



Heritage Statement:

Proposed Alterations
And Loft Conversion,
46 Foundry St, Elsecar,
Barnsley S74 8EQ

Value Added Design
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Introduction

This Heritage Statement is submitted in support of an application for the proposed alterations and loft conversion at 46 Foundry St, Elsecar, Barnsley S74 8EQ, a detached brick bungalow of late C20 construction. The proposals include the raising of the roof to convert the existing loft of the bungalow into first floor accommodation, and alterations to the internal layout and fenestration to facilitate this additional accommodation.

The application site is located in the South Yorkshire village of Elsecar, six miles south of Barnsley, which is known for its 18th century transformation from farmland to a thriving village at the centre of the industrial revolution, expanding rapidly around a new colliery, ironworks, and canal. It remains to date a remarkably well-preserved and complete example of a mining village and industrial landscape, with a Heritage Centre of national significance, and as such a small conservation area was designated on the village's historic core in 1974. This Conservation Area has recently been greatly extended, following consultation in 2022, and as a result encapsulates areas outside of the immediate historic core such as the application site.

The comparatively large plot of the application site is situated to the south of the train station, forming the last building at the western end of the relatively isolated Foundry Street, that branches off from Hill Street, which along with Fitzwilliam St forms the main north south spine of the village. The site is positioned directly adjacent to the former (now derelict) Day Iron Foundry, located to the southeast.

This Heritage Statement aims to examine the history of the application site, its significance and importance to the surrounding Heritage Assets including Statutory Listed buildings and include an assessment of the impact of the proposals outlined on the wider setting of the Conservation area.



Site Plan

Site History

Elsecar is not thought to be a significantly old settlement, with it likely historically comprising nothing more than a series of farms clustered together, right up until the 18th century. There is little detailed evidence for early prehistoric or Roman settlement in the immediate vicinity of Elsecar, with only an Iron Age roundhouse discovered at Roebuck Hill, Jump, significantly to the north of Elsecar. It is also notable that, Elsecar does not appear in the Domesday Survey of 1086, with the surrounding areas of Hoyland and Wentworth recorded as sparsely settled and much of the landscape was woodland pasture.

Given how close to the surface coal deposits are in this area, it is possible that the small scale mining of coal, along with iron making, formed one of the earliest landscape activity in the area. However, it is unknown precisely when these activities began, with the earliest surviving document referring to coal working in the area involving the Wentworths, dating from around 1300, and there is evidence through deeds for the leasing of tracts of coal for mining within the grounds of manors in Rotherham by the early 16th century.

The original tiny hamlet settlement developed loosely around a roughly triangular open space close to the area now occupied by Milton Hall, then known as Elsecar Green, but the arrival of the eighteenth century saw Elsecar transformed, with major expansion and development during the growth of the mining and iron industry.

With Elscar standing just a mile from Wentworth Woodhouse (the largest privately-owned house in Britain), the Earls regarded Elsecar as an estate village and took a strong interest in local affairs. Thanks to the patronage, investment, and direction of the Earls Fitzwilliam, the wealthy owners of Wentworth Woodhouse, Elsecar was an early planned industrial village, shaping Elsecar 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), forges, a distillery, along with the provision of high quality worker's housing, school, church, and allotments, forming much of the present core of the village.

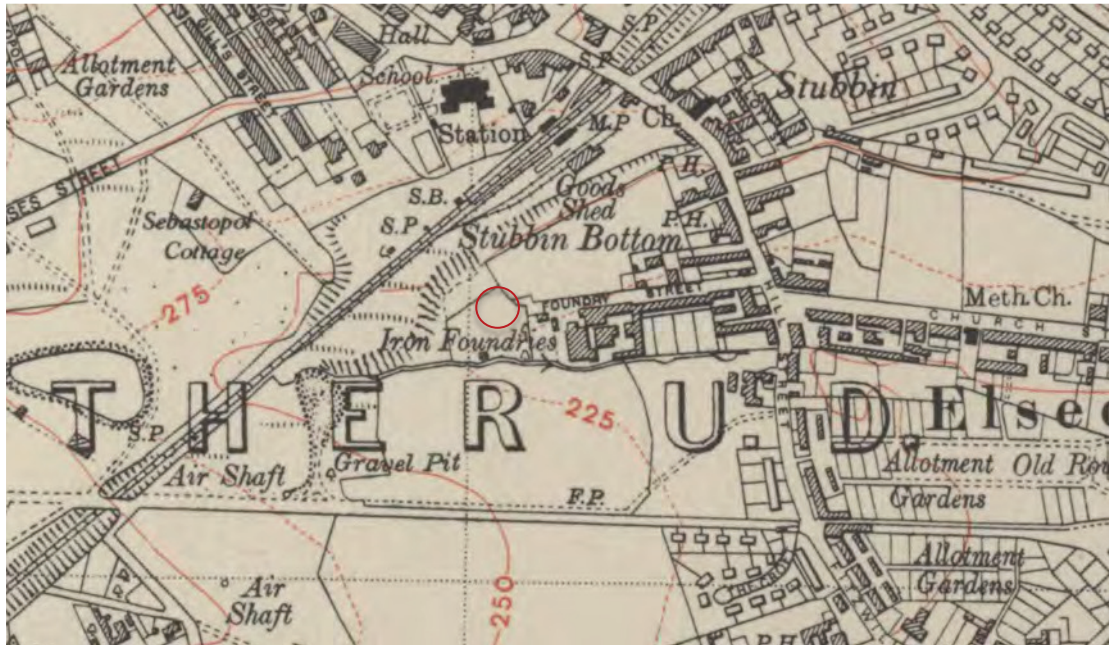
The first Ordnance Survey map of 1855, indicates an area called 'Stubbin Bottom' with a complex of buildings that run perpendicular to Hill Street, indicating what is thought to be The Crown Inn dating from 1800-1850, and the dashed beginnings of a street above thought to be the start of Foundry Street. At this time the area of the application site to the west remains entirely undeveloped.



Ordnance Survey map of c1855

This early street would go on to be developed shortly after, with the development of a large complex on the south side of the road, located directly southeast of the future application site, from which the modern street name derives. As illustrated on the Ordnance Survey map of 1949.

the area still called 'Stubbin Bottom' now indicates the iron foundry buildings to the south, and the train station to the north, however no development is indicated to the western end of the street where the application building will ultimately be built. It is known that the foundry operated from 1869 to 1980 as the Davy Iron Foundry, which produced mantel pieces, ranges, palisading and gates, as well as numerous industrial castings, and it is notable that many manhole covers bearing the Davy name, can still be found around the Conservation Area.



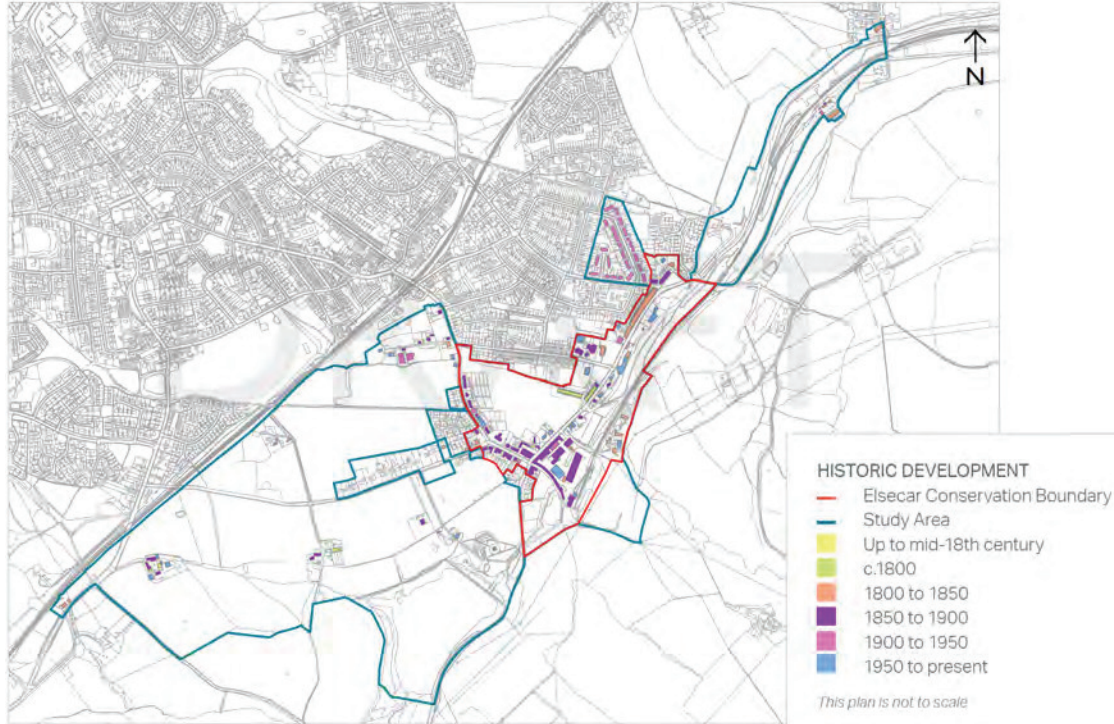
Ordnance Survey map of c1906

Elsecar suffered in the 1980's due to the closure of collieries and the uncertainty that followed, with the village falling into decline. The last colliery in Elsecar closed in 1983 and a few months later, just a mile along the canal from the village centre, the Miners' Strike began. This deindustrialisation, affected the Davy Iron Foundry, which closed and remained vacant, with the industrial structures being left to allowed to deteriorate to the point where the surviving structures are considered in a recent appraisal by Historic England and the Council to be detrimental to the appearance of the Conservation Area.

Although things have improved in Elsecar since the 1980's, household statistics reveal that there is considerable social deprivation. However, given the remarkably well-preserved condition of much of the early industrial landscape and structures in Elscar, it's historical importance as a complete example of a mining village has been recognised and much of the former works have been refurbished and converted into a Heritage Centre of national significance, with many buildings in the historic core of the village having been recognised with Statutory Listed Building status. As such, Elscar has become a tourist destination, with many people visiting the Heritage Centre, for the craft workshops, artists, antiques as well as exhibitions and events, markets and fairs now occupying the former industrial buildings. This heritage tourism was aided in 2017, when Elsecar and the surrounding area was one of the first ten locations in the country selected for a 'Heritage Action Zone' (HAZ), to assist with the growth of Elsecar as a heritage destination and identify new development opportunities, in a three-year partnership between Historic England, Barnsley Council, and Barnsley Museums. At this time, Historic England undertook a Historic Area Assessment, which resulted in the proposals to extend the boundary of the conservation area, "to take in new areas of historic, architectural and archaeological importance". The extended Conservation Area that has subsequently been adopted now incapsulates the application site.

Conservation Area

The village of Elscar was first designated a Conservation Area in January 1974 by the former West Riding County Council, encapsulating the historic and industrial core, with the oldest structures 1800-1850 located to the northeast of the Conservation Area, and industrial works 1850-1900 located predominantly to the west. It is noted that the application site is located approximately 224m outside of the 1974 Conservation Area.



Original 1974 Conservation Area And Study Areas To Extend. As Indicated On The Historic Development Plan Contained Within The Elscar Conservation Area Appraisal

As highlighted in the 'History' section of this document, a Historic Area Assessment of Elscar Conservation Area and surrounding area was undertaken by Historic England as part of an earlier (2017-2020) Heritage Action Zone initiative, to identify and emphasise the history of Elscar, and identify new development opportunities. This appraisal resulted in the proposals to extend the boundary of the conservation area, "to take in new areas of historic, architectural and archaeological importance", with 6 distinct character areas being identified within the newly adopted Conservation Area boundary.

The application site is included within the extents of this recently increased Conservation Area, with the boundary extents tracing the sites north and western boundaries. It has been indicated to be considered part of Character Area 1: Elscar Historic Core, which covers much of the northern half of the original 1974 Conservation Area, with the addition of the 'Stubbin Bottom' area of development between the train station and open fields to the southwest (Character Area 5: Skiers Hall, Alderthwaite and Milton House). This Character Area covers the most historical parts of the Village and are key to the understanding of the development of the village and its industrial past, however, it is obvious, given the relatively modern construction of the application building that it has a limited to negligible contribution to this character and perhaps should have been excluded from the extents of the Conservation Area.



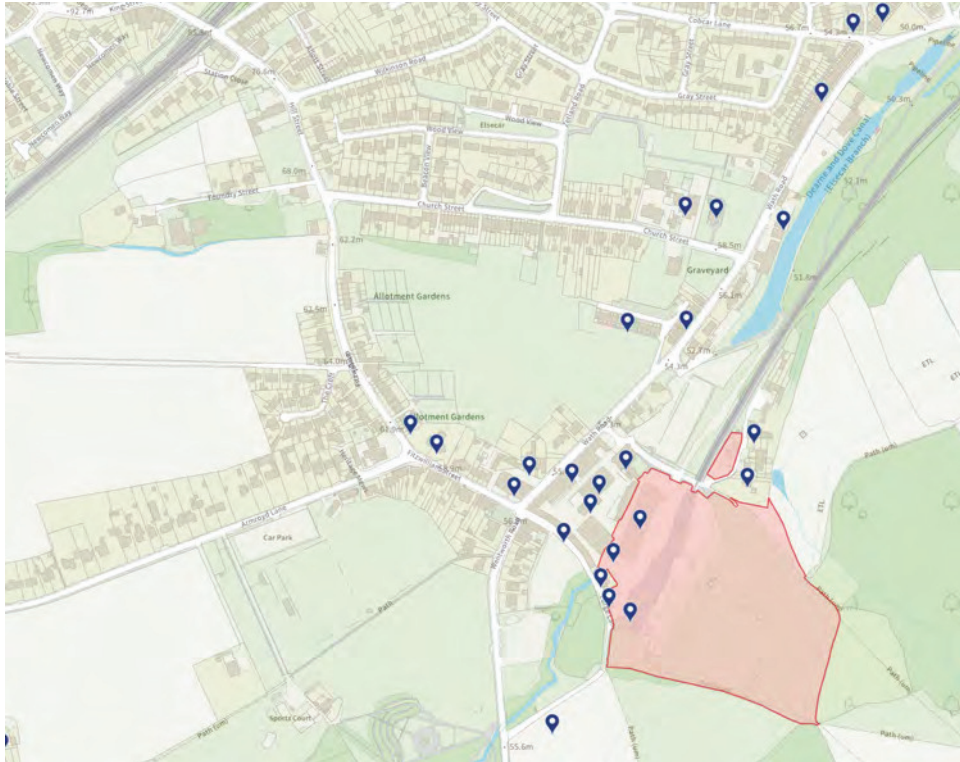
Modern Extents Of Elsecar Conservation Area (Green Hatched Area)

Listing

The village, with many buildings of national historic significance, has 26 statutory Listed Buildings, with a mix of Grade II and Grade II* buildings and structures mostly clustered around the historic core and Heritage Centre, a section of which is also designated as a scheduled monument. It is also the location of the Newcomen Beam Engine, built in 1795 to extract water from Elsecar New Colliery to allow the exploration of deeper coal seams, and the only Newcomen Beam engine in the world that remains in its original location. As such this a nationally significant piece of Elsecar's heritage, and recognised as a Scheduled Monument.

However, all of these buildings are contained within the original 1974 Conservation Area and positioned significantly further southeast than the application building. As such, it is noted that none of these form the immediate context to the application building, with the nearest Listed Building being the Grade II 56 Fitzwilliam St, positioned 371m away, with no direct or visual link to the application site.

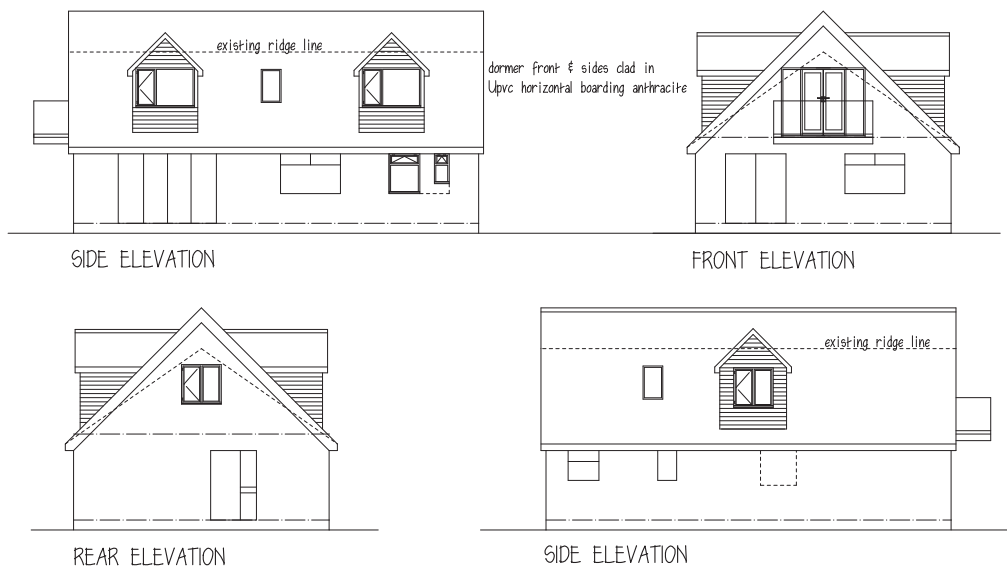
The application building itself is neither nationally or locally listed, or within the curtilage, List Description, or Setting of a neighbouring Listed Building, and as such the proposed development is not subject to additional statutory protections or constraints.



Listed Buildings In Elscar

The proposal

The proposals seek approval to extend the existing late C20 detached brick bungalow, vertically, converting the existing loft space within the roof into an additional floor of accommodation. Through nominally increasing the pitch of the building while maintaining the existing eaves level, the proposals are able to raise the ridgeline of the roof sufficiently to create usable floor area internally, providing two bedrooms, an ensuite, and a bathroom. Internal layout changes are proposed to ground floor to facilitate the new staircase, and to repurpose ground floor bedrooms. The proposals do not seek to alter the existing footprint of the building, and the building does not extend outward in any direction, and as such the application site will retain its pleasant open character within the conservation area.



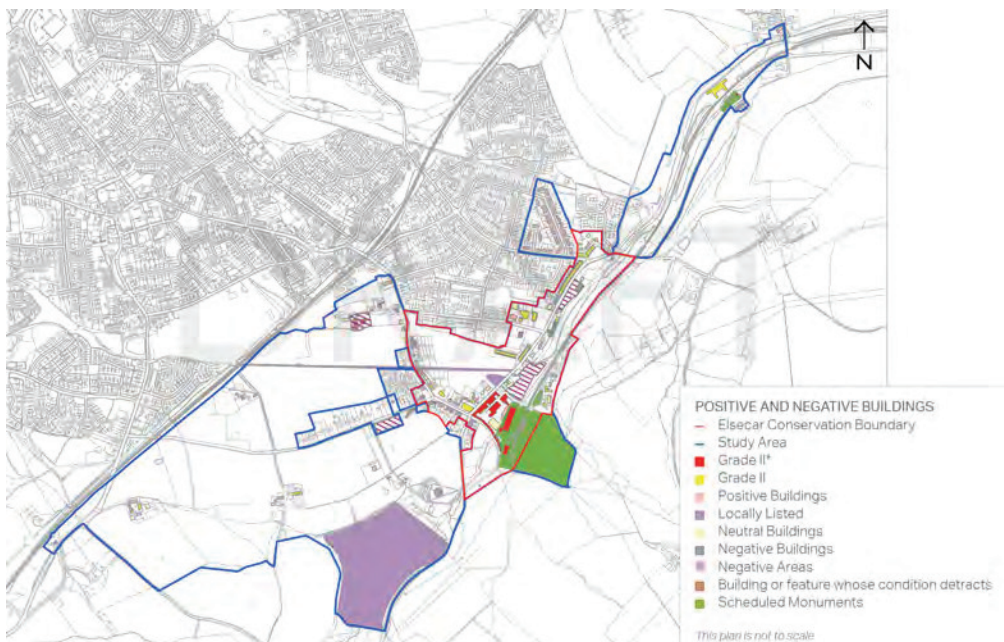
Proposed Elevation



The proposals introduce dormers to the north and south roof pitches, providing additional headroom and outlook from the new rooms, and each of the first floor bedrooms having either a window or balcony in the east and west gables. While the introduction of new windows at first floor level where there previous was none, could cause new overlooking issues on neighbouring plots, it is noted that the application building is set well within a large plot, in a somewhat isolated position, forming the most westerly plot book-ending Foundry Road. The proposed balcony feature, while alien in character to the buildings in the area, would face a large area of the plot's amenity followed by open fields to the west, making it's impact minimal. Furthermore, it is noted that the potential impact of the proposals on any future properties that could be built on open land surrounding the site is removed by the Council's designation of this land to the north and west as "Area to remain free from development due to impact on Historic Environment" in the Character Assessment contained within the Elsecar Conservation Area Appraisal.

The minimal increase in height (estimated to be 1m) of the ridge will have minimal visual impact on the street scene, predominantly still appearing as a converted bungalow, rather than a true two storey dwelling. It is notable that the application building is something of an anomaly within the conservation area, particularly within the character area of the historic core, where the majority of properties are recorded as being historic two storey worker houses. The addition of dormers will increase the massing of the property, and alter its appearance, but is considered a minor change, unlikely to alter the setting of the street.

It is noted that, although included within the Conservation Area extents, the Elsecar Conservation Area Appraisal indicates that the Application building is considered of neutral contribution to the character of the Conservation Area, as indicated on the 'Positive and Negative Buildings Plan' contained within Section 7. With the application building recognised as being of neutral contribution in character, and of very limited historical significance being of modern construction, it is unclear as to why the application building was incorporated into the revised conservation area demise, and it is likely simply to control development in this area to prevent an intensification of the built environment in this area. However, given the neutral contribution of the application building, the minimal alterations outlined should not be considered to meaningful alter the character of the conservation area. Furthermore, it is noted that the neighbouring foundry site, which likely represents the reason for the sites inclusion within the revised Conservation Area, is actually considered within the Historic England and Barnsley Council Appraisal to have a negative contribution and be a 'building or feature whose condition detracts' from the character of the Conservation Area. As such it can be assumed that, while a historic building within the context of the application site, it is likely that these structures will either be demolished or significantly developed, given this designation. Therefore, despite, the relationship between the application building and these structures being of greatest consideration, there is no meaningful impact to note resulting from the proposals.



Positive and Negative Buildings Plan, Elsecar Conservation Area Appraisal



Conclusion

It is unclear as to why the application building was incorporated into the recently revised conservation area demise, when the late C20 application building has extremely limited historical value and provides no benefit to the character of the conservation area by retaining the existing building form as it currently exists.

The site is isolated within a large plot and has mostly open landscape that is protected from development around it, minimising any potential impacts resulting from the proposals.

The site itself is not subject to any statutory Listing, nor is it within the wider context of any Listed Building that could be impacted by the proposals. The nearest historically important buildings, the neighbouring foundry, due to their condition are assessed by historic England to have a negative contribution that detracts from the character of the Conservation Area.

Finally, it is noted, the scale of the proposed development is minor, with a limited raising of the ridge line and introduction of small dormers, it is not believed to be contentious, even within a more historical sensitive setting.