5.2 Defining Features

- The Reservoir as an important local historic structure and as an attractive expanse of water and area of biodiversity.
- Open spaces both with formal and informal character.
- Trees and planting.
- Footpaths.
- Low stone wall along Wentworth Road.
- Old Vicarage as an undesignated heritage asset.
- Bandstand.

6.5.3 Key Issues

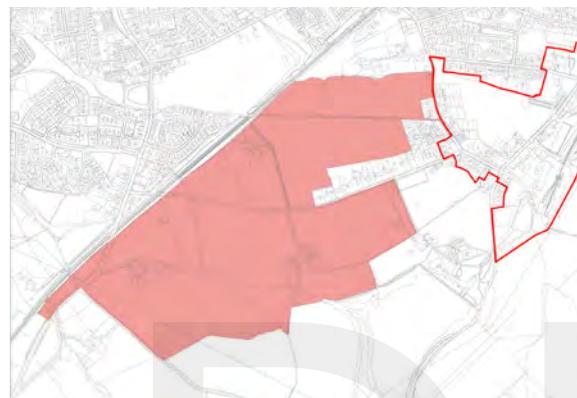
- The appearance of footpaths in the park could be improved, for example, though the introduction of resin bound surfacing.
- The appearance and landscaping of the car parks could be further improved.
- Inaccessibility of the Reservoir for pushchairs and wheelchairs could be improved by surfacing and maintaining footpaths where possible and appropriate.
- Unattractive cricket pavilion prominent from the 'top park' and from Armroyd Lane.
- Old Vicarage not Locally Listed.

6.5.4 Designated Heritage Assets and Locally Listed Buildings

Elsecar Reservoir was declared a Local Nature Reserve (LNR) in 1996. The Reservoir is also Locally Listed as is the bandstand in Elsecar Park. All of the above are within Green Belt, apart from the car park to Elsecar Park and Heritage Centre. Public footpaths identified as Green Ways run along the western and northern sides of Elsecar Reservoir and also cross Elsecar Park to connect with Wentworth Road at its northern end.

*The reservoir,
looking south*





6.6 Character Area 5: Skiers, Alderthwaite and Milton House

6.6.1 Development and Description

This rural area is located to the west of Elsecar, and includes Skiers Hall, Alderthwaite, Milton House and the best preserved section of the Elsecar to Milton inclined plane wagonway. This area contains ancient estates and a farmstead with the majority of buildings dating to the 18th and 19th centuries. The area is significant as it features some housing of the highest quality surrounded by a landscape which reveals traces of both its manorial and industrial past.

The earliest surviving buildings belong to Alderthwaite Farm. The barn is Grade II listed and contains timber framing from the late medieval period encased in a later stone



The inclined wagonway footpath and surrounding fields, looking south-east

structure. Until its demolition in 1878, the core of the farm of Alderthwaite was an Elizabethan timber-framed manor house. The cow house with hay loft is also Grade II listed and an early 18th century building with large herringbone-tooled quoins and walls of narrow, coursed rubble. Another agricultural building features cast-iron columns to support the timber roof structure, thought to be indicative of ownership by the Earls Fitzwilliam. The farmstead was considerably expanded during the 19th century, and the farm house was replaced by the present structure in the late 1870s or 1880s. Many buildings have since been lost partly due to subsidence.

To the south-west of the farm the westernmost boundary of the Conservation Area takes in Footrill Cottage and the adjacent mine entrance. Thought to date to about 1850, the stone built cottage retains a stone slate roof and historic railings.



Alderthwaite Farm



Footrill Cottage

Skiers Hall is another historic settlement within the character area - the original Hall having medieval origins, though now lost. Approached from Armroyd Lane, on the west of the track is a row of stone cottages with slate roof, and a former farmhouse also of stone, both of which are thought to date to the later 19th century.

To the east of the track is a row of four linked cottages (Skiers Hall cottages) attributed to the architect John Carr and constructed as workers' housing by Earl Fitzwilliam in the late 1790s. Similar to Station Row in Elsecar village, they have hipped roofs and are designed to incorporate a series of linking one-and two-storey units. The cottages are of sandstone construction with hipped sandstone slate roofs and central brick chimney stacks. The buildings were listed at Grade II in 2020 for their historical and architectural significance.



Grade II listed Skiers Hall Cottages



Looking south from Skiers Hall



Cottages and Farm at Skiers Hall



Terrace of cottages at Skiers Hall

Milton House sits on an elevated part of the character area north of Armroyd Lane in an area that was intensively mined from the 18th century onwards; the main pit of Elsecar Old Colliery was located in the adjacent field. The complex of buildings first appears on maps of the 1840s and may retain some structures relating to the former colliery. Milton House is a Locally Listed building and probably constructed in the later 19th century. The house is a pleasant double-fronted two-storey stone house with slate roof and scored voussoired lintels. Milton Cottage to the east of Milton House dates to the early 19th century and is a two-storey stone double fronted cottage with later 19th century extension.

Accessed from the track at Milton House is the inclined plane which was created in the 1830s by the Earl Fitzwilliam. This waggonway transported raw materials and finished products between Milton Ironworks and others mines and quarries further to the west, to the Elsecar railway sidings which lay close the canal head. Today it is a pleasant footpath between hedgerows. There are visible traces of the rail bed in a number of locations.

Also, to the west of Fitzwilliam Street, the fields retain narrow ridge and furrow, a product of post-

medieval ploughing and are therefore of evidential and historical value.



Milton Cottage and Milton House.



The inclined plane footpath



Milton House and Milton Cottage

6.6.2 Defining Features

- Large open fields defined by hedges and trees.
- Historic farm complex.
- Small settlements of historic buildings with ancient roots.
- Crossed by public paths.
- Eroded track to Milton House reveals clinker and waste possibly taken from the Milton Ironworks.
- Incline plane waggonway, now footpath.

6.6.3 Key Issues

- Potential decline of historic agricultural buildings from lack of use due to inflexibility and preference for modern structures.
- Loss of rural character through the suburbanisation and over restoration of buildings and the public realm.

- Loss of original doors and windows and their replacement with inappropriate uPVC
- Loss of rural character through new development, within and on the boundary of the character area.

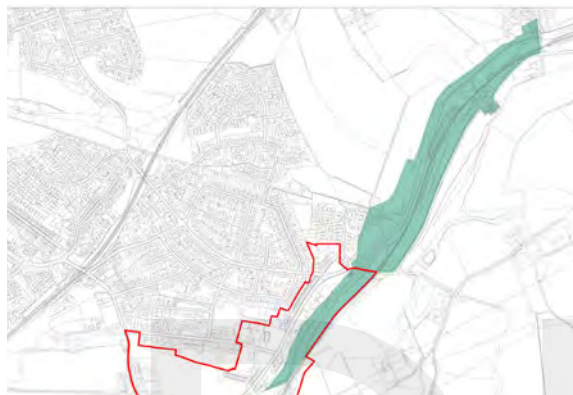
6.6.4 Designated Heritage Assets and Locally Listed Buildings

The majority of this area is Green Belt as far as Foundry Street on its south side. North of Foundry Street is an area which in the Local Plan as to remain free from development 'due to impact on the historic environment' although much of Foundry Street remains vulnerable to new development.

The area is also crossed or bounded by a number of footpaths designated as Green Ways in the Local Plan.

- 12 to 15 Skiers Hall Cottages, Late 18th century, Grade II
- Barn approximately 10 metres to north-east of Alderthwaite Farmhouse, Late 15th-16th century, encased late 17th-early 18th century, altered late 19th century, Grade II

- Cowhouse with hayloft approximately 15 metres to north-west of Alderthwaite Farmhouse, Early 18th century, Grade II
- Incline plane between Milton and Elsecar, 1830s, Locally Listed
- Footrill (next to Footrill Cottage), Broadcarr Road, mid-19th century, Locally Listed
- Milton House (including garden), by 1840, Locally Listed
- Footrill Cottage, Broadcarr Road, mid-19th century, Locally Listed



6.7 Character Area 6: Canal Corridor and Hemingfield Colliery

6.7.1 Development and Description

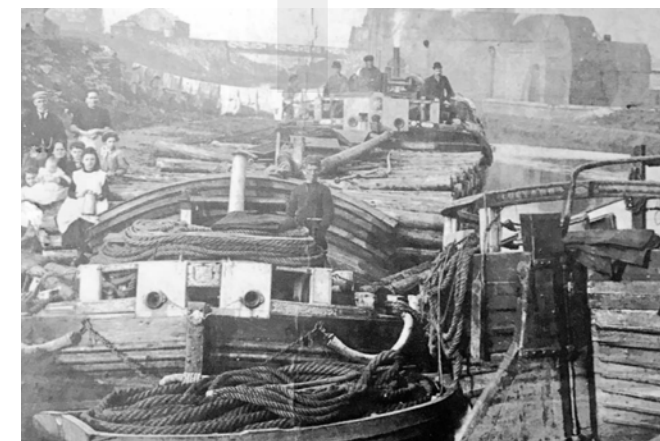
This area includes the canal terminus in Elsecar up to the Wath Road bridge, and an extension between the Wath Road bridge and Tingle Bridge. The character area takes in the site of Simon Wood Colliery, the remains of Hemingfield Colliery and associated Pit Row cottages, and the site of the colliery canal basin. The character area boundary runs to the west of the site of the Elsecar Main Colliery but does not include it.

This narrow area is characterised by the lush vegetation along the valley bottom which follows the line of the canal and (partly) the Heritage Railway. It is an area of rich biodiversity. Views within the area are limited due to the vegetation.



The canal basin

The canal was constructed in the 1790s as a branch of the Dearne and Dove canal. The opening of this route was a catalyst for change in Elsecar, by improving the distribution of the coal and finished products of the Elsecar Ironworks, new markets were established, and businesses flourished. It roughly follows the course of the Knoll Beck along the valley bottom starting at the Elsecar Canal Basin. The basin dates to the later 19th century following the truncation of the canal when the railway sidings were expanded, requiring the south-western section of the canal to be infilled and a new wharf to be created.



Elsecar Canal Basin c.1900

Today the Elsecar Basin remains largely unchanged from historic images, with stone revetments and flagstones along the edge. The canal is no longer navigable, but its current appearance owes much to a voluntary group who conserved part of the canal in the 1990s. The highest lock has restored upper gates which has enabled a retention of the water level up to this point. There are remnants of a footbridge abutment which was removed before 1930 which formerly crossed the canal connecting Wath Road with Simon Wood Colliery. A small sign marks the location of the colliery which closed in 1903 and little evidence now remaining above ground. This section of the canal is popular for walkers and presents some interesting views to the rear of historic buildings on Wath Road, such as Elsecar Mill, and also views towards the church. However, there are also views of a number of commercial structures along the canal which do not add to the character of the Conservation Area.



The Green Way below Wath Road bridge. The church spire can just be seen above foliage to the right.



The canal looking south-west. Buildings along Wath Road are seen to the right.

To the north of the Wath Road bridge the canal has seen limited restoration and has more of a natural appearance of marsh and reed beds, particularly around the canal basin, a Grade II listed structure which lies close to the remains of the Hemingfield Colliery. Both date to about 1840. The basin lies on the south bank of the canal, formerly allowing barges to load at the colliery without obstructing the canal. It is built of massive, coursed stone blocks with rounded coping stones and is crossed by the Trans Pennine Trail. A modern dam near Tingle bridge maintains water levels in the northern stretches of the canal.



The canal near Tingle Bridge

The colliery is visible along the busy Wath Road. Owned by Friends of Hemingfield Colliery, it is currently undergoing restoration and is open to visitors. Of interest are the Engine House which is built of fine tooled sandstone, and the Pump House, both of about 1840. The latter is constructed in larger stone blocks and has been modified into a residence. Later buildings in brick (including a roofless Fan House) and concrete headstocks, also occupy the site.



Former pump house (left) and Engine House (right), Hemingfield Colliery

Opposite the site is also an interesting row of cottages which are Locally Listed. Pit Row was built as a single-storey range of pit workshops, probably at a similar date to the colliery, and later converted into eight two-storey cottages, perhaps when the centralised workshops were opened in Elsecar. The cottages are of coursed sandstone with stone lintels and slate roofs (one replaced in concrete tile). The dormers appear to have replaced smaller windows below the eaves, as can be seen at the rear.



Elephant and Castle public house

The character area reaches as far as Tingle Bridge where it includes the Elephant and Castle public house. Originally comprising the central element as a double-fronted two-storey stone house with quoins, and slate roof, the building has been extended to the east and west. The 'Elephant PH' is shown on the 1850 OS map and is likely to date to the late 18th or early 19th century.

6.7.2 Defining Features

- Historic canal constructed in the 1790s, which became a catalyst for change in Elsecar.
- Former industrial landscape now a pleasant and accessible green way of lush vegetation.
- Key industrial sites linked by the canal and railway.
- Accessible route along the canal, part of the Trans Pennine Trail, linking the significant heritage sites.

6.7.3 Key Issues and Opportunities

- Limited crossing points, with potential to restore or install footbridges in key locations.
- Limited opportunity for a circular walk.
- Heritage Railway currently not operating.
- Hemingfield Colliery operated by volunteers with limited resources.
- Busy road on eastern boundary with narrow pavement.
- Potential to link the Heritage Centre with Hemingfield Colliery.
- Loss of original doors and windows and their replacement with inappropriate uPVC.
- Condition of the cycle pedestrian route with opportunity for improvement.
- Lack of interpretation boards.
- Views of buildings on Wath Road can be both positive and negative.

6.7.4 Designated Heritage Assets and Locally Listed Buildings

The **canal** corridor is allocated as Green Space in the Local Plan and the Trans Pennine Trail is a Green Way. The area is also within the Green Belt apart from the public house.

- Canal basin with its associated culvert and canal lining at SE3930 0095, Elsecar Canal, circa 1798, Grade II
- Former Cornish pumping engine house at Hemingfield Colliery, Grade II*
- Hemingfield Colliery, mid-19th century, Scheduled Monument
- Pit Row Cottages, Hemingfield Colliery, Wath Road, 1840s, Locally Listed

This part of the document provides analysis of the current challenges and opportunities facing Elsecar today and in particular conserving and enhancing the areas historical and industrial legacy. Recommendations are identified within the [Management Plan](#).

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7.1 Condition, Maintenance and Repair

Generally, the condition of the conservation area is good with well-maintained buildings, gardens and boundaries. It is important for buildings and structures individually and for the Conservation Area as a whole for built fabric to be maintained to a high standard. This maintains their aesthetic qualities, their value, the integrity of the built fabric, and prevents loss of historic fabric.

Due to the nature of the local building stone and the use of poor repair methodologies which have utilising hard cement, stone decay is a common problem across the Conservation Area. In some instances, replacement of wall stone has taken place with varying degrees of successes. On some terraces this can lead to different repair methodologies impacted on the uniformity of elevations, as can be observed on Reform Row. The use of cement mortar on historic buildings in Elsecar is generally not appropriate. There are opportunities for the Council to guide owners in the correct repair methodologies to safeguard their historic buildings now and into the future. As a starting point owners should consult the Council's SPD for Elsecar. A link to this document can be found in [Further Information](#).

There are a number of buildings within the extended Conservation Area which are in a poor condition; generally, these are agricultural structures and former industrial buildings; the former highlights the difficulties and cost in the upkeep of farm buildings, where large modern barns are better able to meet modern farming

needs, as opposed to smaller historic ones; this is evidenced at Alderthwaite Farm. There are opportunities for owners to work with the Council and Historic England to ensure that these designated heritage assets (and associated farm buildings) remain in good order and are appreciated by present and future generations.



Different repair methodologies and on Reform Row have impacted on the uniformity of the façade

Former industrial structures on Foundry Street remain vacant and in a deteriorating condition; in their present form they are detrimental to the appearance of the Conservation Area. Other examples include Hemingfield Colliery, the single storey structure to the rear of Wath Road between the overflow car park and the Canal basin, and the former Colliery Ambulance Store on Wath Road. They are valuable historical buildings in their own right and their repair and restoration will improve the character and appearance of the Elsecar Conservation Area. The industrial structures associated with the Elsecar Ironworks to the south-east of the Heritage Centre are also in a perilous condition and should be urgently repaired and made accessible as part of the visitor offering.



Strap pointing is not traditional and is inappropriate within the Conservation Area. Additionally, the use of cement mortar will cause further decay to the already weathered stonework



Canal Basin brick structure in poor condition, thought to have been formerly associated with the railway



Derelict buildings on Foundry Street



The Blowing Engine House (part of the Elsecar Ironworks and now within a Scheduled Area) is inaccessible and in poor condition

7.2 Green Space

Elsecar Green is a surprisingly recent creation. This informal space was once the location of the Gas Works, the incline plane waggonway and allotments. Today it is a pleasant green space mainly utilised by local residents. The mature hawthorn trees are the remnants of the allotment hedgerows and are an interesting feature which should be retained. There are opportunities to make more use of this underused space for events, potentially connected to the Heritage Centre activities. There are also opportunities to provide interpretation for visitors.

The Elsecar Park evolved out of agricultural fields during the early 20th century, and evidence societal change towards increased leisure time and the development of the village as a tourist destination. It remains a popular location with well used facilities in good order. The park is connected to the adjacent Elsecar Reservoir where footpaths lead around the water. The reservoir is an important area for biodiversity and as a historic structure associated with the Elsecar branch of the Dearne and Dove Canal; it is also locally listed. The footpaths are difficult to negotiate during the winter months and are not fully accessible to pushchairs or wheelchairs. There are opportunities to radically improve footpaths and provide better interpretation, combining information on both the natural and historic significance of the reservoir.

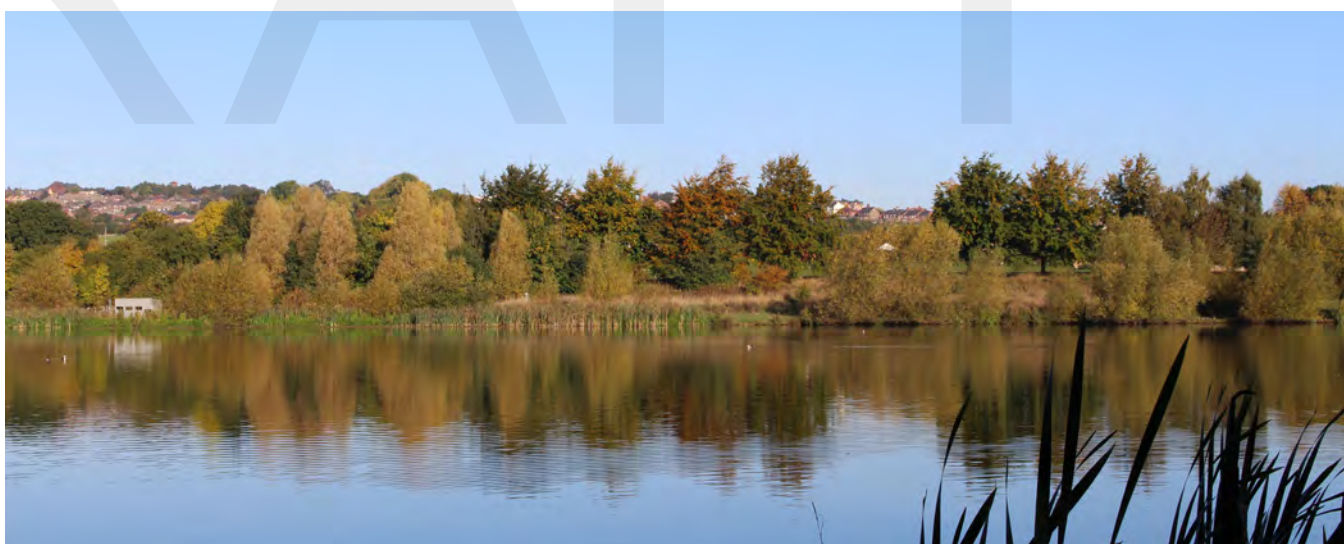
The Elsecar Branch canal is also an area for biodiversity which should continue to be maintained and restored. Work should continue to improve the canal, clearing vegetation and carrying out repairs, whilst the path should be improved to allow cyclists and pedestrians ease of access. The entrance to the Elsecar Greenway is uninspiring and there is potential to improve the appearance of this area. Interpretation could also be introduced along the canal corridor at a number of locations. Combined with historic images, the richness of the historic landscape could be told.



The reservoir's interpretation board could be significantly improved



Footpaths could be improved around the reservoir



Elsecar Reservoir is a Local Nature Reserve

7.3 Rural Character v Suburban

The areas to the south-west of the Conservation Area have a rural character; and is one of the things which make it special. With a gradual growth in houses, the desire of owners to alter their properties, and the conversion of once functional agricultural buildings into residential use, there is a risk of suburbanisation or over restoration of buildings and public realm or surfacing treatments.

Elements such as hard surfacing, for example kerbs, bricks or concrete as opposed to gravel, formal gates, loss of grass verges, coniferous hedging, high or hard fences and larger parking areas could erode the informal, rural feel of this area. External lighting and light pollution at night is also a threat. Excessive signage should be avoided and traditional signage, such as timber finger posts as opposed to modern metal road signs, should be encouraged. Road markings are generally quite minimal, and this should remain the case.



Modest stile to a public footpath



Public footpath



Signage



Skiers Hall

7.4 Negative Features

The greatest threat to the Conservation Area is the intrusion of modern elements that are out of keeping with it, namely the loss of traditional or historic timber windows and doors, and their replacement with modern plastic alternatives in a variety of inappropriate styles and colours. Changes to traditional fenestration causes the loss of historic fabric, can alter the appearance and aesthetic value of a building and can also affect the historic fabric of the remainder of the building by changing its breathability. uPVC windows should not be installed in historic buildings in a Conservation Area and are undesirable on modern buildings within the area. uPVC conservatories are also likely to be inappropriate, particularly where they are visible from the public highway. The appearance of the Conservation Area could be considerably enhanced if these changes are reversed through periodic renewal. The use of additional planning controls (e.g., Article 4 direction) may be considered as appropriate to manage such changes (see [Section 8 'Management Plan'](#) for more guidance).

Satellite dishes, TV aerials and telephone wires are found throughout the Conservation Area. With changes in technology, their removal should be encouraged. Telecommunication and

utility installations and poles should be kept to a minimum or phased out. Boxes should be screened where possible.

Wheely bins are now a common feature across the country, and in a settlement with historic buildings which were not designed for large wheely bins they can be particularly problematic, particularly around Milton Hall, in view of the Heritage Centre. Where possible they should be kept to the rear of buildings, but it might be possible for households to screen bins with planting or organise collective bin stores in appropriate locations.

There are a number of instances of poor quality street furniture within the public realm, for example, the bus shelters, rubbish bins and modern guard rails. The use of rubbish bags around the reservoir and canal as temporary bins is unsightly. Whilst they are preferable to the dropping of litter, there are opportunities to install well-designed permanent rubbish bins in appropriate locations to improve their appearance.

The loss of garden walls and replacement of front gardens with concrete or brick setts as parking is thankfully not common within the central locations of Conservation Area. Stone garden walls or hedges are a key characteristic which if

lost would significantly erode the appearance and character of the Conservation Area. Their removal may also require planning permission, or where they are attached to a designated heritage asset, Listed Building Consent. There are opportunities to safeguard the existing boundaries and to encourage their restoration where they have been removed.

Other types of boundary treatments which have a negative impact are overly tall timber fences or walls to the front and side of properties. These are generally not appropriate, particular where they face onto the highway as can be found on Wath Road. Modern metal fencing which can be found in a number of locations around the Conservation Area should also be considered for removal and replaced with more sympathetic boundary treatments such as hedging or traditional-style railings.

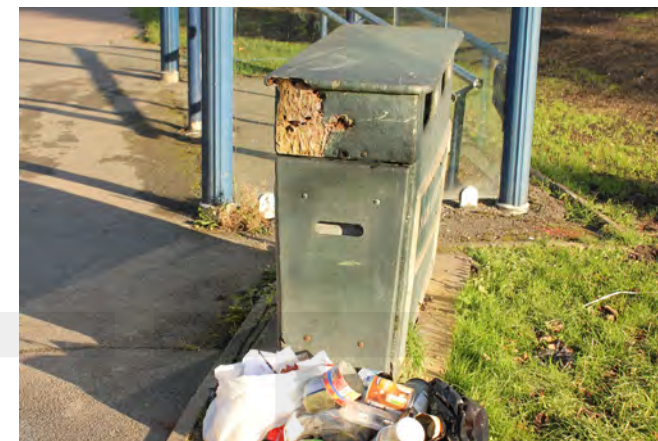
Overly large advertising hoardings or signage, either temporary or permanent are also a threat to the character of the Conservation Area. They may also require planning permission. Further information regarding advertising within Conservation Areas can be found in [Section 9 Further Information](#).



uPVC window within former shop front, with diamond pseudo-led lights



Satellite dishes, aerials and telephone wires attached to a listed building. Note that listed building consent is required



Rubbish bin in poor condition



Wheelie bins beside Milton Hall



Modern fencing beside the canal basin



Modern guard rails

7.5 Inappropriate Alterations and Extensions

The conservation area designation brings about increased control as to what changes can be made to buildings in the area. Many buildings are also statutorily listed and therefore subject to stricter planning controls. This has generally prevented or reversed insensitive and inappropriate alterations across parts of the Conservation Area, preserving its historic appearance and integrity. However, there are a number of inappropriate alterations, which if left unchecked, will damage the appearance and special character of the Conservation Area.

There are a number of examples of historic extensions to buildings within the Conservation Area which detract from the area's special interest, with a few examples along Fitzwilliam Street. Side extensions are not always appropriate and will be subject to Council scrutiny through the planning process.

Where controls have been limited in the past, the Garden Village Character Area has been vulnerable to a number of insensitive interventions. The planned layout, with generous enclosed front gardens, and generous spacing between houses are key characteristics. Side extension can erode this character, as can the infilling of historic porches and porch extensions.

Additionally, the installation of external insulation to historic buildings is not appropriate and can even cause harm to the fabric of the building

by trapping moisture and causing damp. With new controls, there are opportunities to prevent further damage to the character of this area, and to encourage reversal of negative features.



Side extension



External cladding and garage extension, Trafford Avenue



Infilled porches, Trafford Avenue



Rendered stone building also in need of maintenance

7.6 Negative Buildings and Areas

The overwhelming majority of buildings, structures and spaces in the Conservation Area contribute positively or are neutral to the Conservation Area. However, a few exceptions have been identified which are detrimental to the character of the Conservation Area generally for their design or materiality and are at odds with the scale and massing of the streetscape. There is potential for improvement of buildings through their redesign or removal. These include:

- The Village Hall on Church Street;
- The Crown Garage;
- Former Garages opposite Reform Row including the surrounding land and former Colliery Ambulance Store; and

- The Swiss chalet-style office on Wath Road and adjacent modern agricultural-style building.

The over flow car park on Wath Road is the site of a former modern structure built for the NCB.

Following demolition, the site was adapted as an over flow car park. At present the area is a bleak expanse of concrete and modern road barriers. Until an alternative use is found for the site, there is potential to improve this area possibly through landscaping and through tree or bush screening.



Village Hall



Swiss Chalet-style office



Vacant garages opposite Reform Row



Crown Garage



Overflow car park – bleak expanse of concrete

7.7 Pressures from New Development

With a national housing shortage, planning policy has evolved in recent years to encourage house building. The popularity of Elsecar means that there is pressure for the construction of new or replacement dwellings both within the village and within its setting. Land along the canal corridor and the agricultural land south-west of Elsecar is protected as Green Belt, development can only be allowed under exceptional circumstances.

A number of former commercial or undeveloped sites within areas of the Elsecar Conservation Area are vulnerable to development pressures. Planning legislation allows for buildings of high design quality to be constructed in historically sensitive areas, which enables the continuing evolution of a place whilst ensuring the quality of the environment. However, there is a risk in a planned village like Elsecar that the construction of too many buildings of contrasting design and materials could erode the character of the Conservation Area and it is important that the collective impact of the growing numbers of new building is taken into account each time one is proposed. Wherever possible, applicants should be encouraged to make use of sympathetic traditional materials, scale, and massing so that new buildings sit harmoniously within the streetscape and the wider Conservation Area.

The recent development along Fitzwilliam Street has attempted to incorporate both vernacular and polite features found in the Conservation Area with the pediment gables set with oculi, a clear nod to the adjacent listed terrace. Additionally, it has adopted a similar palette of materials. However, pressures to maximise profit from ever smaller building footprints have led to three storey houses becoming increasingly common. This scale of building is generally inappropriate within Elsecar, as is the use of uPVC within the Conservation Area.

Many of the late 20th century houses within or on the edge of the Conservation Area (for example along Wentworth Road) which make no contribution to the character of the Conservation Area may be subject to redevelopment. Any replacements should seek to enhance the Conservation Area and should be of a similar scale and massing to the buildings they are replacing.

Alongside development pressures within the Conservation Area, development within its setting also has the potential to negatively impact on Elsecar. For example, land at Broad Carr Road, Hoyland has been allocated as housing in the Local Plan; the impact of local topography and the agricultural setting of this part of the Conservation Area will need to be carefully considered.



New development on the edge of the Conservation Area

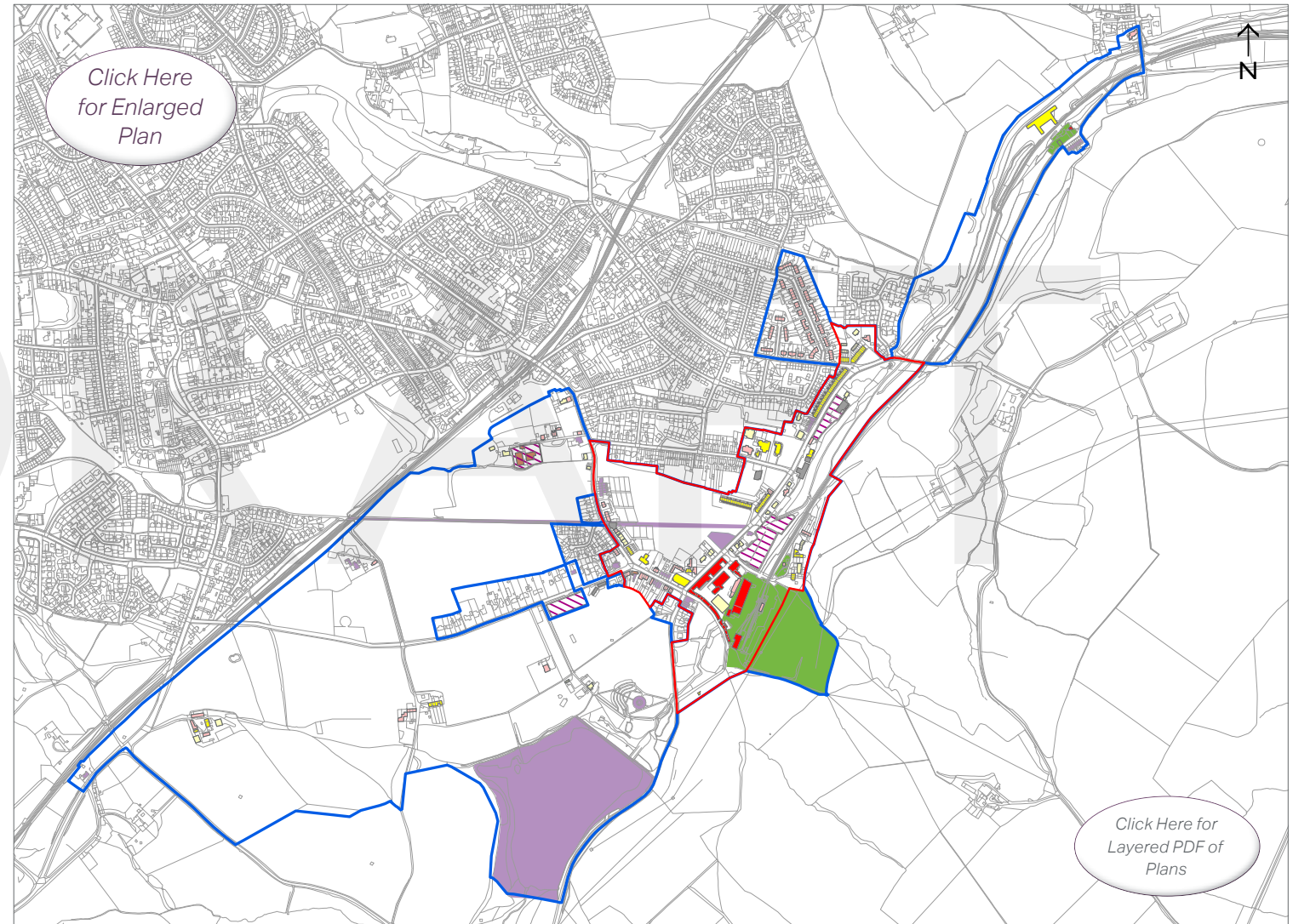


New development Fitzwilliam Street

POSITIVE AND NEGATIVE BUILDINGS

- Elsecar Conservation Boundary
- Study Area
- Positive Buildings
- Locally Listed
- Neutral Buildings
- Negative Buildings
- Negative Areas
- Building or feature whose condition detracts
- Grade II*
- Grade II
- Scheduled Monuments

This plan is not to scale



Plan showing positive, neutral and negative building and areas (including designate and non-designated) (© Crown copyright and database rights 2022 Ordnance Survey 100022264)

This section sets out recommendations for the management and enhancement of the Conservation Area. It also includes details of a review of the boundary of the Conservation Area

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8.1 What is The Purpose of the Management Plan?

The Management Plan sets out the vision for the future of Elsecar's Conservation Area and a framework to guide change. The overarching ambition for the Conservation Area is to preserve and enhance what is special about Elsecar, and it is the statutory duty of the Council to ensure this happens. Preserving and enhancing the special interest of the Conservation Area is achieved by ensuring that change and development take place in a considered and sympathetic way and through the understanding that we all have a shared responsibility for looking after Elsecar's industrial legacy and the Conservation Area as a whole.

The long-term objectives are to ensure **new development** is of the highest quality, responding to the special character of the Conservation Area, as well as working to reverse past ill-considered change and additions. This applies from very small changes such as reinstating lost historic features to much larger proposals for new buildings, both within the Conservation Area and within its setting. It also includes improvements to the public realm and improving understanding of the area and working with local communities.

In addition, **regular maintenance** of buildings is a vital part of ensuring the special interest is preserved as well as that of the physical fabric of individual buildings. Repairs are often necessary; ensuring that these are done in the most sensitive and least impactful ways possible is an important part of looking after historic buildings and the Conservation Area as a whole.

The Council has a suite of specific guidance documents to assist in developing proposals including good design in new developments and building maintenance within Elsecar. Advice on best practice maintenance and repair techniques can also be found from Historic England, see [Further Information](#).

The following section provides:

- An overarching conservation philosophy which sets out the guiding principles for the retention and enhancement of the character and appearance of Elsecar Conservation Area.
- Recommendations which give more detailed guidance for the protection of existing features of special interest and the parameters for future change to existing buildings or new development.

Once this Conservation Area Appraisal and Management Plan has been adopted by BMBC, the philosophy and recommendations in this section will become a material consideration in the council's determination of planning applications, listed building consents and appeals for proposed works within the Conservation Area, in addition to their existing policies and SPD for Elsecar.

Building owners and occupiers, landlords, consultants and developers should refer to these recommendations when planning change within the Conservation Area. Adherence to this guidance will ensure designs consider the special interest of Elsecar from the outset and that change makes a positive impact on the Conservation Area.

8.2 Conservation Philosophy

The overarching aim of the recommendations in this management plan is the preservation and enhancement of the character, appearance and special architectural interest of the Elsecar Conservation Area.

- Fundamental to the character of Elsecar is its well-maintained historic built environment. Regular maintenance is vital to achieving this as it prolongs the life of historic fabric. Timely repairs should be undertaken on a like-for-like basis.
- Nationally and locally designated buildings and associated structures and features should be preserved and enhanced.
- Where possible, detracting features and buildings should be removed where they already exist, and the addition of detrimental features should be avoided.
- Sensitive reinstatement of features that have been lost or replaced with inappropriate alternatives will be encouraged where based on a sound understanding of the significance of the building and its historic development.
- The preservation and enhancement of the setting of individual heritage assets is important and will include maintaining

historic outbuildings, subsidiary structures, boundary walls and landscape features or reinstating them where there is evidence of their loss.

- The character of the Conservation Area will be preserved through the maintenance of a built environment in which the buildings are generally two storeys in height, are of small or medium scale, apart from Elsecar's industrial heritage. They use traditional local materials, namely tooled sandstone and stone or Welsh slate roofs. Pitched roofs, gables and chimneys are important elements of the varied roofscape of Elsecar. There are historical exceptions to this scale, massing and materiality but they are, by definition, rarities and will not be regarded as precedent for new development.
- The industrial and model village character should be preserved: out-of-character introductions will not be permitted, and an overly manicured public realm will be avoided unless associated with the formal areas of the public park.
- New development, whether attached to an existing building or detached in its own plot, must be appropriate in terms of scale, massing, design and materials. It should be

the minimum necessary to meet the required demands for housing. It will be of high quality in both its design and construction so that it is valued by current and future generations.

- Landscaping associated with new development should be appropriate to the area of the village in which it sits, and current public green spaces will be preserved. There will be a presumption in favour of the retention of existing mature trees for all new developments.
- New development will not negatively impact on views within or towards the Conservation Area and views of landmark buildings will be preserved.
- The setting of Elsecar contributes considerably to its special interest and will be maintained. The agrarian landscape and woodland will be preserved.
- The current dispersed pattern of settlement should be maintained within the agricultural landscape to the south-west.
- Without curtailing agricultural permitted development rights, new agricultural buildings will be sited to minimise impact on the Conservation Area and will be built with reference to traditional materials and forms as far as possible.

8.3 Controls

The purpose of planning controls within Conservation Areas is to ensure that any changes that take place conserve, respect or contribute to the character and appearance which makes the Conservation Area of special interest. The overarching aim is to preserve and enhance the special architectural and historic interest of the Conservation Area.

Undertaking work to any building often requires Planning Permission. When a building is in a Conservation Area the types of work which require Planning Permission may be different, for example permission may be needed for demolition or extension of a structure. In addition, other types of permission may also be required such as Listed Building Consent to undertake work to listed buildings and Advertisement Consent may be needed for commercial advertising and signage. Works to trees within the Conservation Area also require permission.

For further information and advice about when different consents and permissions are required within the Conservation Area, see the guidance on the Government's Planning Portal, Barnsley MBC Policy or contact the Council's Planning Department, see [Further Information](#) for details.

Whilst many types of change and development within the Conservation Area are controlled by existing planning controls, the Council is able to develop bespoke controls to ensure that specific elements of a Conservation Area are protected from harmful change. This is done through the application of an Article 4 Direction. These provide additional control by specifically revoking certain permitted development rights meaning that Planning Permission needs to be sought before work can be undertaken. Following the adoption of Elsecar as a Conservation Area there is potential for the Council to apply Article 4 Directions within Elsecar to control inappropriate change.

8.4 Guidance and Recommendations

8.4.1 Introduction

The following guidance and recommendations have been developed in response to the [Vulnerabilities and Opportunities](#) identified in the previous section. These recommendations are designed to ensure the preservation and enhancement of the special interest of Elsecar's Conservation Area.

General Recommendations

- Heritage Impact Assessment of proposed alterations, demolition and development should be undertaken by applicants to analyse and describe the effects of the proposal upon significance to ensure the special interest of the Conservation Area is preserved or enhanced.
- Proposals for extension, alteration and new development will only be approved where they would preserve or enhance the special interest of the Conservation Area, or where the public benefits would outweigh any harm.
- Due consideration and protection should be given to archaeological remains and potential wherever belowground intervention is proposed.
- The design, construction and materials of any new development, extension, alteration or repair should be of the highest quality.
- That the condition of the Conservation Area should be monitored and reviewed periodically.

8.4.2 Repairs, Materials and Techniques

There is a consistency to the materials palette used in Elsecar that is a fundamental part of its character, which is predominately tooled sandstone with stone or Welsh slate roofs. These traditional materials require repair and maintenance using traditional techniques, particularly the use of lime mortars in order that the breathability of the historic buildings is maintained, and moisture does not become trapped within the fabric, leading to decay. The local sandstone at Elsecar is particularly prone to decay, and there are numerous examples in Elsecar where decay has been accelerated by the use of hard, cement mortars.

Regular maintenance ensures the appearance of the Conservation Area is preserved and is also of benefit as it ensures that small problems do not escalate into larger issues, which cause more damage to historic fabric and a greater cost to put right.

Due to the nature of the local building stone and poor repair methodologies in the past in Elsecar where hard cement pointing has been used leading to stone decay, there are instances within the Conservation Area where the replacement of wall stone may be necessary. This should only be carried out as final option, as it effectively results in the loss of original built fabric. However, where

deemed necessary, a natural sandstone, with a similar colour, grain size and face finish should be used. A number of different sorts of stone dressings are found in Elsecar, and the finish of the stonework should match the original tooling. Where no longer in evidence, adjacent properties, particular if the property is within a terrace, should be consulted.

For help in the care and repair of historic buildings in Elsecar see the Council's SPD and [Section 9.7](#) in [Further Information](#).

Recommendations

- Buildings and structures should be maintained in good condition and maintenance works should employ high quality workmanship.
- Maintenance and repairs should be undertaken on a regular basis to prevent problems with condition and to rectify and issues before they escalate. This is to ensure the appearance of the Conservation Area is preserved.
- Repairs should be on a like-for-like basis wherever possible. That is, a repair that matches the historic element removed in terms of material, method of construction, finish and means of installation.

- Cement mortar repairs and repointing should be replaced with lime mortar to prevent the decay of sandstone walling.
- Reversibility (the ability to remove a modern repair or material without damaging underlying historic fabric) is an important consideration, as better alternatives may become available in the future.
- Historic materials should be reused for repair wherever possible, for example rebuilding a wall in poor condition, using as many of the original stones or bricks as possible.

8.4.3 Retention / Reinstatement of Features and Details

Architectural features, details, design, materials and form of buildings make important contributions to the appearance of individual buildings and streetscape as well as to the character of the Conservation Area overall. In Elsecar buildings are typically of a modest scale, usually utilising tooled sandstone (where horizontal tooling is common), render is not appropriate in Elsecar. The majority of housing within the historic village core comprises terraced rows of cottages, along with the more formal, architect designed terraces. There are exceptions, notably Fitzwilliam Lodge, and the industrial buildings of the Elsecar Workshops.

Original windows have not survived in abundance in Elsecar, with traditional windows now replaced by uPVC casements in a variety of (frequently) inappropriate styles and colours. Generally, the traditional windows of Elsecar would have been multi-light timber sashes or casements, with industrial metal framed, sometimes with diamond lattice lights, being found in the Elsecar Workshops. Dormer windows are not a historic feature within Elsecar. Within the Garden Village extension, windows would have been multi-light timber casements.

Traditional doors within Elsecar are usually either timber panelled or boarded doors. The Garden Village is likely to have featured timber panelled doors with glazed lights above. Loss or inappropriate replacement of such features and details causes the incremental diminishment of appearance and character. More detail can be found in [Section 5](#).

Existing features and details may not be original to a building but may be later additions which are also historic. Such features and details may still have aesthetic value and also illustrate the changes to the building and the Conservation Area over time. Some features and details may also record past uses of a building and so contribute to the evidential record of the village's history.

Recommendations

- Original and historic windows (including metal windows and oriels) and doors should be preserved and maintained through diligent repair.
- The appearance of windows and doors that are recent replacements made to match the original or historic designs should be retained.
- uPVC windows and doors are seldom appropriate within a Conservation Area and will not be permitted on listed buildings. Building owners will not be required to immediately remove existing uPVC windows or doors but when replacements are required in the future, these should be in timber, particularly on primary elevations.
- Replacement windows should be designed to be an appropriate style commensurate with the building they are to be fitted in. This will enable the character of the Conservation Area to gradually be improved over time.
- Shop fronts and display windows, whether in retail use or not, should be retained and preserved.

8.4.4 Alterations, Additions, Extensions and Demolition

The appearance and character of the Elsecar Conservation Area is the result of significant development during the 19th and 20th centuries. The current appearance reflects this evolution, and it is not the purpose of Conservation Area designation to prevent future change which is necessary for the enduring sustainability of Elsecar. Instead, the purpose of designation is to ensure change is carried out in a manner that not only does not cause harm but also, where appropriate, enhances the Conservation Area. The appropriateness of any demolition, alteration or extension should be considered on a case-by-case basis, as what is appropriate in one location will not necessarily be acceptable in another.

The impact of proposed changes on the heritage asset or assets affected should be undertaken through a formal Heritage Impact Assessment, which will be a requirement of any planning application for change in the conservation area (see information box). This should consider the heritage asset or assets affected, their setting and key views. Any change in the Conservation Area or close to it (in its setting) will require assessment in terms of its impact on the Conservation Area as a heritage asset. Further assessment may be required in relation to an individual listed building or listed buildings near the subject of the proposed change.

What is a Heritage Impact Assessment?

Heritage Impact Assessment (HIA) is a process used when proposals are put forward for change to the historic environment. It is usually a requirement of listed building consent or planning consent for proposals within a conservation area. It identifies what is historically and architecturally important about a heritage asset, in order to be able to assess whether proposed changes will have a positive, negative or no impact on the heritage values of the place. Advice is usually given by a specialist heritage consultant and the resulting conclusions presented in a report, which should include:

- Identification and description of the proposals site and its setting;
- Identification of any designations, such as listing, which the site is subject to or which are within the setting of the site;
- Description of the history of the property;
- Identification of the 'significance' of the site, i.e. its historic and architectural interest; and
- An assessment of the impact the proposals will have on the significance of the site, as well as recommendations for any changes to the scheme that will reduce any negative impacts that are identified.

Alterations and extensions should preserve or enhance the character of the Conservation Area. This means that changes should be respectful of the prevailing architectural and visual character of Elsecar and the specific character of the street or space in which it is located. Alterations and extensions should also use appropriate materials, whether these are the same as those typically found in the Conservation Area or whether they are new materials that are complementary. The materials selected should be of a composition that will not cause harm to the existing fabric. For example, alterations to historic fabric should not be carried out using mortar that is harder than the existing as it will cause the existing stone or brick to deteriorate. Rendering of historic brick or stone buildings will usually not be acceptable.

Generally, the scale of Elsecar's historic buildings and modest pitched roofs does not allow for residential attic conversions. Where these can be accommodated, however, roof lights should be limited to secondary elevations in order to limit the visual impact on the streetscape. They should also be of conservation specification, i.e., set flush with the roof rather than raised. Dormer windows will not be permitted as they are not a characteristic of the historic streetscape.

Buildings can be important records of their own development. There should not be a presumption that reversing historic changes will be acceptable as this can diminish the illustrative value of a building. However, not all past changes are beneficial to a building; enhancement could be achieved through removing a detracting feature (for example, a poorly designed porch) and replacing it with something more 'in keeping', or with something that draws inspiration from the character of the Conservation Area.

The addition of modern fittings also needs to be considered carefully as items like satellite dishes, alarm boxes and aerials can be visually detrimental to the Conservation Area. These should be located on rear elevations away from sight of the public highway. This is also true of solar panels. The siting of these on primary elevations visible from the public highway is strongly discouraged within the Conservation Area, in order to preserve its historic character. The addition of solar panels will require planning permission if they protrude 200mm above the roofline or are sited on a wall adjacent to the highway.

Extensions should be subordinate to the existing buildings in their scale, massing and design. In other cases, it will be appropriate for an extension to maintain the established building line. All extensions should be of high-quality design and construction. Materials and detailing should complement the existing building and the street or space within which it is located.

Demolition of buildings or removal of features that detract from the Conservation Area may be beneficial. Demolition of detracting buildings and features will only be permitted where suitable new development is proposed.

Article 4 Directions can be placed on individual properties by local planning authorities to restrict certain permitted development rights. This can be a means of providing extra controls over the type and extent of development that is allowed. Whilst the existing controls that conservation area designation brings, plus the number of listed buildings and adopted locally listed buildings within the Elsecar Conservation Area, which themselves are subject to controls over development, the Council may wish to consider applying Article 4 Directions

Recommendations

- The heritage impact of proposed alterations, extensions and demolition will be assessed prior to approval of works.
- Proposed changes should preserve or enhance the character of the Conservation Area. This means that changes should be respectful of the typical architectural and visual character of the conservation area. Enhancement could be achieved through removing a feature which is out-of-character with the characteristics of the area and replacement with something more in-keeping.
- Extensions should be subsidiary to the existing buildings in their massing and design. The scale of extensions should be in keeping with the existing buildings.
- The use of traditional materials should generally be used for alterations and extensions, namely sandstone with stone or slate roofs.

- Extensions should be of a high quality of design and construction.
- Within the Garden Village Character Area, side extensions, porch extensions and enclosure of existing open porches are inappropriate and should be resisted.
- Roof extensions are unlikely to be appropriate.
- Negative buildings, extensions and features should be removed when the opportunity arises.
- Demolition of detracting buildings and features will only be permitted where suitable new development is proposed.
- Modern additions, such as (but not limited to) solar panels or satellites dishes, should not be located on primary elevations or street frontages.
- Any modern materials added to a building should be high quality and sympathetic.

8.4.5 New Development

Elsecar is a popular place to live; the quality of the historic environment, local amenities and its location contribute to the success of the settlement. Although a large proportion of the rural areas surrounding Elsecar are allocated as Green Belt, new development within part of the Conservation Area, and within its setting is inevitable. Additionally, there are pressures to redevelop existing commercial sites, or the potential that buildings which make no contribution to the Conservation Area (either detrimental or neutral buildings) may undergo redevelopment. All have the potential to add to or detract from the special character of Elsecar.

Any new and replacement development needs to take account of, and be sensitive to, the following:

- The significance of any building proposed to be removed;
- The significance of any relationship between any building to be removed and any adjacent structures and spaces;

- The potential to draw inspiration from the historic use and character of the surrounding context;
- The potential impact of the new design on known or potential archaeological remains;
- The potential impact of the new design on the setting of any neighbouring listed buildings, locally listed buildings or other non-designated heritage assets which positively contribute to the character of the area;
- The influence of local topography;
- The materials, colour palette and architectural detailing characteristic of the area should inform the choice of materials and detailing of the new design;
- The scale, grain and density of the surrounding area, including historic plot boundaries;
- The potential impact on important views; and
- The potential impact of new development on the setting of the Conservation Area.

This list is not exhaustive; each location will present its own unique requirements for a sensitive and appropriate new design. In all cases, the Council will critically assess new applications

for development both within and adjacent to the proposed Conservation Area to ensure it is of the highest quality of design, construction and detailing. The principal aim of new development should be to preserve and enhance the character of its setting and the Conservation Area as a whole.

The height of new development will also be a consideration in assessing its acceptability; buildings are generally of two storeys, with very few exceptions. A key feature of Elsecar is the historic terraces which were unique for their time which set a standard for worker's housing. Important features to consider include:

- sandstone, usually with horizontal tooling
- linear form with a close relationship to the highway
- enclosed front gardens
- generally of two storeys with modest pitched slate roofs, occasionally hipped
- chimney stacks either in stone or brick
- a rhythm of fenestration
- timber multipaned sashes or casements
- timber boarded doors, without glazing
- a uniformity in appearance
- outbuildings

Historic England's guidance along with the National Design Guide and Barnsley MBC's Supplementary Planning Documents provide advice on the sensitive design of buildings. [See Further Information](#) for details.

Recommendations

- New development should be of the same or a lesser scale and massing as the buildings around it. This will generally be of two storeys.
- New Development should provide individual housing units; apartment blocks in Elsecar will be resisted.
- New development will be restricted to the areas of Urban Form as identified within Local Plan, and avoid identified Green Spaces, Green Belt, allotments gardens and areas of biodiversity.
- Traditional local vernacular materials should generally be used for new development, namely sandstone with slate roofs; metal rain water goods, timber doors and windows. There is scope for brick and render in appropriate locations within the Conservation Area (e.g., the Garden Village Character Area).

- The design of new development should be of a high quality that will be valued now and in the future. There is no presumption in favour of either traditional or contemporary design.
- The quality of construction should be high.
- Historic plot boundaries should be preserved when new development occurs.
- New development should have wheelie bin space/ storage included, preferably to the rear of buildings. For existing buildings screening with planting, fences or walls would help to reduce their impact where it is feasible.
- Integrated garages may not be appropriate and car parking should be resisted within the front boundary of properties. Front gardens should be enclosed with stone walling.
- The appearance, scale, form and layout of any new development within the setting of the Elsecar Conservation Area, must be considerate of its special character. Plans will be scrutinised and refused if deemed as having a detrimental impact.

8.4.6 Windows, Doors and Rainwater Goods
Traditional windows make an important contribution to the visual character and heritage significance of historic buildings and areas. They are integral to the design of older buildings and can be important artefacts in their own right, made with great skill and ingenuity from high quality materials not generally available today.⁰¹

Over time tradition doors, rainwater goods, timber sash windows, casements or industrial-style metal or timber windows have been replaced in many of the buildings within the proposed Conservation Area. Those that are protected by being statutorily listed are subject to tighter controls relating to changes to windows, doors and rainwater goods. However, within the recent year, uPVC has become a popular choice for owners and can be seen throughout Elsecar. This is usually because old windows are thought to be burdensome to maintain and not energy efficient. However, recent research has shown that this is not necessarily the case. Historic England has carried out extensive research and offer good advice on improving the thermal efficiency of traditional windows, including installing secondary glazing. See [Further Information](#).

⁰¹ Historic England, 2020, 'Windows and Doors in Historic Buildings.' <https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/windows-and-doors-in-historic-buildings/> [last accessed 25th November 2021]

The use of plastic windows, doors and rainwater goods is generally not appropriate on historic buildings and the replacement of historic windows, doors and rainwater goods is strongly discouraged, unless they are damaged beyond repair. Where replacement is necessary this should be in timber or metal and the appropriate historic style for the individual building in order to maintain authenticity of appearance. Guidance is set out in the Council's SPD for Elsecar within [Further Information](#).

Where inappropriate replacement has already been undertaken, periodic renewal offers the opportunity to return these features back to their traditional appearance and is to be strongly encouraged. Rainwater goods would have historically been painted cast iron; however other metals are now available which may be appropriate subject to their detailed design. Ivory-painted timber (not Pure Brilliant White which is a modern invention) is likely to be the most appropriate for windows; the proportions and type of window are dependent on the age and style of individual buildings. For doors, painted timber is also likely to be the most appropriate material. Note that a colour palette has been established for the Elsecar Conservation Area which should be consulted before considering any works. This is set out in the Council's SPD for Elsecar within [Further Information](#).

Recommendations

- There will be a consideration for constituency and uniformity rather than individuality regarding key features like windows and doors, a key characteristic of much of Elsecar's historic estate housing stock.
- Choose to repair traditional or historic windows and doors over replacement.
- Traditional materials should be utilised, namely cast iron or the modern equivalent for rain water goods, and timber for doors and windows.
- The design of new windows should match the historic pattern of fenestration. This may require research into the historic appearance or consultation of the Council's SPD for Elsecar. See [Further Information](#).
- Windows should generally be painted ivory white, and not Pure Brilliant White.
- The quality of construction of timber doors, windows and of rainwater goods should be high.

8.4.7 Streetscape and Public Realm

The streetscape within the Conservation Area is made up of many components and are vulnerable to incremental change that cumulatively affects the overall composition. Additions of bollards, railings, new surface materials, etc. could appear a small change individually but over time, these changes add up to substantially alter the visual appearance of a place. The repeated excavation of highways or pavements can weaken surfaces and result in unsightly patching and eventual surface break-up. The replacement of lighting columns without due consideration of context can have an incremental impact. Therefore, when considering change to individual elements in the public realm, the impact on the streetscape should be assessed both in terms of the impact of the change and the impact in conjunction with other changes that are either proposed or have taken place. It may be acceptable for a change to be made once on a street but to repeat the change multiple times would diminish the character of the street.

As a former industrial village, and now a tourist destination, the presentation of the public realm is an important consideration. As a Conservation Area there should be an appropriate, co-ordinated scheme for street furniture, bus shelters and lighting columns to give a coherent and more visually pleasing appearance to the public realm. Telegraph poles add to the clutter

of Elsecar's streetscape and should be phased out. Street furniture such as the black Council waste bins should be provided throughout the Conservation Area and kept in a good condition. Lighting columns in the heart of the historic village could be replaced over time with heritage-style lighting columns. Benched seating should be co-ordinated and taken from a heritage range when replacement is required.

The surfaces of roads and pavements should be maintained in good order. The introduction of traditional stone flags or stone sets (for example at the junction of Wath Road and Distillery Side, and Wath Road and Old Row) are particularly successful where found, significantly improving the appearance of the Conservation Area. The replacement of poor quality surfacing is encouraged throughout the Conservation Area and should initially target key village locations; for example, along Forge Lane and outside of Milton Hall where surfacing is generally poor.

As a visitor destination the car parks are important to ensure that streets are not cluttered inappropriately with vehicles. To ensure that these areas do not impact negatively on the Conservation Area, the car parks will be well maintained, and consideration will be given to improve landscaping and provide appropriate tree and bush screening.

Recommendations

- Carry out an audit of the public realm to assess condition.
- Road and pavement surfacing will be maintained in good order and consideration given to the replacements of surfacing materials with better quality materials e.g., tarmac and concrete kerbs should be replaced with stone flags and stone kerbs, when and where possible.
- Improve surfacing around Milton Hall.
- Road markings should be the minimum necessary to comply with safety regulations.
- Street furniture will be co-ordinated and kept in good condition.
- Historic street signage of inlaid ceramic tiles should be maintained and repaired.
- The historic finger post at the junction at the Wath Road and Fitzwilliam Street should be restored and appropriately maintained.

- Avoid excessive signage and clutter within the historic village core.
- Remove features in materials which detract from the character of the Conservation Area, such as concrete railings and lighting columns, modern metal guard rails or bike stands and modern bollards and replace with heritage designs which would enhance the Conservation Area.
- Maintain the car parks in good order and introduce landscaping and screening where appropriate to enhance these spaces.

8.4.8 Green Space, Canal and Reservoir

Open spaces are important for the health and wellbeing of the local community and have historical significance within the Conservation Area. There is a good balance of both formal and informal green spaces. These include the agricultural landscape to the south-west, the informal Elsecar Green, the allotments, the formal Elsecar Park and cricket ground and the reservoir and canal. They provide an important contrast with the built-up areas within the Conservation Area, as well as important breathing spaces and places for formal and informal activities. Additionally, the reservoir and the canal are particularly significant as areas for biodiversity. All of these spaces should be preserved and improved as part of the Elsecar Conservation Area.

Recommendations

- Hedgerows will not be removed. Replanting will be encouraged where necessary.
- Historic field gateposts will be retained.
- Public footpaths will remain open and unobstructed, and maintained where necessary.
- Footpath signage will be maintained and reinstated as necessary.
- Install / improve interpretation along the canal corridor, Elsecar Green and the reservoir.
- Improve footpaths around the reservoir to make them more accessible to families and the less ambulant.
- Improve the appearance of the canal basin.
- Improve surfacing of the footpath / cycle path between the Elsecar Workshops and Tingle Bridge.
- The public park at Elsecar is an important and well used green space. Elements such as footpaths, entrance gates, public toilets, formal flower beds, grass, children's playground, and bandstand will be maintained to a high standard.
- Encourage improvements to the appearance of the cricket clubhouse.

- Consider introducing shrub planting to screen sites which detract from the character of the Conservation Area. For example, introduce planting to the cemetery boundary to screen the village hall from views from Wath Road; consider screening the rear of commercial buildings along the canal.
- Consider introducing/ reintroducing footbridges across the canal to improve pedestrian connectivity and circulation.
- Improve access and interpretation of the former iron workings on Furnace Field.
- Carry out an assessment of Elsecar's allotments. Consider introducing more where and if possible.

8.4.9 Boundary Treatments and Outbuildings
Boundary walls and hedges enclosing properties are an important characteristic of the historic streetscape both within the historic village core and in the proposed extensions. Outbuildings are also an important historical element of the planned village and make a positive contribution to the Conservation Area where these are maintained in good condition. They should be retained and restored.

Recommendations

- The removal of boundary walls will be resisted.
- The construction of new boundary walls or reinstatement of the hedging, either to replace those that have gone, or to screen or give enclosure to a site or area will be encouraged.
- The removal of outbuildings will not be permitted without clear and convincing justification.
- New development will incorporate boundary walls and outbuildings where possible as part of their design.
- The construction of overly tall boundary walls or fencing, especially when facing onto the highway, will be resisted.

8.4.10 Shopfronts, Public Houses and Advertising

Apart from those within the Elsecar Workshops, there are few shops within the Conservation Area. Historic shop fronts exist along Fitzwilliam Street and at the junction of Wentworth Road. Although none have original fenestration, they retain some original features such as facias and pilasters. Where they remain, whether they are in commercial or residential use, historic features should be retained and restored where possible with appropriate designs and materials.

Public houses are also an important aspect of Elsecar's Conservation Area. All public houses within the extended area are historic buildings and all make a positive contribution to the Conservation Area. Change to historic façades (for example the Milton Arms entrance doorcase and fascia) will be resisted. Signage should be restrained and illumination modest. Thought should be given to improvements to hard landscaping in front of The Milton Arms and The Crown Inn.

The Council guidance documents on shop fronts and advertising should be consulted. See [Further Information](#).

Recommendations

- Historic elements of existing and former shop fronts will be retained and restored where possible as they are historic artefacts in their own right.
- Advertising and Shop Front Guidance produced by the Council will be consulted and adhered to.

8.4.11 Setting and Views

The setting of the Elsecar Valley Conservation Area consists of the neighbouring settlements to the west and north, agricultural land and woodland, to the east and west. Potential new development within the setting of the Conservation Area will be carefully considered (for example, the land at Broad Carr Road, Hoyland identified in the Local Plan for potential housing) and judged on its potential to impact on the character of the Conservation Area.

Views within, into and out of the Conservation Area are important, giving pictures of contrasting landscapes and uses, and the ability to appreciate the Conservation Area and individual heritage assets within it contributes to its special interest.

Recommendations

- The setting of the Conservation Area will be preserved and where possible enhanced through a scrutiny of development proposals.
- Key views within, into and out of the Elsecar Conservation Area will be preserved.
- Views of landmark buildings, such as the church, Fitzwilliam Lodge and the Elsecar Workshops' chimney will be preserved.

8.5 Boundary Review

In accordance with the *Planning (Listed Buildings and Conservation Areas) Act 1990*, the National Planning Policy Framework and Historic England best practice guidance, the boundary of a Conservation Area should be periodically reviewed and suitably revised in accordance with findings made during this exercise.

The need to review the boundary is in response to a number of factors including the recent Historic Area Assessment undertaken by Historic England which has significantly added to existing understanding and appreciation of Elsecar's unique character and history. The boundary changes reviewed and now recommended for adoption by Barnsley MBC are reiterated below with the appropriate justification.

It should be noted that no areas within the existing Conservation Area are recommended for removal.

01 Elsecar Garden Village

This extension includes all of the houses in the garden village development on Cobcar Lane, Lifford Place and Strafford Avenue (east end) planned by the Earls Fitzwilliam in the early 20th century.

Justification: this area represents the final phase of development by the Earl Fitzwilliam of the model village of Elsecar during the interwar period, in the fashionable garden village style. Despite later changes to properties, original features have been retained and the original street plan survives.

02 Elsecar Ironworks

This is an extension to the south-west of Elsecar Workshops to include the rest of the site of the Elsecar ironworks (furnace field) which will mirror the boundary of the scheduled area.

Justification: this ensures that an area now recognised for its significance through designation which is also important to the story of Elsecar is included for completeness.

03 Elsecar Park, Reservoir, Skiers Hall, Alderthwaite and Milton House

This is a large area which encompasses areas significant to residents for formal and informal recreation, and the rural areas further to the west of Elsecar including the best preserved section of the Elsecar Milton waggonway and the site of the model farm.

Justification: the park and reservoir have important amenity value and have significant historical associations. The historic estates and farmsteads of Skiers Hall, Alderthwaite and Milton House reflect the earlier landscape of Elsecar prior to the Industrial Revolution.

04 Canal Corridor and Hemingfield Colliery

This area includes the stretch of canal up to Tingle Bridge, Hemingfield Colliery, and the site of the former Jump Colliery canal basin.

Justification: The Dearne and Dove Canal and the collieries were an important part of the development of Elsecar from the mid-19th century onwards. Substantial remains survive, with high archaeological and historical significance. The Elephant and Castle pub is included for its associations with the canal.

These areas can be viewed on the map [here](#).

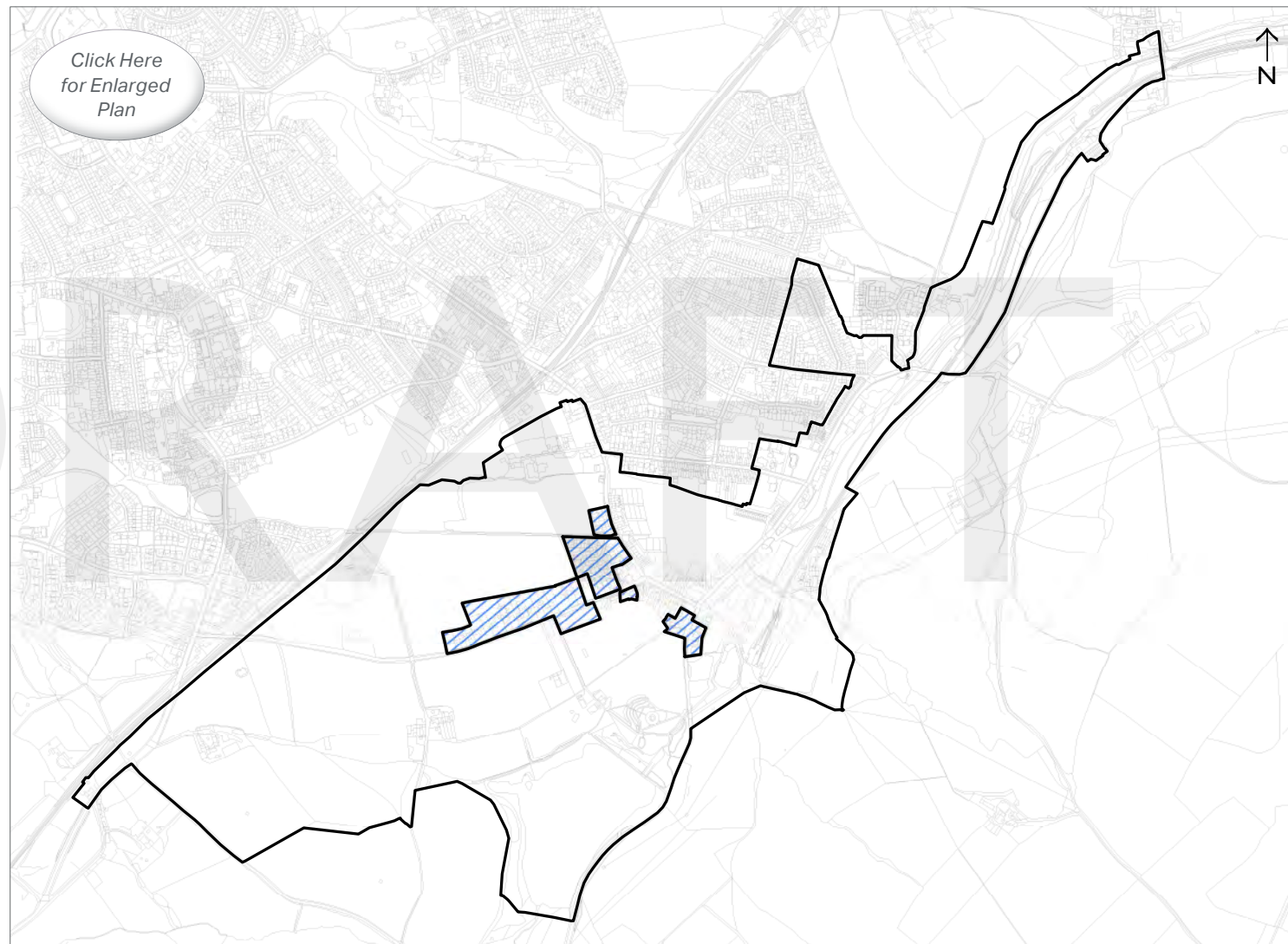
The proposed new conservation boundary can be seen opposite

D

PROPOSED CONSERVATION AREA BOUNDARY

/// Proposed Exclusions

This plan is not to scale



Plan showing the proposed Conservation Area Boundary (© Crown copyright and database rights 2022 Ordnance Survey 100022264)

8.6 Adoption and Review

Following public consultation and any necessary amendments, this Conservation Area Appraisal and Management Plan will be adopted by Barnsley Metropolitan Borough Council and the guidance contained within will be a material consideration in the determination of planning applications and appeals for proposed works within the Conservation Area.

Barnsley Metropolitan Borough Council and building owners are responsible for the implementation of this plan. It is the responsibility of building owners to make the necessary consents for any changes to their property and to avoid making unlawful changes without consent. It is Barnsley Metropolitan Borough Council's responsibility to review and determine planning permission for changes within the area, monitor the condition of the Conservation Area, maintain and enhance the public realm, keep building owners informed of the Conservation Area designation and to review and update this plan on a regular basis.

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9.1 Introduction

Elsecar is a unique model industrial village with an impressive history. Elsecar is not only significant for the richness and survival of its industrial heritage, but also for the survival of the community which was built around it, including the cottages, school, church and mill. The quality and attractiveness of the townscape are what make Elsecar what it is today.

The preservation and enhancement of the character, appearance and special architectural interest of the Elsecar Conservation Area should be at the heart of changes made within the area. All its residents have the opportunity to contribute to the preservation and enhancement of the village and ensure that it is passed on to future generations. This section provides background to the legislation and policy which underpins conservation areas and provides useful links and advice regarding planning change. Additionally, guidance on caring for historic buildings can also be found below.

9.2 Planning Legislation, Policy and Guidance

Planning legislation, policy and guidance is utilised when considering development or other changes within Barnsley's conservation areas. This is to ensure that proposals seek to preserve or enhance an area's character and appearance, including its setting.

The primary legislation governing conservation areas is the *Planning (Listed Buildings and Conservation Areas) Act 1990*. The Act defines what a conservation area is and is the legislative mechanism for ensuring their preservation and enhancement.

The *National Planning Policy Framework* (2021) sets out the overarching requirement for local planning authorities to identify and protect areas of special interest (paragraph 190). Government guidance on the historic environment is found within the relevant section of the National Planning Practice Guidance.

Barnsley's Local Plan (2019) sets out the Council's own policies which guide development within the Borough, including policies and guidance for protecting and enhancing the historic environment including conservation areas. Policies relevant to Elsecar Conservation Area are:

Policy HE1 (The Historic Environment):

We will positively encourage developments which conserve and enhance the significance and setting of the borough's heritage assets, paying particular attention to those elements which contribute most to the borough's distinctive character and sense of place.

These elements and assets include:

Elsecar Conservation Village, its former ironworks and its workshops which were once part of the Fitzwilliam Estate.

Policy HE3 (Developments affecting Historic Buildings) states:

Proposals involving additions or alterations to listed buildings or buildings of evident historic significance such as locally listed buildings (or their setting) should seek to conserve and where appropriate enhance that building's significance. In such circumstances proposals will be expected to:

- Capitalise on opportunities to better reveal the significance of a building where elements exist that detract from its special interest.
- Respect historic precedents of scale, form, massing, architectural detail and the use of appropriate materials that contribute to the special interest of a building.

Policy D1 (High Quality Design and Place Making) states:

Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley, including:

- Heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality.

Barnsley MBC have also produced guidance to residents, landowners, architects, agents and builders on how development and maintenance should be approached in the conservation village of Elsecar: Supplementary Planning Document: Elsecar Conservation Area Best Practice Design and Maintenance <https://www.barnsley.gov.uk/media/15725/elsecar-spd-adopted-2019.pdf>

In addition to these legislative and policy requirements, this CAAMP has been prepared in line with the following best practice guidance published by Historic England, the public body who manage the care and protection of the historic environment:

- [Conservation Area Appraisal, Designation and Management: Historic England Advice Note 1 \(Second Edition\) \(February 2019\)](#)
- [Conservation Principles, Policies and Guidance \(April 2008\)](#)

- [The Setting of Heritage Assets Good Practice Advice in Planning Note 3 \(Second Edition\) \(December 2017\)](#)
- [Statements of Heritage Significance: Analysing Significance in Heritage Assets Historic England Advice Note 12 \(October 2019\)](#)

9.3 Planning Advice

If you need further advice on buildings in conservation areas, design guidance and planning permissions, visit the Council's website, or contact the Conservation Officer 01226 772576, email: buildingconservation@barnsley.gov.uk

The council have also produced a number of guidance notes, published as Supplementary Planning Documents which can be found on their website:

Area for Advice	Website Address
Shop front designs	https://www.barnsley.gov.uk/media/15719/shopfront-design-spd.pdf

Area for Advice	Website Address
Advertisements	https://www.barnsley.gov.uk/media/15705/advertisements-spd.pdf
House extensions and other domestic alterations	https://www.barnsley.gov.uk/media/18078/house-extensions-and-other-domestic-alterations-spd.pdf
Mortar mixes for pointing historic buildings	https://www.barnsley.gov.uk/media/15715/mortar-mixes-for-historic-buildings-spd.pdf
Design of housing development	https://www.barnsley.gov.uk/media/15709/design-of-housing-development-spd.pdf
Elsecar conservation area design and maintenance guide	https://www.barnsley.gov.uk/media/15725/elsecar-spd-adopted-2019.pdf

9.4 Finding a Conservation Architect, Consultant or Contractor

When undertaking work to an historic building it is important to employ contractors who have worked with them before and understand what would be appropriate in terms of change. There are several organisations that maintain lists of experienced conservation and heritage professionals from architects and surveyors to lead workers and roofers.

The following are databases of consultants who have a proven track record of working with historic buildings:

- The Institute of Historic Building Conservation (IHBC), who have a database of accredited practitioners.
- Royal Institute for British Architects (RIBA) list of conservation architects.
- The Register of Architects Accredited in Building Conservation (AABC).

9.5 Tracking or Commenting on Planning Applications

If you or a neighbour submits a planning application, there will be a period when members of the public can comment on the application. This can be done electronically online via the Council's Planning website: <https://www.barnsley.gov.uk/services/planning-and-buildings/view-or-comment-on-planning-applications/>

If you are planning works to your own property, it can be useful to check the planning applications that have been approved for similar works in the village to understand what might be acceptable.

It may also be useful to review the planning history for your own site to find out what changes may have been made to your property prior to your ownership. Note that the council only holds planning application records online for recent years. For older applications please contact the planning department (developmentmanagement@barnsley.gov.uk) for details of how to access the documentation.

9.6 Researching the History of a Building or Site

Before proposing any change, it is important to understand the history of a building or site which will require some research into its historical development. This will require research into historical development. Some useful places to start your search are detailed below.

The National Heritage List for England, to find out whether your building is listed and now gives detailed histories on many of the historic buildings in Elsecar: <https://historicengland.org.uk/listing/the-list/>

To find if a building is Locally Listed see the South Yorkshire Local Heritage List: <https://local-heritage-list.org.uk/south-yorkshire>

For an interactive map see: <https://local-heritage-list.org.uk/south-yorkshire/map>

Barnsley's Archives collects and preserves the documentary heritage for the borough and includes historic images of Elsecar. The Archives and Local Studies Centre is located at Experience Barnsley, Museum and Discovery Centre: <https://www.experience-barnsley.com/our-archives>.

The National Archives. These are located at Kew, London, but the catalogue can be searched online at: <https://discovery.nationalarchives.gov.uk/>

British Newspaper Archive Online, which can often be a useful source of local history information: <https://www.britishnewspaperarchive.co.uk/>

National Library of Scotland, which allows you to view numerous historic plans online: <https://maps.nls.uk/>

For more information on Elsecar, Historic England's Research Report can be found here to download: <https://historicengland.org.uk/research/results/reports/6-2019>

9.7 Caring for Historic Buildings

Like a car, buildings require regular care and maintenance to keep them in good order. Timely repairs and regular maintenance can save money in the long run. However, maintaining a historic building requires a slightly different approach to a modern one. If you own or care for a historic building in Elsecar, practical information can be found online and in a number of published forms.

A good starting point is the Elsecar Conservation Area Design and Maintenance SPD produced by the Council which provides guidance on how to look after properties in the Elsecar Conservation Area as well as design guidance. A link to this document can be found above in [Section 9.3: Planning Advice](#).

Historic England has a wealth of advice and guidance on how to maintain and repair historic buildings, as well as advice on the types of materials and treatment methods to use. <https://historicengland.org.uk/advice/>

The Society for the Protection of Ancient Buildings' (SPAB) philosophy emphasises the importance of good maintenance to buildings of all ages and types. Its website provides maintenance advice for historic buildings and also offers practical courses on their care and maintenance. <https://www.spab.org.uk/>



National Planning Legislation, Policy and Guidance Documents

Planning (Listed Buildings and Conservation Areas) Act 1990: <http://www.legislation.gov.uk/ukpga/1990/9/contents>

National Planning Policy Framework (2021): https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

Planning Practice Guidance: <https://www.gov.uk/government/collections/planning-practice-guidance>

National Design Guide (2019): https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/843468/National_Design_Guide.pdf

Design Council, Building in Context: New development in historic areas: <https://www.designcouncil.org.uk/resources/guide/building-context-new-development-historic-areas>

Local Planning Policy And Guidance

Local Plan (adopted 2019): <https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/barnsleys-local-plan/>

Conservation Area Designation, Appraisal and Management Historic England Advice Note 1 (Second Edition): <https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designationmanagement-advice-note-1/heag-268-conservation-area-appraisal-designation-management/>

Conservation Principles, Policies and Guidance (April 2008): <https://content.historicengland.org.uk/images-books/publications/conservation-principles-sustainable-management-historicenvironment/conservationprinciplespoliciesguidanceapr08web.pdf/>

The Setting of Heritage Assets Good Practice Advice in Planning Note 3 (Second Edition) (December 2017): <https://content.historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/heag180-gpa3-setting-heritage-assets.pdf/>

Statements of Heritage Significance: Analysing Significance in Heritage Assets Historic England Advice Note 12 (October 2019): <https://historicengland.org.uk/images-books/publications/statements-heritage-significanceadvice-note-12/heag279-statements-heritage-significance/>

Historic England, 2016, 'Local Heritage Listing: Identifying and Conserving Local Heritage' <https://historicengland.org.uk/images-books/publications/local-heritage-listing-advice-note-7/heag301-local-heritage-listing/>

Historic England, 2019, 'Advice Note 1: Conservation Area Appraisal, Designation and Management' <https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/heag-268-conservation-area-appraisal-designation-management/>

Historic England, 2020, 'Heritage Calling: Elsecar's Historic Past in 10 Images' <https://heritagecalling.com/2020/02/20/elsecars-historic-past-in-10-images/>

Historic England, 2020, 'Windows and Doors in Historic Buildings.' <https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/windows-and-doors-in-historic-buildings/>

National Heritage List for England (NHLE): <https://historicengland.org.uk/listing/the-list/>

South Yorkshire Local List: <https://local-heritage-list.org.uk/south-yorkshire>

<https://www.barnsley.gov.uk/services/conservation/local-listed-buildings/>

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Barnsley MBC, 2008, 'Elsecar Conservation Area Appraisal', Version 1.1

Cavanagh, N 2017, 'Industrial Communities: A Case Study of Elsecar 1750-1870', PhD thesis, University of Sheffield

Jessop L, Rimmer J, Went D, 2019, 'The Village of Elsecar, South Yorkshire: Historic Area Assessment', Historic England. <https://historicengland.org.uk/research/results/reports/6-2019>

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Alteration

Work intended to change the function or appearance of a place (HE, *Conservation Principles*, 2008, 71).

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.

Conservation

The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance. The process of managing change to a significant place in its setting in ways that will best sustain its heritage values, while recognising opportunities to reveal or reinforce those values for present and future generations (HE, *Conservation Principles*, 2008, 71).

Significance (for
heritage policy)

The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance (NPPF, 2018, 71). The sum of the cultural and natural heritage values of a place, often set out in a statement of significance (HE, *Conservation Principles*, 2008, 72).

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Conservation Area 'An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance', designated under what is now s69 of the *Planning (Listed Buildings and Conservation Areas) Act 1990* (HE, *Conservation Principles*, 2008, 71).

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

Coursed Laying blocks or bricks in approximately level beds.

Designated Heritage Asset A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

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.

Heritage asset A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and non-designated heritage assets identified by the local planning authority usually as part of a Local List (NPPF, 2021, 67).

Hipped Roof A roof with sloping ends and sides.

Historic environment All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora (NPPF, 2021, 67).

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Ironstone

In 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.

Local List

Local lists, often compiled by local authorities, identify heritage assets which are valued by local communities and contribute to the character and local distinctiveness of an area. There are a significant number of heritage assets within an area which are important to local communities and make a valuable contribution to our sense of history and understanding of place but are not protected by statutory listing.

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.

Pediment

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

Pointing

Fill and finish the junction between masonry.

Preserve

To keep safe from harm (HE, *Conservation Principles*, 2008, 72).

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.

Repair

Work beyond the scope of maintenance, to remedy defects caused by decay, damage or use, including minor adaptation to achieve a sustainable outcome, but not involving restoration or alteration (HE, *Conservation Principles*, 2008, 72).

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

Sash Window Fixed or moveable (often sliding) window.

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

Significance (in heritage policy) The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. (NPPF, 2018, 71).

Sill A beam below the opening of a window.

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

Stack Chimneystack. Stone Slate – As above but with larger grains. Often fine flaggy sandstone. Tends to be thicker and as a consequence heavier.

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

Stone Slate As above but with larger grains. Often fine flaggy sandstone. Tends to be thicker and as a consequence heavier.

Structural Movement Mechanical movement (in this case within a building), more serious than 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.

Value An aspect of worth or importance, here attached by people to qualities of places (HE, *Conservation Principles*, 2008, 72).

Venetian Window (sometimes Palladian Window) Large decorative window surmounted with a semi-circular arch.

Voussoir Wedge shaped stone unit in an arch.

Welsh Slate Thin fissile roofing material of fine grain. Often lustrous or micaceous in finish.

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Medieval Period

The area was principally an agricultural area, but early mining activity in the woodland close to Elsecar has been evidenced by bell pits. Coal, however, is likely to have been extracted well before this period.

1292

Mention of a fulling mill in Hoyland suggests that cloth-making played a part in the local economy.

13th-14th Century

Family name 'Skyres' or 'de Skiris' recorded in deeds and appears to have defined a distinct manor or estate. [Skiers Hall]

Early 16th Century

Deeds and chancery bills record that the Wentworth family were leasing tracts of coal for mining in Greasbrough, Barbot Hall, Aldwarke and other manors in Rotherham.

1576

Earliest mention of Elsecar in the Wentworth Court Roll.

18th Century

1723

Low Wood Colliery (also known as Law Wood Colliery) opened.

1750

2nd Marquis of Rockingham (Charles Watson-Wentworth) inherited the estate and his building of Greasbrough Canal and his development of mining in the area brought employment and income to the area.

1752

Elsecar Old Colliery (later renamed Elsecar High Colliery) opened.

1757

Earliest known depiction of Elsecar in the collieries map by William Fairbank junior. Road layout appears to show early versions of Water Lane, Fitzwilliam Street and Wath Road meeting at Elsecar Green. A scatter of properties are shown along Fitzwilliam Street and a cruciform building north of the green is believed to be 9 and 10 Market Place.

1760s

Elsecar Old Colliery was managed directly by the Fitzwilliam Wentworth Estate.

1763

Low Wood Colliery managed directly by the Fitzwilliam Wentworth Estate when Richard Bingley's lease expired.

1771

Skiers Hall appears on the Plan of the Manor of Hoyland.

1782

4th Earl Fitzwilliam inherited the estate.

1790

Michael Hague's exploratory borehole drilling discovers the Elsecar fault.

1793

Construction started of the Elsecar branch of the Dearne and Dove Canal.

1795

Elsecar Ironworks (also known as Elsecar Furnace) opened by Darwin & Co, headed by John Darwin, Francis Frith and Joseph Ridge.

1795 (September)

Elsecar New Colliery (later renamed Elsecar Mid Colliery) sunk.

1795-1797

Two new shafts situated twenty yards apart from each other were sunk at Elsecar New Colliery; an 'engine pit' for pumping water out of the colliery and a 'by-pit' for winding coal.

1796

Cottages at Skiers Hall, possibly built to designs by John Carr whose 'New Cottages for Elsecar Miners' exist in Wentworth Woodhouse archives.

1797-1798

Third shaft sunk for the purpose of winding coal. 4th Earl purchased the necessary parts for a Newcomen Engine to pump water out of the mine.

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1798

Elsecar Reservoir created to provide a head of water for the Elsecar branch of the Dearne and Dove canal. Reservoir formed by damming the Harley Dike and flooding an area of fields in the valley bottom. It originally extended beyond Burying Lane but contracted in size as the Dearne and Dove Canal fell into disuse.

1798

Completion of the Dearne and Dove Canal.

19th Century

1828

Duke of Clarence (later William IV) goes underground at Elsecar Old Colliery.

1833

5th Earl Fitzwilliam inherited the estate.

1840

5th Earl sunk a new pit called Elsecar Low.

1845

Low Wood Colliery closed.

Late 1840s

Hemingfield Colliery (Low Elsecar Colliery) opened.

1849

William Henry Dawes and George Dawes of Dawes & Co, took on the running of Elsecar Ironworks.

1850

The Elsecar Branch of the South Yorkshire Railway was completed, which ran parallel with the canal.

1850

New centralised workshops serving all the Elsecar collieries was built at Elsecar Green and called 'New Yard'.

1853

Simon Wood Colliery opened and replaced Elsecar New Colliery.

1857

6th Earl Fitzwilliam inherited the estate.

1857

Elsecar Gasworks opened and became known as 'Elsecar, Hoyland and Wentworth Gas Company'. Gas lighting was introduced into the collieries shortly after.

1860

Market Hotel built.

1863

Old Vicarage built on Armroyd Lane to replace the former vicarage.

1869

Two new furnaces built at Elsecar Ironworks.

1869

Cobcar Row built (known locally as Rhubarb Row).

1870

6th Earl opened a railway station at the New Yard.

1884

Elsecar Ironworks closed.

1885

George Dawes gives up Elsecar Ironworks which reverts to Earl Fitzwilliam. Later extensions demolished and machinery sold.

1886

Princess Mary (later Queen Mary) opens Milton Hall and the 'Elsecar Great Exhibition'.

1888

Elsecar Old Colliery closed.

1895

Dearne and Dove Canal purchased by the Sheffield and South Yorkshire Canal Company.

Late 19th Century

The canal basin was shortened and the railway lines to the north of the workshops were reorganised.

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20th Century

1902

7th Earl Fitzwilliam inherited the estate.

1903

Simon Wood Colliery closed.

1903

Elsecar Main Colliery sunk.

1905

The Gas Works manager's house was built on Wath Road.

1905

The open-casting in the area removed the remaining traces of the former route of Skiers Hall Lane to Water Lane, which survived as a tree-lined avenue up the edge of the reservoir.

1908

Elsecar Main Colliery opened.

1910

Elsecar-by-the-Sea appears in the Sheffield Star.

Early 20th century/1910s

Café and bandstand built in the park near the reservoir.

1911

Stafford Avenue, Lifford Place, and eastern part of Cobcar Lane built with investment from the Fitzwilliam estate.

1912

King George V and Queen Mary visit Elsecar.

1920

Hemingfield Colliery closed and repurposed as a pumping station.

1923

Newcomen Beam Engine stopped running and replaced with electric pumps.

1928

Elsecar branch of the Dearne and Dove Canal closed due to mining subsidence.

Late 1920s

Elsecar Park opens, including bandstand and new pavilion.

1943

8th Earl Fitzwilliam inherited the estate.

1943

Area to west of the lane from Skiers Hall to Burying Lane subject to open-cast mining.

1944

King George VI and the late Queen Mother visited Elsecar.

1947

National Coal Board took over the workshops following the nationalisation of the pits. They continued to use the Earls' workshops within the ironworks.

1950s

Park remodelled, and toilet block constructed.

1953

Area between Skiers Hall Lane and the reservoir was opened for open-cast mining.

1955

Area between Skiers Hall Lane and the reservoir was reinstated for open-cast mining.

1956

Bandstand, which originally stood near to the café, was moved to the bottom park and established in a newly laid out garden created within the existing diamond-shaped pathway.

1970 (September)

Gas Works closed by the Gas Board.

1972 (May)

Almost all the Gas Work buildings were demolished.

1970s

Current cricket pavilion built. The football pitch and small concrete stand was also laid out around the same time.

1970s

Elsecar Goods Station closed.

1983

Elsecar Main Colliery closed and demolished shortly after.

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1984

Elsecar's railway branch closed.

1985

Concrete outfall and a timber pedestrian bridge erected to span the gap in the dam on the reservoir.

1988

Barnsley Council purchased the workshops along with the Newcomen Beam Engine and started a programme of conservation and repair.

1990s

Part of Elsecar Workshops restored and reopened as Elsecar Heritage Centre.

1994

Elsecar Heritage Railway opened with first passenger train running in 1996.

1996 (May)

Reservoir identified as a Local Nature Reserve by Barnsley Council.

21st Century

2009

Elsecar Heritage Centre becomes part of Barnsley Museums.

2014


Newcomen Beam Engine on the site of Elsecar New Colliery restored.


2017 (March)

Elsecar designated as one of ten High Street Heritage Action Zones (HAZ) by Historic England.


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Designated heritage assets within the conservation area and proposed extensions.

Address/Building Name	Building 1, former Elsecar Ironworks casting shed
Character Area	Elsecar Heritage Centre
Status	Listed Building Grade II*
Use	Part of Heritage Railway, currently vacant
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1465684
Brief History Casting house, 1850s, for the Dawes' Elsecar Ironworks, subsequently used as a locomotive shed	
Brief Description Brick rectangular structure, the southern gable incorporating the earlier stone-built ironworks boundary wall as its inner face. Modern pitched sheet metal roofs. Three semi-circular openings in gable at high level, now blocked. Two locomotive entrances in the north gable, one now covered by C20 extension. C20 extension also on west elevation.	
Condition	Fair
	

Address/Building Name	Building 17, former fitting shop at Elsecar Central Workshops
Character Area	Elsecar Heritage Centre
Status	Listed Building Grade II*
Use	Centre piece of Heritage Centre, currently soft play centre
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1287085
Brief History Former fitting shop, 1850s. Renovated 1990.	
Brief Description Sandstone with Welsh slate roof, stone quoins. Central nave with flanking aisles of 10 bays, eastern truncated to seven bays, with round-arched windows. Tall arched locomotive doors at either end. Gable ends rebuilt.	
Condition	Good
	

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Address/Building Name	Building 19, former workshop at Elsecar Ironworks
Character Area	Elsecar Heritage Centre
Status	Listed Building Grade II*
Use	Storage
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1191442
Brief History Workshop, probably circa 1835.	
Brief Description Sandstone with slate roof. Rectangular two storeys and five bays. Currently undivided space. Boarded up windows, photos indicate they are multi-light and iron framed. Formerly open fronted at ground floor on south-east. Large double doors inserted into the north-east gable.	
Condition	
	

Address/Building Name	Building 22, former Joiner's Shop, including chimney and rebuilt boiler house (building 16)
Character Area	Elsecar Heritage Centre
Status	Listed Building Grade II*
Use	Workshop and offices
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1315025
Brief History The former joiners' shop (including chimney and rebuilt boiler house), 1850s, renovated 1990 – the boiler house was completely rebuilt	
Brief Description Sandstone with hipped Welsh slate roofs. Boiler house and chimney attached to north. Two storeys and three bays wide, eight bays long. Most windows have diamond lattice iron framed windows. Large arched entrances to the ground floor with voussoirs and keystones. Eastern elevation has an inserted first-floor taking-in door complete with a winch. Southern end elevation has a cantilevered stone staircase leading to central arched door with fan light.	
Condition	Good
	

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Address/Building Name	Buildings 13-14, former railway station, offices, housing and gate piers at Elsecar Central Workshops
Character Area	Elsecar Heritage Centre
Status	Listed Building Grade II*
Use	Commercial and childcare
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1191337
Brief History Early 19th century, 1850s gatehouse/offices with attached office of early 20th century, 1870 station. Originally a row of cottages (right), extended and raised. Converted to children's nursery and café 21st century.	
Brief Description Two storeys, stone with slate roofs and brick stacks. Range in three sections with cottage range, railway station and offices (with canted bay to the south-west). Forms one side of Elsecar Central Workshops,	
Condition	Good
	

Address/Building Name	Buildings 2 and 3 and boundary wall, former Elsecar Ironworks entry range
Character Area	Elsecar Heritage Centre
Status	Listed Building Grade II*
Use	Commercial
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1465834
Brief History The former entry range to Elsecar Ironworks, 1860s for Dawes' Elsecar Ironworks. Renovated 1990 as part of Elsecar Heritage Centre	
Brief Description Six bay, brick linear two-storey building with slate roof, with two through-accesses for carriages and four, round-arched windows to the first-floor.	
Condition	Good
	

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Address/Building Name	Buildings 20a and 21, former rolling mill at Elsecar Ironworks, including two halved colliery pit wheels
Character Area	Elsecar Heritage Centre
Status	Listed Building Grade II*
Use	Events and exhibition space
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1151097
Brief History Rolling mill was built in 1850, where heated wrought iron was rolled to form plates, rails and bars	
Brief Description Single-storey of 12 bays. Iron-framed modular building with Welsh slate roof. Sandstone gable ends with quoins, raised and coped. Northern gable end partially rebuilt and features halved colliery pit wheels and two substantial stone buttresses. Iron framing exposed and underbuilt in stone on the east elevation, but mainly in brick on the west, which is of pier and panel construction.	
Condition	Good
	

Address/Building Name	Buildings 20a and 21, former rolling mill at Elsecar Ironworks, including two halved colliery pit wheels
Character Area	Elsecar Heritage Centre
Status	Listed Building Grade II*
Use	Commercial
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1465836
Brief History Former stores, built 1850s, renovated 1990	
Brief Description Long range enclosing the west side of the Earls Workshops and now forming a public entrance from Forge Land to the north. Sandstone with Welsh slate roof. Largely two storeys, with the north-western portion built into the rising ground. Formerly open at the ground floor, with the first floor supported on cast iron columns. Now underbuilt in brick and fitted with doors. Taking-in door on first floor at southern end.	
Condition	Good
	

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Address/Building Name	Buildings 8-12, former workshops, offices and warehousing at the former Elsecar Central Workshops
Character Area	Elsecar Heritage Centre
Status	Listed Building Grade II*
Use	Visitor centre and commercial uses
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1465837
Brief History Partly 1850s, with part mid-20th century of former workshops, offices and warehousing	
Brief Description Linear complex altered and extended. The range forms the north-west side of the Central Workshops along Wath Road. The Wath Road elevation is largely blank but features an inserted taking-in door. Partly single and partly two storeys. Sandstone and Welsh slate roofs; the later 20th century range is of brick. Some cast iron windows with diamond lattice multi-lights remain. Today the range is divided into commercial units, toilets etc.	
Condition	Good
	

Address/Building Name	Site of the former Elsecar Ironworks
Character Area	Elsecar Heritage Centre
Status	Scheduled Monument
Use	Heritage Centre
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1465668
Brief History 1795-1885	
Brief Description The area covers full extent of the former ironworks, including the area of scrub and woodland to the south-east on Furnace Hill as well as the eastern portion of the Elsecar Heritage Centre where associated buildings including the rolling mill and casting shed have been listed. Buried remains of the ironworks are said to lie immediately below the surface. A number of structures are in a deteriorating condition and require urgent stabilisation, whilst parts of the site are covered in overgrown and inaccessible.	
Condition	Good to Poor
	

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Address/Building Name	Former Cornish pumping engine house at Hemingfield Colliery, and the site of Hemingfield Colliery
Character Area	Canal Corridor
Status	Listed Building; Grade II*; Scheduled Monument
Use	Partly residential
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1470733 https://historicengland.org.uk/listing/the-list/list-entry/1465079
Brief History Also known as Low Elsecar Colliery, a shaft was first sunk in 1842. The former colliery pumping engine house, built 1843 for the 5th Earl Fitzwilliam under the direction of Benjamin Biram. It was converted to domestic use in 1934 as part of a mine pumping station which operated between 1920 and 1989.	
Brief Description The site of the colliery is scheduled, retaining elements of the pit yard, and a number of standing buildings from various periods as well as machinery. The pumping engine house is a rectangular building, constructed in sandstone with attached reinforced concrete headframe to the south which sits above the former shaft - now two storeys, and converted to residential use. Attached on the east side is a 20th century brick, two storey, extension which contains the entrance door. Windows and doors are modern uPVC. Flat roofs and brick chimney.	
Condition	Good
	

Address/Building Name	Elsecar Newcomen Engine to the former Elsecar New Colliery
Character Area	Elsecar Heritage Centre
Status	Scheduled Monument
Use	Tourist attraction
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1004790
Brief History Sunk in 1794 the mine commenced production in 1795	
Brief Description The Newcomen-type engine is set within its stone engine house with the pumping shaft on its south side and the archaeological remains of its boiler house on its north side. A second 18th century mine shaft lies to the south with an early 20th century concrete headframe above. To the east is an early 20th century pump and fan house in brick with a flat roof.	
Condition	Good
	

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Address/Building Name	Housing at the former Elsecar Ironworks, 2 and 4 Forge Lane
Character Area	Elsecar Heritage Centre
Status	Listed Building Grade II*
Use	Residential
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1151096
Brief History 1850s. Built in the for Elsecar Ironworks, probably built for managers or supervisors.	
Brief Description Unequal pair of double-fronted workers' houses. Stone with slate roofs and stacks, and of two storeys. Sashes without glazing bars, stone lintels and sills. Six panelled doors with over-lights. The northern has a round-arched head, whilst the southern has a square head with stone lintel.	
Condition	Good
	

Address/Building Name	1 to 15, Old Row and attached front garden walls
Character Area	Elsecar Historic Core
Status	Listed Building Grade II
Use	Residential
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1151094
Brief History Late 18th century, altered 20th century. Old Row originally had allotments to the front and outbuildings to the rear	
Brief Description A row of 15 relatively plain, two storey, stone cottages. The cottages are arranged in pairs with doors together except for No.1. Door lintels are tooled to imitate voussoirs. Windows are later casements with glazing bars, the openings having concrete sills and rendered lintels. The ridge retains seven brick stacks. The original window openings to the rear have tooled lintels. The attached front enclosure walls have heavy domed copings.	
Condition	Good
	

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Address/Building Name	12 to 15 Skiers Hall Cottages
Character Area	Skiers, Alderthwaite and Milton House
Status	Listed Building Grade II
Use	Residential
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1465747
Brief History 1797 to 1798 for the fourth Earl Fitzwilliam and designed by John Carr	
Brief Description A group of four estate workers cottages, arranged as a pair of semi-detached cottages connecting to end cottages by single-storey linking units. Sandstone with hipped sandstone slate roofs and central brick chimney stacks to the cottages.	
Condition	Good
	

Address/Building Name	1-3, Distillery Side
Character Area	Elsecar Heritage Centre
Status	Listed Building Grade II
Use	Residential
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1151089
Brief History 1836, former National School for the Fitzwilliam estate. Replaced by existing school on Church Street. The buildings take their name from a short-lived tar distillery which operated in this area between 1814 and 1818.	
Brief Description Row of three stone cottages. Stone slate roof and stone stacks. Irregular arrangement of windows to the front elevation. The building is set into the sloping hillside with No.1 is of two storeys, but set at a higher level than neighbouring properties which are over three storeys. The rear elevation is of two storeys. Modern windows and doors with stone lintels and sills.	
Condition	Good
	

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Address/Building Name	4-8, Distillery Side
Character Area	Elsecar Heritage Centre
Status	Listed Building Grade II
Use	Residential
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1151090
Brief History Late 18th or early 19th century. The buildings take their name from a short-lived tar distillery which operated in this area between 1814 and 1818	
Brief Description Row of two storey worker's cottages built of sandstone with stone slate roof. Symmetrical frontage to the left hand cottage. Large lintels to the ground floor. Two stacks. Modern windows and doors.	
Condition	Good
	

Address/Building Name	Cobcar Terrace, 162-180, Wath Road
Character Area	Elsecar Village
Status	Listed Building Grade II
Use	Residential
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1191318
Brief History The terrace of ten houses, Cobcar Terrace, along with the adjacent and very similarly designed 1-9 Cobcar Lane, were built after the 1849-1850 OS survey, probably for the fifth Earl Fitzwilliam (1786-1857). Twentieth century rear additions.	
Brief Description Two-storey terrace of ten houses. Dressed sandstone and Welsh slate roof. It has a symmetrical front elevation, where the third and eight houses are set slightly forward under pediments with a single oculus set in each. Timber sashes and timber boarded doors. Central two houses are paired and have arched heads with fanlights beneath pointed stone hoods, whilst all other houses have segmental heads with overlights. All openings have segmentally arched lintels that are tooled to imitate voussoirs. Ground-floor windows have sunken aprons. The rear elevations were extended in the later 20th century in brick.	
Condition	Good
	

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Address/Building Name	1-9, Cobcar Lane
Character Area	Elsecar Historic Core
Status	Listed Building Grade II
Use	Residential
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1151088
Brief History Mid-19th century for the Fitzwilliam estate with 20th century additions to the rear	
Brief Description Two-storey terrace of five houses of coursed, dressed sandstone with Welsh slate roof. Nearly symmetrical front elevation with pedimented central house which breaks slightly forward. Timber sliding sashes and boarded doors. The rear elevations were extended in the later 20th century in brick.	
Condition	Good
	

Address/Building Name	56-64 Fitzwilliam Street and attached front garden walls
Character Area	Elsecar Historic Core
Status	Listed Building Grade II
Use	Residential
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1151091
Brief History Mid-19th century, for the Fitzwilliam estate	
Brief Description Two-storey terrace of five cottages, deeply-coursed, dressed sandstone, stone lintels and sills and Welsh slate roof. Symmetrical frontage, with central cottage set slightly forward with gable containing oculus. Mostly multi-paned replacement casements apart from the central cottage which at first floor retains paired, round-headed sashes.	
Condition	Good
	

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Address/Building Name	9 and 10, Market Place
Character Area	Elsecar Historic Core
Status	Listed Building Grade II
Use	
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1191255
Brief History Mid-18th century, altered 20th century. Thought to be one of the buildings depicted on a plan dated 1757, being a surviving pair of cottages of those that originally formed the hamlet of Elsecar Green and so predate its development as an industrial village.	
Brief Description Pair of cottages rubble sandstone, Welsh slate roof, formerly stone slate. Semi-detached pair of two-storey, double-fronted cottages with central entrances.	
Condition	Good
	

Address/Building Name	Barn approximately 10 metres to north-east of Alderthwaite Farmhouse
Character Area	Skiers, Alderthwaite and Milton House
Status	Listed Building Grade II
Use	Agricultural
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1151085
Brief History Late 15th-16th century, encased late 17th-early 18th century, altered late 19th century	
Brief Description Aisled barn with timber frame and course sandstone walls and quins and sheet asbestos roof. Two and a half bays single open space, large entrance doors on west side under timber lintel. Two rows of slit vents.	
Condition	Poor

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Address/Building Name	Cowhouse with hayloft approximately 15 metres to north-west of Alderthwaite Farmhouse
Character Area	Skiers, Alderthwaite and Milton House
Status	Listed Building Grade II
Use	Agricultural
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1151086
Brief History Cowhouse with hayloft. Early 18th century	
Brief Description Two storey and three bays. Thinly-coursed sandstone with large quoins. Roofing mainly of Welsh slate but with some stone slates. Accessed from the farmyard at the gable end. First floor accessed via external stone staircase. Ventilation slits.	
Condition	Poor
	

Address/Building Name	Canal basin with its associated culvert and canal lining at SE3930 0095
Character Area	Canal Corridor
Status	Listed Building Grade II
Use	Canal terminus
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1151022
Brief History Built c.1798 for the Dearne and Dove Canal Company. The canal basin was used for the shipment of coal from the adjacent Hemingfield Colliery	
Brief Description Rectangular basin of sandstone with ashlar dressings.	
Condition	Fair
	

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Address/Building Name	Church of the Holy Trinity
Character Area	Elsecar Historic Core
Status	Listed Building Grade II
Use	Church
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1151087
Brief History Built 1841-1843 with the patronage of the fifth Earl Fitzwilliam (1786-1857). Vestry and organ chamber added 1871.	
Brief Description Dressed sandstone and ashlar, with Welsh slate roof. Early English Gothic Revival style, orientated north-south. Comprises tower with spire, five bay nave and apsidal chancel set in churchyard.	
Condition	Good
	

Address/Building Name	Elsecar Footrill
Character Area	Elsecar Heritage Centre
Status	Listed Building Grade II
Use	Disused and blocked mine entrance
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1315026
Brief History Possibly 1795. Walled up 1823 and used by the Earls as an entrance for distinguished visitors to the mine workings.	
Brief Description Stone retaining wall with quoined and rebated doorcase fitted with iron lattice door. Mine entrance blocked internally. Plaque reads 'The Footrill opened in 1723. Entrance to the mineworkings of Law Wood Colliery, also to Elsecar Old Colliery.'	
Condition	Poor
	

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Address/Building Name	Elsecar Holy Trinity CE Primary Academy and School Master's House
Character Area	Elsecar Historic Core
Status	Listed Building Grade II
Use	School and office
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1465637
Brief History 1852 funded by fifth Earl Fitzwilliam, extended 1870, 1901 and 1926	
Brief Description Well-dressed sandstone and Welsh slate roof in fish scale slating in the early Victorian Elizabethan Revival style. Contains a central hall with attached classrooms. Three gables face Church Street with pierced, decorative bargeboards, large windows in each gable, the central window with hoodmould. Two storey school master's house to the south is in the same style and materials.	
Condition	Good
	

Address/Building Name	Elsecar Mill
Character Area	Elsecar Historic Core
Status	Listed Building Grade II
Use	Commercial
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1151095
Brief History 1842 for the Fitzwilliam estate, originally steam powered	
Brief Description Former flour mill, sandstone with Welsh slate roof, three storeys and a half basement, the latter accessed from rear. Six bays wide. Multi-paned sashes and casements under stone lintels and projecting sills. Wide entrance double doors in the third bay, above which is an arched loading door. Above this on the second floor is a projecting timber clad gantry. Ground floor extension to right. Extension to rear rises from basement to eaves level is clad in corrugated sheeting.	
Condition	Good / fair
	

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Address/Building Name	Fitzwilliam Lodge
Character Area	Elsecar Historic Core
Status	Listed Building Grade II
Use	Residential
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1151092
Brief History 1853, former Miner's lodgings, restored 1982	
Brief Description Three storey country-house style building of dressed sandstone with a Welsh slate roof. Symmetrical seven bay frontage with the central three bays being pedimented with glazed oculus and set slightly forward. Below is a central entrance door with fanlight set in an ashlar surround. Large stone axial stacks. Multi-paned replacement sashes.	
Condition	Good
	

Address/Building Name	Milton Hall
Character Area	Elsecar Historic Core
Status	Listed Building Grade II
Use	Communal Hall
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1293411
Brief History 1870	
Brief Description Rock faced sandstone, with hipped slate roof. Single storey, five bays to Wath Road, nine bays to Fitzwilliam Street. Both have central entrances, pedimented and set slightly forward. Segmental headed opening with double entrance doors with fanlight. Segmental headed windows flank entrances set with multi-light windows. Roof ventilators.	
Condition	Fair / good
	

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Address/Building Name	Reform Row
Character Area	Elsecar Historic Core
Status	Listed Building Grade II
Use	Residential
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1315024
Brief History 1837 for the Fitzwilliam estate. Reform Row was built for the Fifth Earl Fitzwilliam (1786-1857) who, before becoming the Earl in 1833, was an MP who supported the passing of the 1832 Reform Act.	
Brief Description Terrace of 28 cottages in rubble sandstone with Welsh slate roofs. Two storeys. Three arched through-passages to rear. The central passage has the plaque 'Reform Row 1837' above. Entrance doors have horizontally tooled lintels. Most houses have boarded doors and multi-light modern windows (historic images from early C20 show metal framed casements). Front gardens enclosed by stone walls.	
Condition	Good
	

Address/Building Name	Station Row
Character Area	Elsecar Historic Core
Status	Listed Building Grade II
Use	Residential
List Entry Link	https://historicengland.org.uk/listing/the-list/list-entry/1191290
Brief History Former Colliery Row or New Row, based on designs by architect John Carr. Late 18th century with later alterations.	
Brief Description A symmetrical terrace of ten cottages. They are a more elaborate row of cottages, mainly of two storeys, but have three storey bays at either end and in the middle, which break slightly forward. The terrace has various replacement front doors with rendered lintels except number 60 which retains a tooled-stone lintel. Windows have been replaced in steel and uPVC in a variety of styles and have concrete lintels and sills. The rear elevation is much altered and the gable end to No.60 has been rebuilt.	
Condition	Good
	

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Address/Building Name	Meadow Row, Wath Road
Character Area	Elsecar Historic Core
Status	Locally Listed
Use	Residential
List Entry Link	NA
Brief History Appears and annotated on the 1849-50 OS map with slightly different plan form, indicating later alterations to the row. Formerly terminated at the southern end with the Ship Inn.	
Brief Description Truncated terrace of seven houses built in a number of phases. Two storeys, slate roof and brick stacks. All have a single window to ground and first floor, (suggesting two up two down houses), apart from the northern end where the house is double-fronted, off-centre entrance door with shallow projecting modern bay window to left suggesting a former shop; harling to gable end. Monolithic stone lintels and jambs to the four southern cottages which share doorcases. The southern gable end has been rebuilt in brick, but stone quoins left exposed. Front gardens asphalted and no boundary walls apart from northernmost house which has a low stone wall. All have modern windows of timber or uPVC and a mix of doors all without glazing.	
Condition	Good
	

Address/Building Name	Pit Row Cottages, Hemingfield Colliery, Wath Road
Character Area	Canal Corridor
Status	Locally Listed
Use	Residential
List Entry Link	NA
Brief History Built as a single-storey range of pit workshops, probably at a similar date to the earliest 1840s phase of the colliery, and later converted into eight two-storey cottages when the Earl's Central Workshops at Elsecar were built in the 1850s. Shown as a row of cottages with outbuildings to the rear on the 25-inch OS map of 1892.	
Brief Description Lying opposite the former Hemingfield colliery, this row of eight sandstone worker's cottages have dormers to the Wath Road elevation, slate roofs with brick stacks. All windows and doors are modern with stone lintels and sills. Stone wall encloses small front garden.	
Condition	Good
	

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Address/Building Name	Elsecar gasworks manager's house, Wath Road
Character Area	Elsecar Historic Core
Status	Locally Listed
Use	Residential
List Entry Link	NA
Brief History	Mid-19th century
Brief Description	Sandstone, two-storey, double fronted house with slate roof. Central bay with gable set slightly forward. Modern UPVC windows and doors.
Condition	
	

Address/Building Name	4-6 Wentworth Road (Former shops next to Market pub)
Character Area	Elsecar Historic Core
Status	Locally Listed
Use	Residential
List Entry Link	NA
Brief History	Built between 1850 and 1867 as a pair of shops and contemporary with the Market public house
Brief Description	Two storey pair of former small shops. Stone with slate roof hipped to right with stone stacks. Stone surrounds to openings. Sill band and shaped quoins. Entrance doors to the left of a large former shop window below projecting cornice supported on console brackets. Shop fronts have a sunken apron below the windows. Modern replacement windows and doors throughout.
Condition	Good
	

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Address/Building Name	79-85 Fitzwilliam Street
Character Area	Elsecar Historic Core
Status	Locally Listed
Use	Residential and Commercial
List Entry Link	NA
Brief History Built between 1850 and 1867. Shown as just two ownerships on 1867 plan.	
Brief Description Part of a pair of linked, villa-like former shops. No.83 remains in commercial use. The shop fronts of No.79 and No.85 have both been removed and infilled. Stone, two-storey building with recessed 'link' between. Hipped slate roofs with deep bracketed eaves. Windows and doors replaced largely in uPVC.	
Condition	Good
	

Address/Building Name	65a Fitzwilliam Street
Character Area	Elsecar Historic Core
Status	Locally Listed
Use	Residential
List Entry Link	NA
Brief History Appears on 1892 OS map	
Brief Description House to rear of 65 Fitzwilliam Street. Three-storey, three-bay house with central entrance. Stone with slate roof and brick end stacks.	
Condition	Unknown
	

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Address/Building Name	88-94 Fitzwilliam Street (next to Milton Hall)
Character Area	Elsecar Historic Core
Status	Locally Listed
Use	Residential
List Entry Link	NA
Brief History Mid-19th century, and by 1867. No.94 may have once been a shop (?)	
Brief Description Short row of four cottages, stone with slate roof and stone stacks, each of two bays and two storeys. Small front gardens enclosed by a low stone wall (partially lost on No.94). Tooled lintels in the form of voussoirs. The ground floor window to No.94 has a shallow hood supported on brackets. A similar window can be found to the right return with a cellar entrance below. No.94 extends further to the rear where it is three bays with central entrance door up three stone steps. Modern uPVC window throughout and replacement doors (1930s to No.90)	
Condition	Good
	

Address/Building Name	Former rectory, 23, Armroyd Lane
Character Area	Elsecar Historic Core
Status	Locally Listed
Use	Residential
List Entry Link	NA
Brief History Before 1850, assumed early	
Brief Description Detached house of two storeys and three bays with slate roof and stone end stacks. Three bays with central entrance. Six panelled door in segmental doorcase with raised surround and fanlight. Stone hood above supported on console brackets. Windows contain timber sashes and have flat voussoirs with drop keystone and recessed stone aprons. String course.	
Condition	Good
	

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Address/Building Name	4-14 Fitzwilliam Street (including outbuildings to rear)
Character Area	Elsecar Historic Core
Status	Locally Listed
Use	Residential
List Entry Link	NA
Brief History By 1867. Outhouses formerly had toilets at the front, with washhouses behind and animal shelters (possibly for pigs) at the back.	
Brief Description Row of six cottages, each two bays wide. Stone with slate roofs and shared stone stacks. Small front gardens enclosed by low stone walls. Modern windows and doors, mainly uPVC. No.2 has a garage extension set back to the left. Small outhouses detached to rear.	
Condition	Good
	

Address/Building Name	Footrill Cottage, Broadcarr Road
Character Area	Skiers, Alderthwaite and Milton House
Status	Locally Listed
Use	Residential
List Entry Link	NA
Brief History Mid-19th century. Possibly built for an overseer of the nearby mine.	
Brief Description Two-storey stone cottage of three bays, gabled to the left, stone slate roof. Modern multi-light fenestration and modern boarded door.	
Condition	Good
	

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Address/Building Name	Milton House (including garden)
Character Area	Skiers, Alderthwaite and Milton House
Status	Locally Listed
Use	Residential
List Entry Link	NA
Brief History Later 19th century. A number of buildings within this complex may be associated with the former Elsecar Old Colliery.	
Brief Description Two storey, three bay house with central entrance and slate roof. End stacks. Two storey range extends to rear.	
Condition	Good
	

Address/Building Name	Elsecar Park Bandstand
Character Area	Elsecar Park, Reservoir and Cricket Ground
Status	Locally Listed
Use	Band stand
List Entry Link	NA
Brief History 1920s, relocated to present position in 1956 when park remodelled	
Brief Description Octagonal bandstand on stone plinth, with roof supported on cast iron columns. Designed in the art nouveau style, manufactured by ironfounders Yates, Hayward and Co. in Rotherham.	
Condition	Good
	

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Address/Building Name	Fingerpost, Wath Road
Character Area	Elsecar Historic Core
Status	Locally Listed
Use	Finger post
List Entry Link	NA
Brief History First half of 20th century	
Brief Description Cast iron column painted in black and white, topped by halo with 'West Riding CC' in painted lettering. Modern sign attached below.	
Condition	Poor
	

Address/Building Name	Footrill (next to Footrill Cottage), Broadcarr Road
Character Area	Skiers, Alderthwaite and Milton House
Status	Locally Listed
Use	None
List Entry Link	NA
Brief History Mid-19th century	
Brief Description Brick-lined adit and a recently-rebuilt square-shaped entrance, formed out of re-used tooled stonework which is of a similar sized to the nearby Footrill Cottage.	
Condition	Unknown
	

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Address/Building Name	Elsecar Reservoir
Character Area	Elsecar Park, Reservoir and Cricket Ground
Status	Locally Listed
Use	Nature reserve
List Entry Link	NA
Brief History Created at the end of 18th century to provide a head of water for the Elsecar Branch of the Dearne and Dove canal, which was completed by 1798. The reservoir was formed by damming the Harley Dike and flooding an area of fields in the valley bottom. It originally covered a wider area of land, extending SW beyond Burying Lane. It fell into disuse and contracted in size when the canal went out of use. Concrete outfall constructed 1985. Became a LNR in 1996.	
Brief Description The dam to the north west retains its original lower masonry but now with a concrete road deck inserted on top in the mid-20th century. The reservoir is surrounded by marsh and grassland There are a number of wooden fishing platforms to the south-east of the Reservoir and a bird watching hut to the north, and footpaths and tracks surrounding the bank. It is a popular location for anglers, bird watchers and walkers.	
Condition	Good
	

Address/Building Name	Market Pub, Water Lane
Character Area	Elsecar Historic Core
Status	Locally Listed
Use	Public house
List Entry Link	NA
Brief History Formerly the Market Hotel. Mid-19th century, and shown on 1867 map. Known locally as 'Thickett's' after a Mrs Thickett who ran the pub for a long period of time.	
Brief Description It is a two-storey stone building of five bays with quoin to the left, sill band and surviving stone chimneys. Cart entranceway to right (now blocked). The windows and the doorways have stone surrounds, and the central doorway has a moulded doorhead with a keystone and imposts. There is a ghost sign to the string course which reads 'Licensed to Let Horse and Gig For Hire'. Beneath the modern signage is a black and white 'Wentworth Road' street name sign. Modern windows.	
Condition	Good
	

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Address/Building Name	Milton Arms (corner of Armroyd Lane and Fitzwilliam St
Character Area	Elsecar Historic Core
Status	Locally Listed
Use	Public House
List Entry Link	NA
Brief History By 1850	
Brief Description	L shaped building with single storey extension to right and various additions to rear. Two storeys rendered and painted, with stone slate roof to main part and Welsh slate to right extension. Painted timber ground floor pub front infilled with timber studs and two windows; 'Milton Arms' in the fascia. Modern double entrance doors under segmental hood supported on double console brackets. Modern uPVC windows. Side elevation faces Armroyd Lane, large, tarmacked car park to Fitzwilliam Street
Condition	
	


Address/Building Name	Crown Inn, Hill St
Character Area	Elsecar Historic Core
Status	Locally Listed
Use	Public House
List Entry Link	NA
Brief History Early 18th century. Used as a public house from at least the mid-20th century	
Brief Description	Two-storey building of four bays. Stone with modern tile roof and brick stack to ridge at left. Rear projection to north. Much altered, bearing the features of an estate-designed building with coursed sandstone walls, scored lintels with central tooled keystones, and a string course. Entrance door in third bay with timber panelled door, overlight with glazing bars and timber surround with entablature. Two of the ground-floor windows also have sunken aprons. Blocked window on first floor in third bay. Timber replacement casements. Large uPVC conservatory to rear.
Condition	Good
	

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Address/Building Name	Elsecar Main Ambulance Store		
Character Area	Elsecar Historic Core		
Status	Locally Listed		
Use	Derelict		
List Entry Link	NA		
Brief History Built in 1927 as a store for 'Ambulance Requisites' for Elsecar Main Colliery			
Brief Description Small red brick single storey structure of two bays with hipped slate roof. Steel framed window to left of door, obscured by metal security sheeting.			
Condition	Poor		
			

Address/Building Name	Elsecar Gasworks, site of former gasholders
Character Area	Elsecar Historic Core
Status	Locally Listed
Use	Green space
List Entry Link	NA
Brief History The gas works opened in 1857. The gas works were first shown on a plan of proposed railway sidings dated 1859, with a single gas holder and retort house. From 1863 it was known as The Elsecar, Hoyland and Wentworth Gas Company. The gasholder, which had a decorative iron frame, is shown in photographs dating to the late 19th century. By 1892, the OS map shows that the site had expanded, and a further gas holder had been erected to the north. The gasworks closed in 1970 and demolishes soon after.	
Brief Description A detailed plan of the site drawn up in 1949 showed the retort house with retort beds, boilers, condensers, chimney, gas holder and other gas manufacturing equipment to the south-east of Wath Road and the oxide shed, purifiers, stores, blacksmiths and second gasholder to the north-west. Nothing remains but aerial images from 2018 have revealed parch marks revealing the sodium chloride beds in the purifier house and the base of a gasholder.	
Condition	Unknown
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Address/Building Name	Inclined plane waggonway
Character Area	Elsecar Historic Core and Skiers, Alderthwaite and Milton House
Status	Locally Listed
Use	Footpath/ cycle track and green space
List Entry Link	NA
Brief History 1830s	
Brief Description	The course of the former inclined plane between Milton and Elsecar. It is clearly visible as a track from the modern railway line, heading east to meet Fitzwilliam Street. Encroached upon by modern development on the east side of Fitzwilliam Street, the course of the trackway is less easy to define within Elsecar Green.
Condition	Moderate
	

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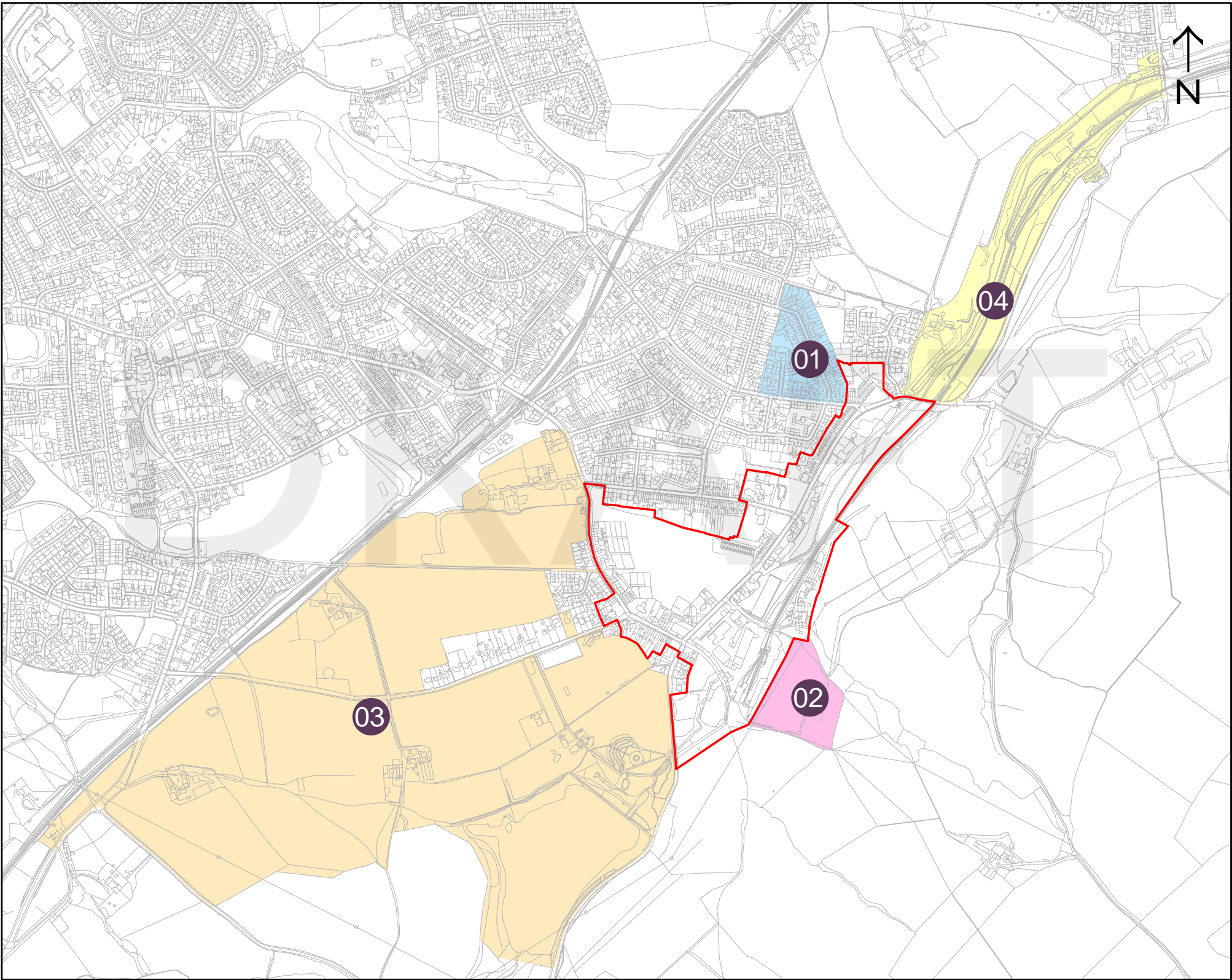
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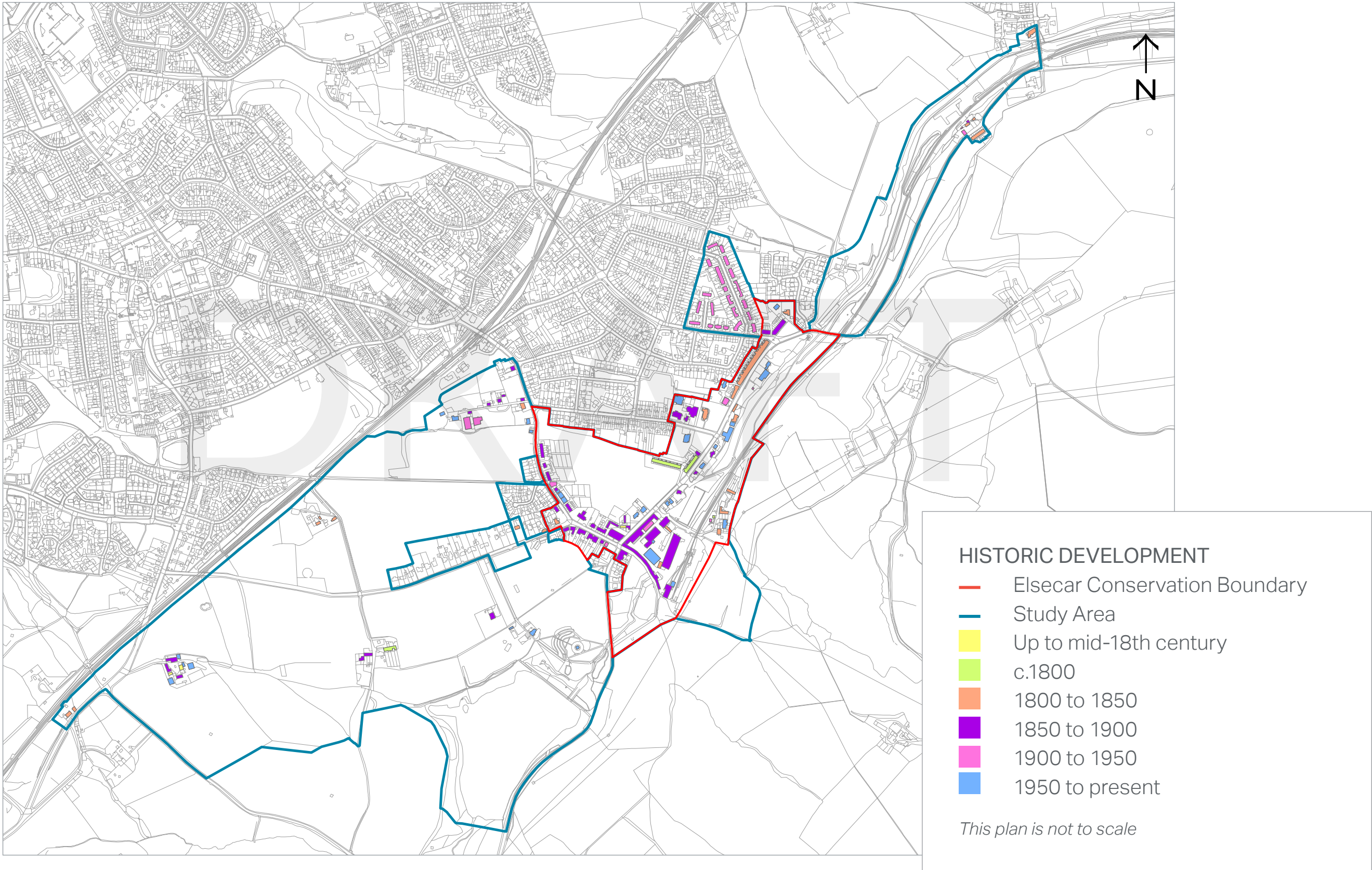
Non-designated heritage assets recommended for Locally Listing

Address/Building Name	9-12 Distillery Side
Character Area	Elsecar Heritage Centre
Status	Non-designated heritage assets
Use	Residential
List Entry Link	NA
Brief History Before 1849. Possibly the row of cottages shown on the 1849-1850 OS map. The buildings take their name from a short-lived tar distillery which operated in this area between 1814 and 1818. These cottages are likely to have been constructed after its closure.	
Brief Description Row of four stone worker's cottages of two storeys with stone slate roofs. Altered openings, but monolithic stone lintels to original openings. Modern porches to front elevations to 3 cottages. Modern doors and windows. Enclosing front walls with rough stone capping though partially removed to two properties.	
Condition	Good
	

Address/Building Name	Old Vicarage
Character Area	Skiers, Alderthwaite and Milton House
Status	Non-designated heritage assets
Use	Residential
List Entry Link	NA
Brief History 1863 on land bequeathed by Earl Fitzwilliam to replace the former vicarage on Armroyd Lane	
Brief Description Isolated detached two-storey house with attics, 3 bays, square in plan. Constructed in the neo-Gothic style in stone with slate roof. Garden elevation facing south east has single storey bay window to right.	
Condition	Good
	



Elsecar Conservation Area boundary (red) and the proposed extensions to be reviewed within this document (© Crown copyright and database rights 2022 Ordnance Survey 100022264)



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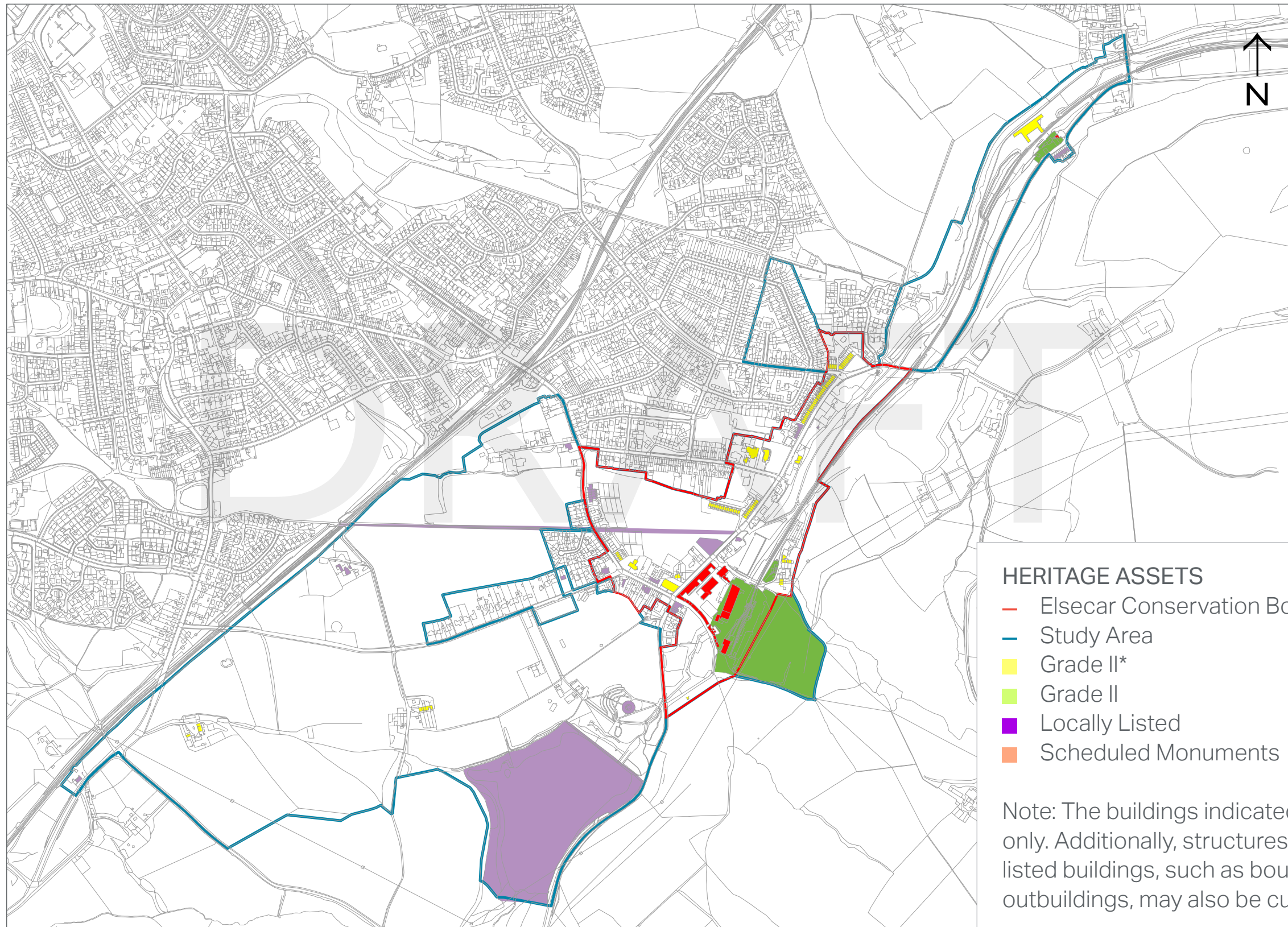
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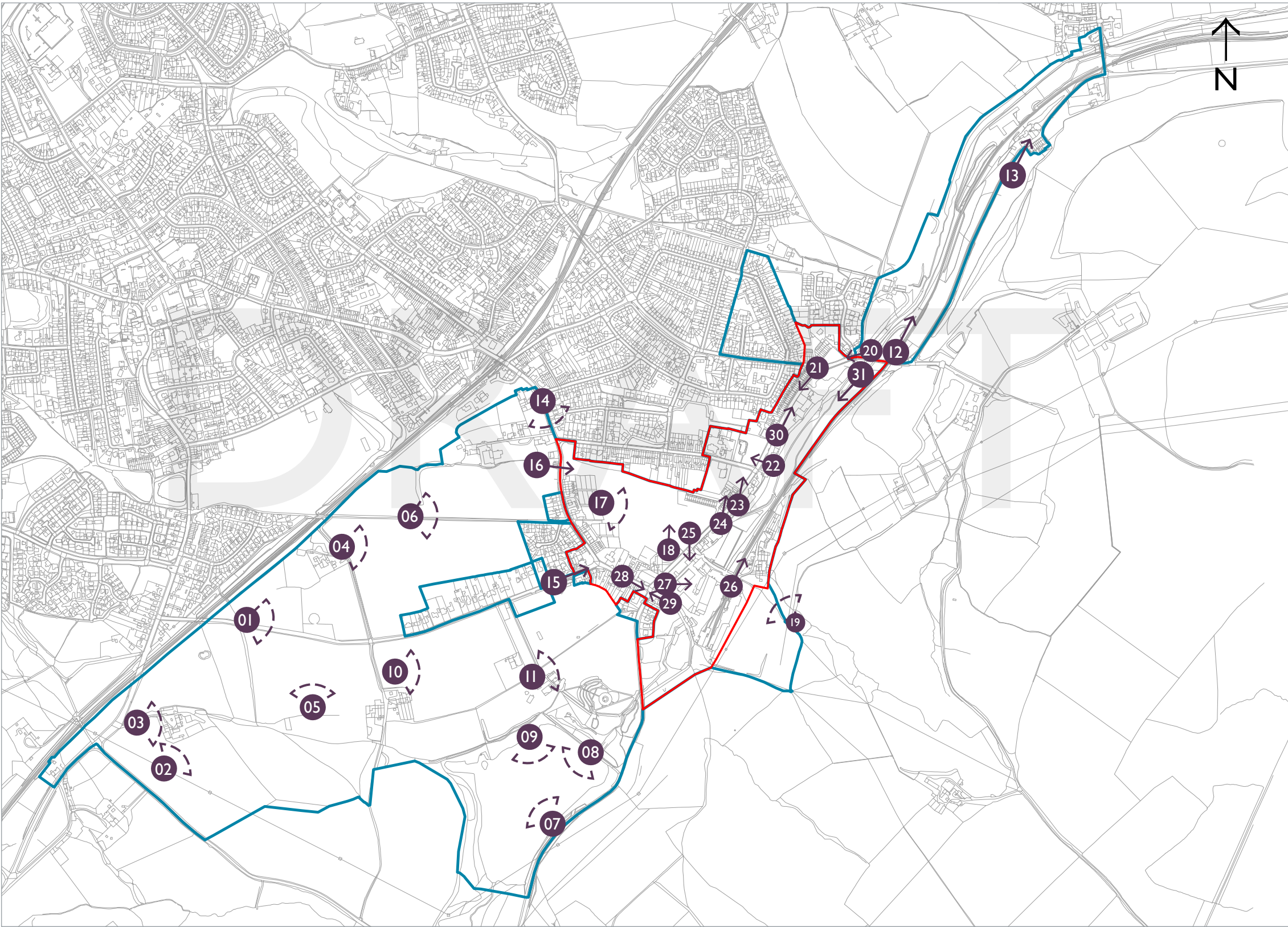
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- Elsecar Conservation Boundary
- Study Area
- Grade II*
- Grade II
- Locally Listed
- Scheduled Monuments

Note: The buildings indicated are approximate only. Additionally, structures attached to listed buildings, such as boundary walls and outbuildings, may also be curtilage listed.

This plan is not to scale

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Plan showing important views (© Crown copyright and database rights 2022 Ordnance Survey 100022264)

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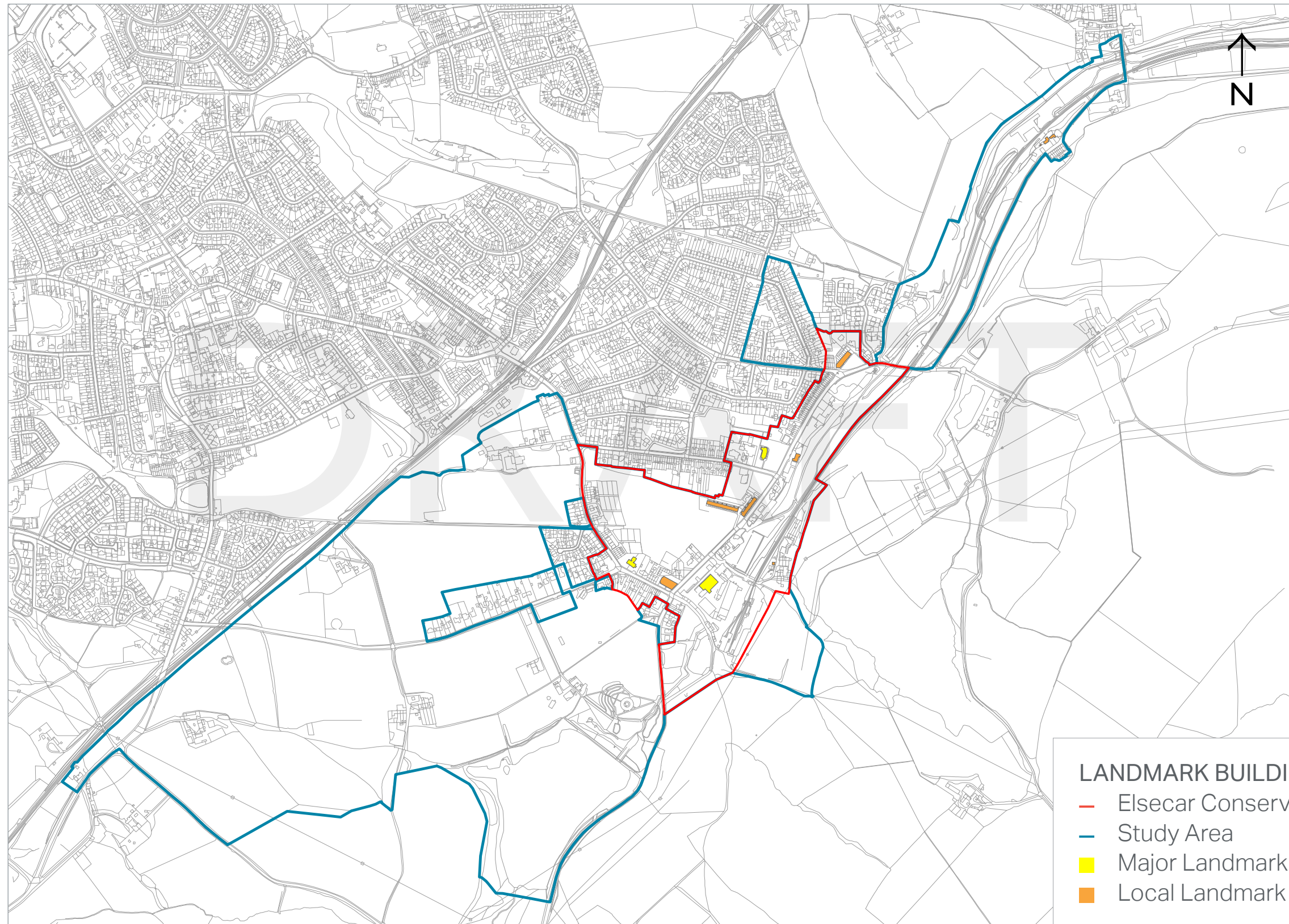
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- LANDMARK BUILDINGS**
- Elsecar Conservation Boundary
 - Study Area
 - Major Landmark Building
 - Local Landmark Building

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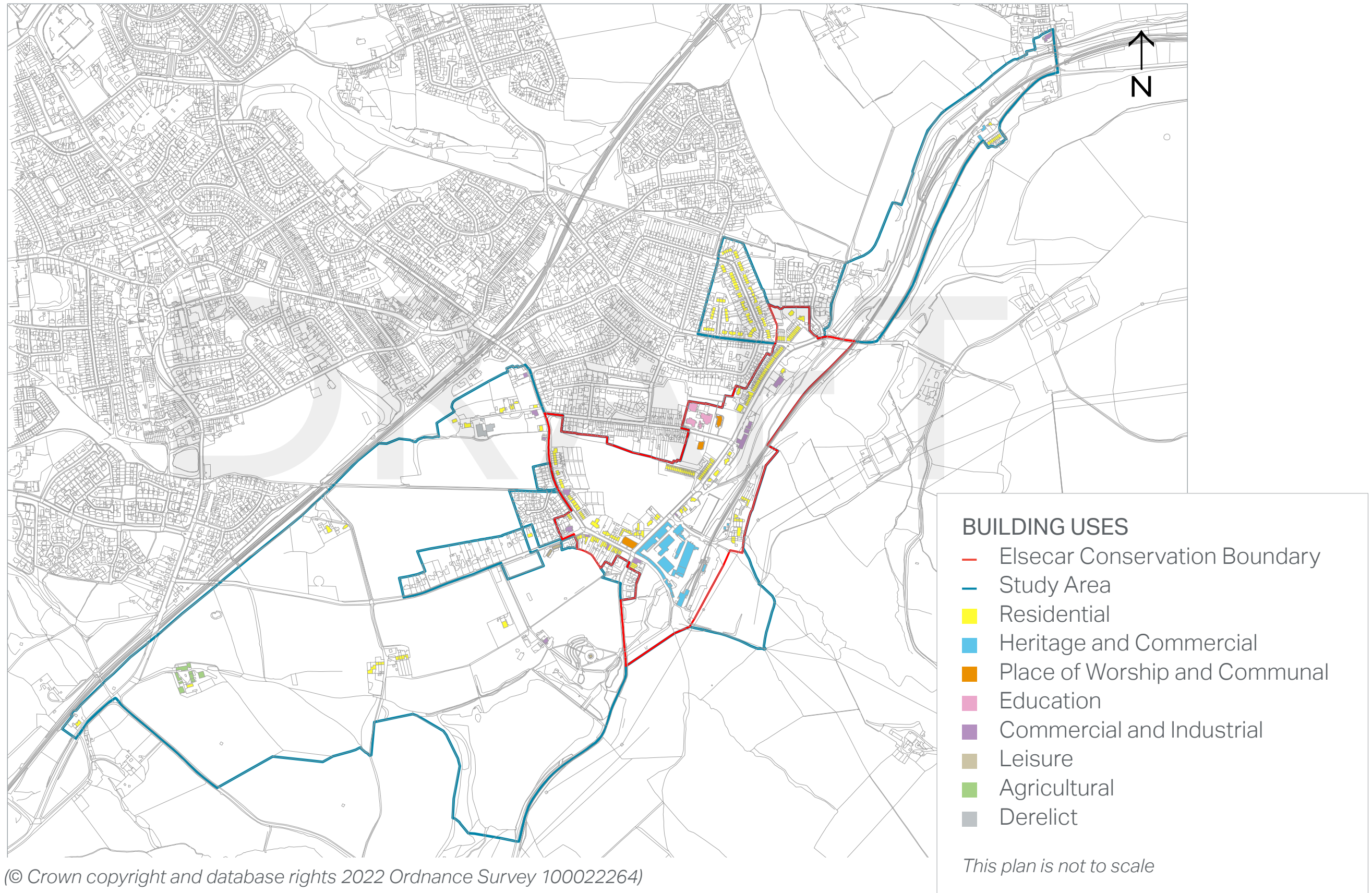
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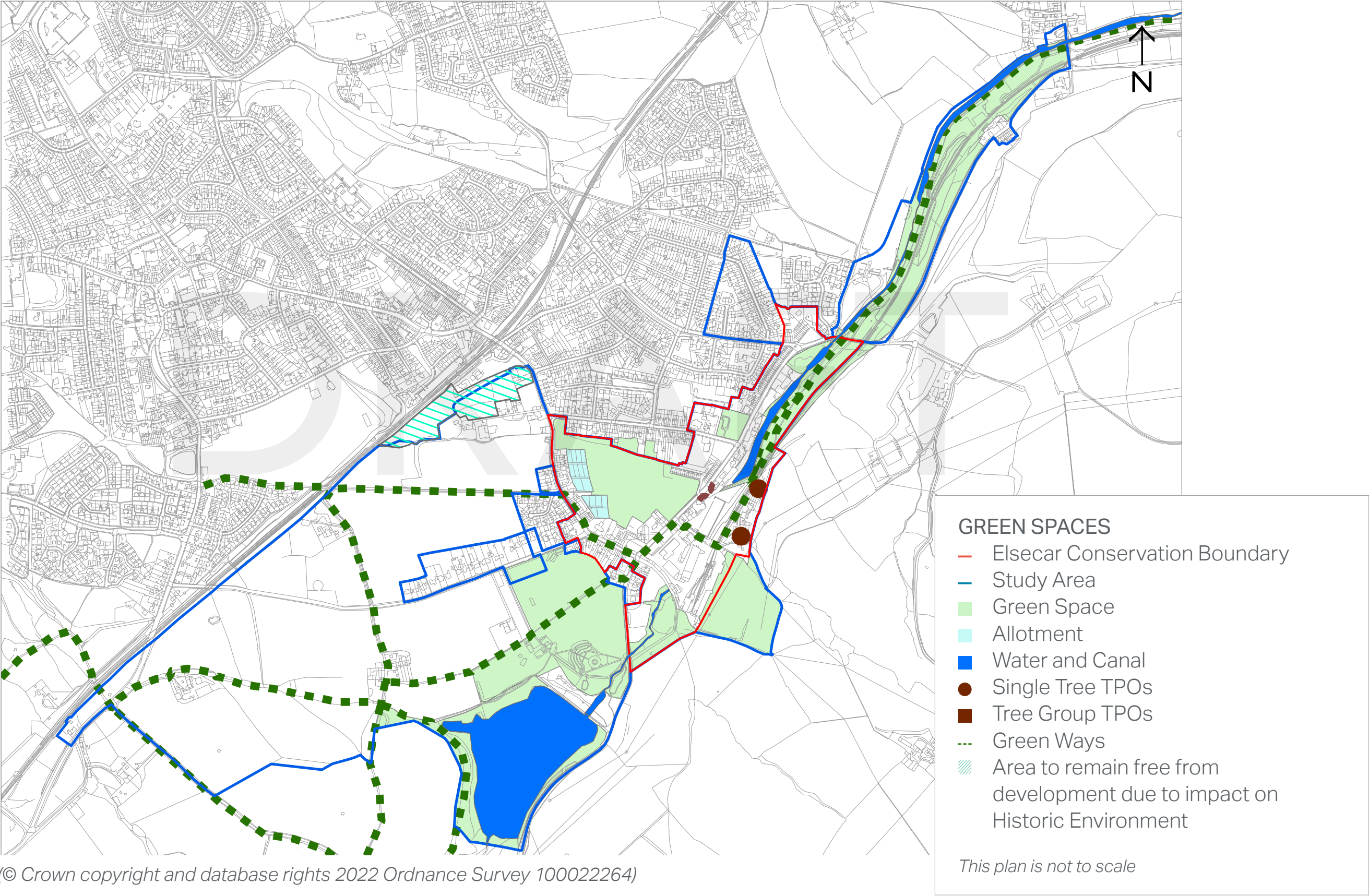
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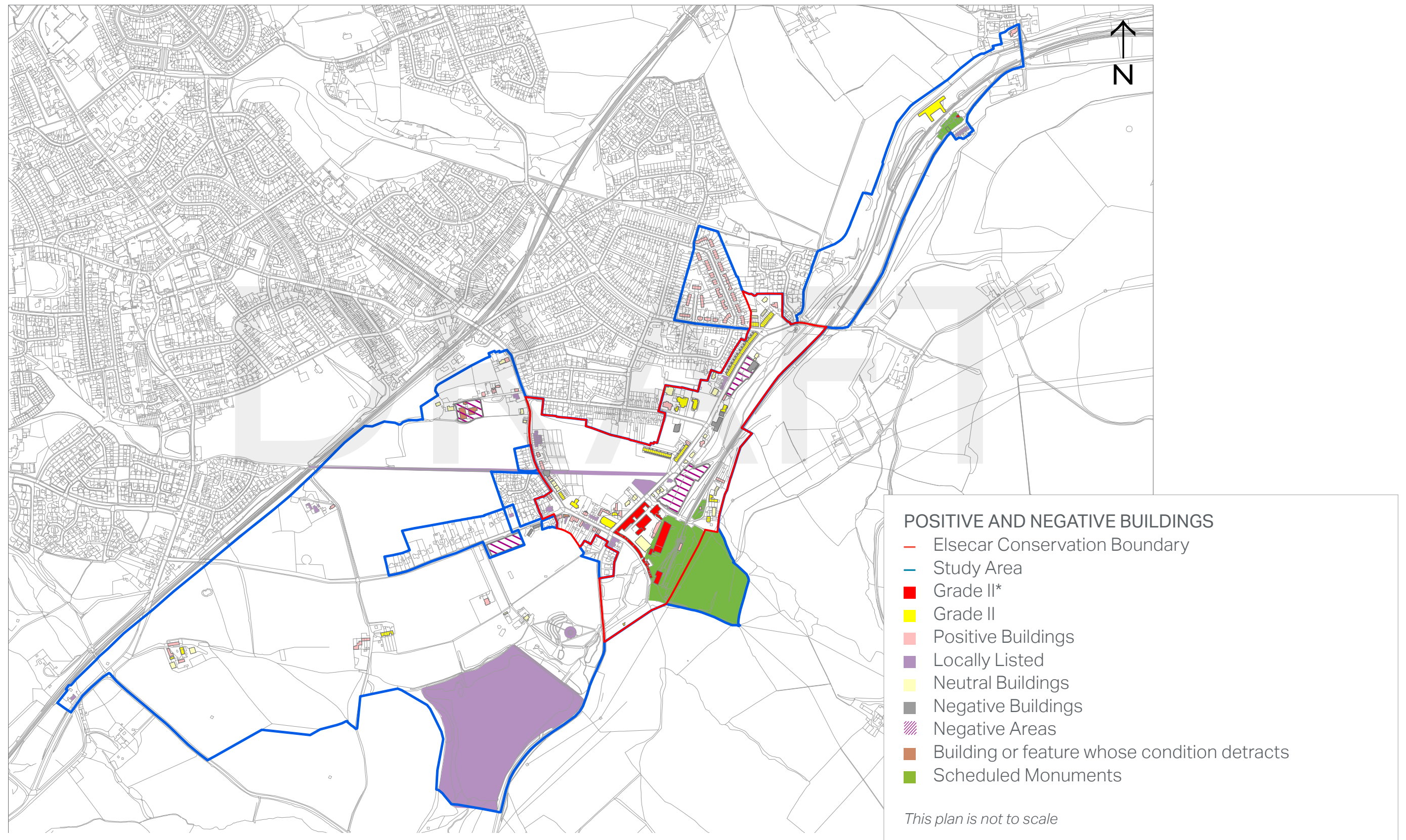
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Plan showing positive, neutral and negative building and areas (including designate and non-designated) (© Crown copyright and database rights 2022 Ordnance Survey 100022264)

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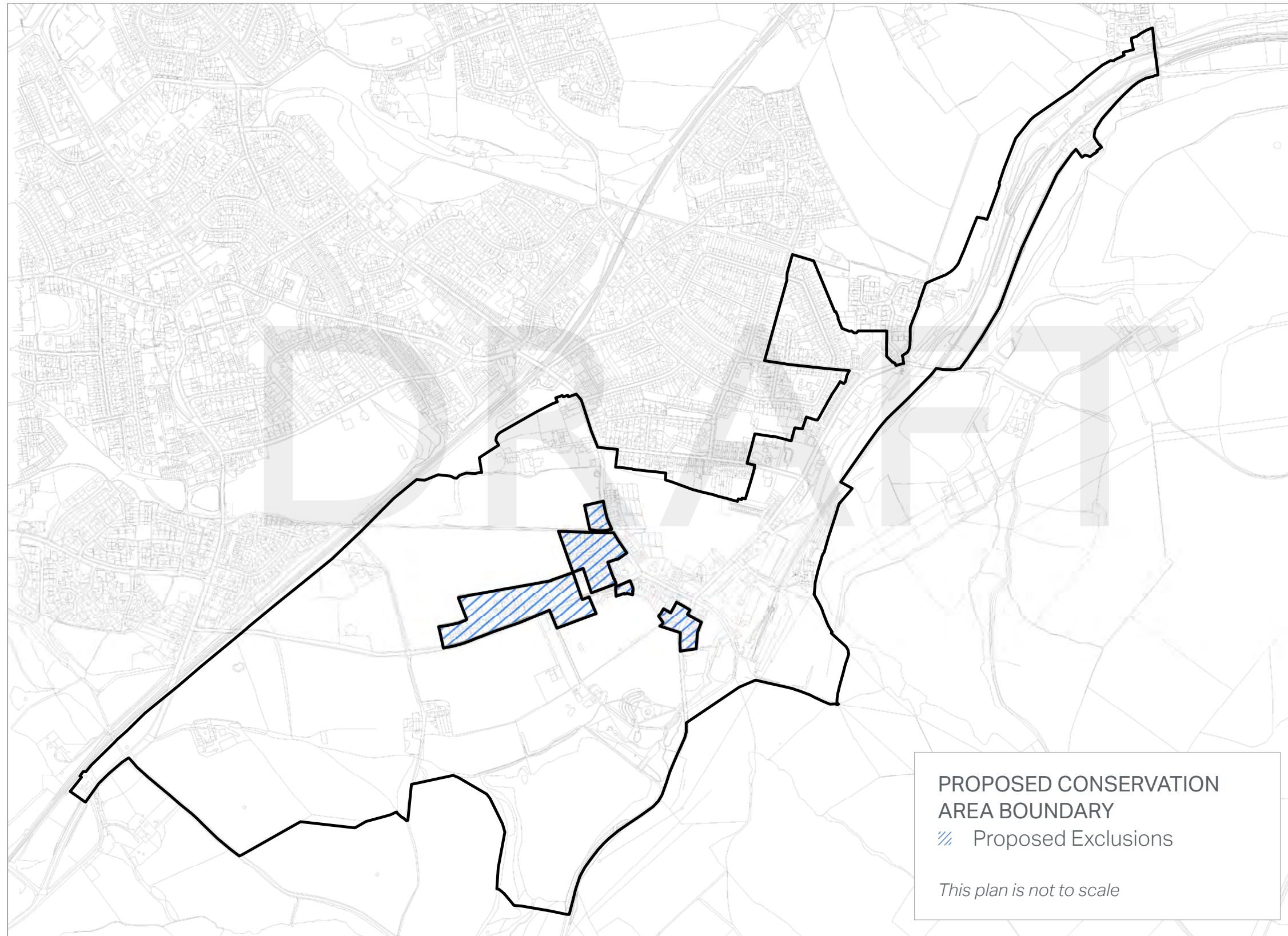
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