



Heritage Impact Statement in support of  
Listed Building Consent Application

## **Elsecar New Yard Changing Places Facility**

To be created through installation of fitout and minor  
adaptations to the former workshop space known as  
'Building 12' Elsecar Heritage Centre

**September 2023**

Heritage Category: Listed Building

Grade: II\*

List Entry Number: 1465837

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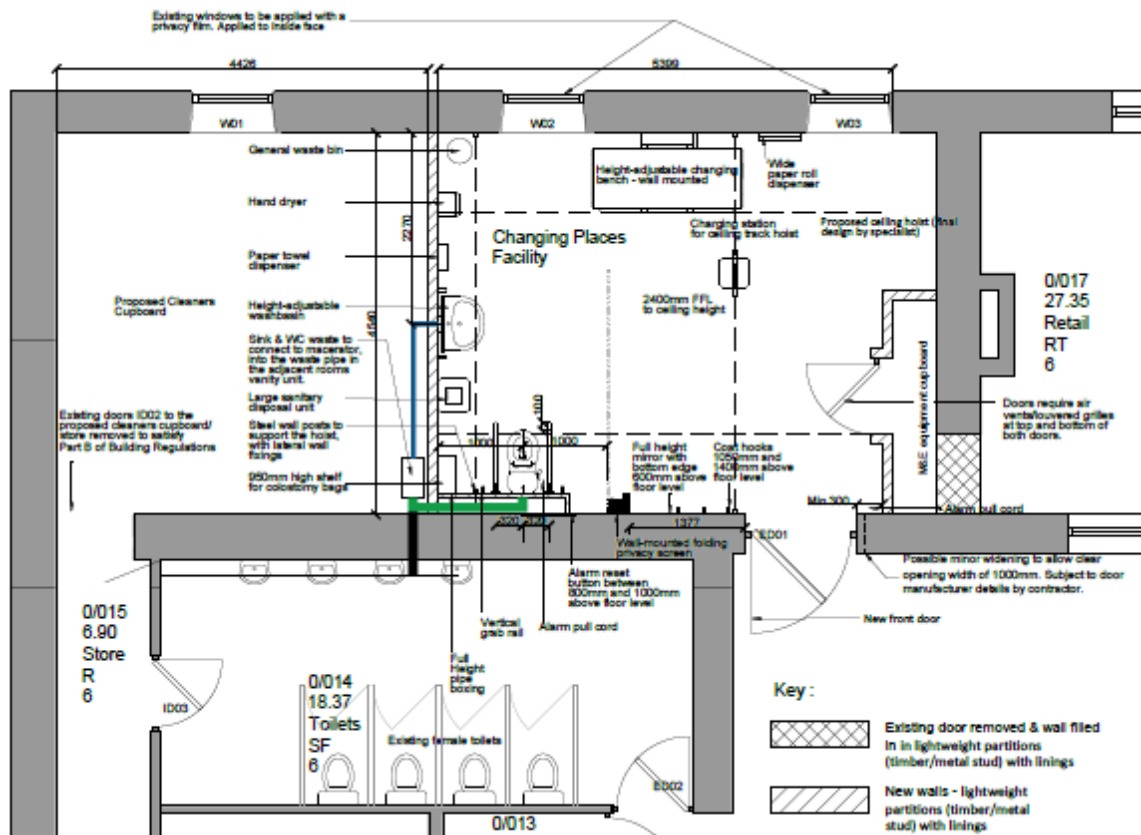
# Works under consideration

The following impact assessment considers the heritage impact of the installation of a Changing Places facility, to provide toilet, changing and other facilities for visitors and members of the local community with particular access needs, into what is known as Building 12 in the New Yard Workshops at Elsecar.

The site is under private ownership of the Local Authority.

The installation of the new facility will include the following:

- the removal of existing internal doors (non-historic),
  - replacement of external door (non-historic),
  - privacy film to external windows,
  - new internal partitions (reversible),
  - new sanitaryware,
  - associated mobility furniture including ceiling hoist and building services.
- Possible minor widening of main door to allow clear opening width of 1 metre (non historic door and with adjoining stonework that is infill and not historic)



## Relevant Legislation / Planning Policy

### **Planning (Listed Buildings and Conservation Areas) Act 1990**

In terms of the impact on the special character and appearance of the listed building, Section 16 (2) of the Planning (Listed Buildings and Conservation Areas) Act 1990, states:

In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses

### **The National Planning Policy Framework (NPPF)**

NPPF para 189 and 190: The NPPF requires applicants to describe the significance (heritage) of any heritage asset affected by a proposal including any contribution made by the setting of the asset. The level of detail should be proportionate to the importance of the asset and the degree of intervention the proposal represents. The local Planning Authorities will take the heritage significance of an asset into account and consider any impacts on the asset to avoid conflict with the conservation of the asset.

NPPF para 193: Great weight given to an asset's conservation, irrespective of the degree of harm

NPPF para 194: Any harm to or loss of significance will require clear and convincing justification

### **Barnsley Local Plan Policies**

Barnsley Local Plan Policy HE1: The Historic Environment: Positively encourage developments that help in the management, conservation and understanding of the historic environment

Barnsley Local Plan Policy HE3: Developments affecting Historic Buildings: Proposals involving historic buildings should conserve and where appropriate enhance, respect historic precedents, and capitalise on opportunities to reveal significance

## Designated Heritage Assets

Building 12 is Grade II\* listed. It sits in close proximity to multiple other Grade II\* buildings, including Earl Fitzwilliam's Private Railway Station. It is some distance from, but still within its setting when viewed from the village core, the New Colliery and its 1795 Newcomen Beam Engine (the oldest steam engine in the world still in situ).

It is within the Elsecar Conservation Area and makes up a visible landmark on the corner of the New Yard in the village core.

Elsecar was one of the UK's first Heritage Action Zone (HAZ) partnerships, between Barnsley Museums and Historic England to further explore the history, heritage and potential of the site. As a result of the HAZ, there have been 6 new listings on the site and 9 existing Grade II listings have been upgraded to Grade II\* status, which puts them into the top 10% of England's most important historic buildings.



*Listed buildings and Scheduled Ancient Monuments, including proposed location marked in yellow, Elsecar December 2022*

## Elsecar's History

The 4th Earl of Fitzwilliam inherited the Wentworth Estate from his uncle the Marquis of Rockingham in 1782 and at Elsecar undertook to create a new estate village, but one which uniquely was focussed entirely on industry.

By the end of the 1790s the Elsecar New Colliery has been sunk, the Elsecar Ironworks has been begun by John and William Darwin & Co., the Milton Ironworks by the Walker Brothers, a canal cut in 1798, originally to the point where the proposed sculpture will be installed, a reservoir built and renowned architect John Carr had been commissioned to design cottages for the new industrial workforce.

The Elsecar 'New Yard' workshops were built in 1850 to facilitate a more effective management of the various industrial enterprises around the Fitzwilliam estate and the auxiliary activity which surrounded them, including carpentry, joinery, blacksmithing and much else. Directly managed as part of the estate, they are notable as astounding examples of early Victorian industrial architecture.

The same year, a new rolling mill was built for the ironworks, to the immediate SW of the proposed site, and a few years later, the adjacent New Colliery ceased to mine coal and became a pumping station for the South Yorkshire coalfield, something it continued to be until the end of the 20<sup>th</sup> century.

The ironworks were merged into the workshops in the 1890s (following closure in 1883-4) and the coal board took over the workshops in 1947 following the nationalisation of the coal industry. As the collieries began to close the demand for the workshop facilities began to decline, eventually leading to their closure.

In 1986 the Department of the Environment listed most of the buildings to be of special architectural or historic interest. Barnsley Council purchased the workshops along with the Newcomen Beam Engine in 1988 and started a programme of conservation and restoration. The site was opened as Elsecar Heritage Centre formally in 1994.

The years from 2010 onwards saw a radical reappraisal of the village and its importance, including as part of the UK's first Heritage Action Zones in partnership with Historic England. This culminated in the redesignation of large parts of the village, the creation of two new Scheduled Ancient Monuments (making 3 in total), many assets becoming Grade II\* listed and conservation areas extended.



# Heritage Values

The significances and sensitivities of the heritage assets in the affected areas can usefully be identified following the practice and advice provided in the English Heritage Conservation Principles (2008). Attention is also drawn to *The Village of Elsecar, South Yorkshire: Historic Area Assessment*, Rimmer, Went & Jessop (Historic England, 2018).

## Evidential Value

Overall, the whole of this wider site has substantial evidential value with respect to what it can tell us about the past industrial production processes undertaken in the village and surrounding landscape. Almost all its historic buildings remain extant, with many having had major conservation works in the 1990s.

Its buildings reflect important social and cultural phenomenon, not least in the physical modelling of an industrial site that was an integral part of an aristocratic estate village, within essentially an extended aristocratic landscape.

This includes the building in which the new facility is to be created, which is part of the New Yard workshops built in 1849-50, at the direction of Earl Fitzwilliam and subsequently fitted out by famed engineer James Nasmyth.

The exterior of the building in question and its overall physicality make an extremely important contribution to the evidential value of the site. However, after multiple generations of reworking and refurbishment, nothing of evidential value survives within the building itself that will be impacted on by the proposed scheme.

## Historical Value

The historic value of Elsecar arises primarily from the association with the Fitzwilliam Dynasty and the industrial processes, and approach, they instigated on the site. Most crucially, what it represents historically is unique – an aristocratic dynasty taking on the industrial revolution on their own terms, and doing so in a way to show off, to impress, and to show to the world.

They did so at a time when the scale of industrial activity was in its relative infancy compared to what was to come – the initial building of the New Yard comes at a time when deep collieries were only just starting to be sunk, when industry could flourish in a village and rural setting, when railways were yet to supersede canals as the industrial capillaries of the country, and before the size of industrial concerns started to scale up (and which would see by the 1880s, for example, the Elsecar Ironworks unable to compete).



## **Aesthetic Value**

The aesthetic value of the historic complex at Elsecar is amplified by its sheer scale and the arrangement of the buildings on the site, which instantly give the impression of not only a functional, working industrial works, but also a clear guiding hand, which placed buildings and structures carefully relative to each other, forming an extended delta along the valley floor, and potentially playing to the village of Wentworth to the SSE.

This is further enhanced by the well dressed, coursed sandstone buildings, many of which still display original features, including windows, which reflect the pride that the Fitzwilliam's had in their estate, and the influence they sought to exert over both their workforce and others. There is stunning detail to be found, which extends far beyond industrial functionality.

The same is true too of the spaces around the industrial complex and village core, which in themselves reflect the twin values of functionality but also aesthetic appreciation and sense of place, including this space, the exterior of which is visible from outside the New Yard complex, multiple points within the conservation area and on approach to the principle Fitzwilliam Gates.

The same value is not evident in many parts of the internal aesthetic and fittings of spaces, particularly some of those in the core site, and of which Building 12 is an example, which was subject to continued re-use and ongoing alterations in the NCB era and then major refurbishment, conservation works and partial reworking during a period of extensive works in the 1990s.

Note that prior reworking of the Building 12 space was subject to a planning permission, granted by the Secretary of State for the Department for the Environment on 3 July 1991, around which time large NCB-era extensions and infill to the immediate the SW of the space were removed.

With the exception of the physicality of windows in the space (which are not original), and to a lesser degree the door which is, in terms of both fabric and position a later addition, there are no other fittings or features that are of historic value that will be impacted on by the works.

## **Communal/Social Value**

The heritage centre has a very high degree of communal and social value.

The site is owned and operated by BMBC through Barnsley Museums as a free visitor attraction and retail/leisure destination, attracting over 500,000 visitors per year. The award-winning Barnsley Museums Learning Team offers learning opportunities to local schools, colleges and adults.

The site is one of South Yorkshire's very favourite places to enjoy spending time and trips out, including 10,000s each year who walk, run and ride along the Trans Pennine Trail.

Local communities value it very highly and respect its heritage significance, something reflected in the work and achievements of the recent Historic Action Zone.

Economically, the site is home to over 35 businesses and a crowded calendar of major events, which often see over 90 independent traders present, and regularly over 3,000 members of the public attending.

The proposed use of this space to create a Changing Places facility will boost the communal and social value of the whole complex significantly.

# Heritage Impact Assessment

As set out in the design statement and detailed plans/elevations, impact of these proposals on the historic fabric and wider heritage value of the building and its environs and context is minimal.

The windows will be kept intact, with dark film added to ensure privacy, which has been chosen over, for example, screening.

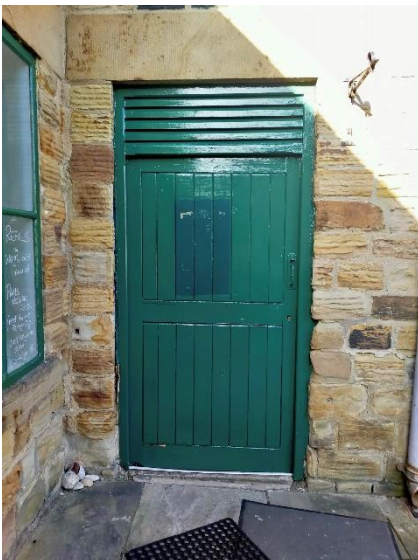
The changes to partitions, their removal and addition, is proposed with an awareness and understanding that the current partitions are not historic and that the layout of this space has change radically numerous times since original construction, and that there is no visibility of them from the exterior.

Finishes are driven by the needs and functionality of the proposed new space, recognising that current finishes are not historic, and that there is no visibility from the exterior.

A replacement door will be installed, replacing that currently in situ installed (at earliest in the 1990s), and will follow the current fabric and design, i.e. a wooden door in the appropriate colour of the village and wider Wentworth Estate (holly bush green, but as specified by RAL noting manufacturer variations).

There may be minor contractor-designed alterations to the door frame, to ensure opening width, these to be overseen and in agreement with Barnsley Council's Conservation Officer, noting that the door, its frame and surrounding infill are modern alterations.

There will be minor impact on historic fabric through the fitting of the hoist arrangement, the final details of which will be overseen and in agreement with Barnsley Council's Conservation Officer.



## Conclusion

The heritage impact of the proposed scheme is minimal and it is acknowledged that the community and social impact of the new use of this space is extremely high.

There will be minimal impact to the exterior aesthetic, except dark privacy vinyls applied to the interior of the north-east elevation windows, and a new door, replacing the existing 1990s door (which may be more recent).

The internal changes will majorly transform the aesthetic of the space to provide the new function, but the current interior is in no sense true to its original, including partitions.

The proposals have been created sympathetically with close attention to minimising impact on the historic fabric, which is welcomed.



**Appendix A – Listed Building Entries (Source [www.historicengland.org.uk](http://www.historicengland.org.uk))**

**Building 1, former Elsecar Ironworks casting shed**

Heritage Category: Listed Building

Grade: II\*

List Entry Number: 1465684

Date first listed: 19-Oct-2020

Statutory Address:

Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley, S74 8HJ

**Building 19, former workshop at Elsecar Ironworks**

Heritage Category: Listed Building

Grade: II\*

List Entry Number: 1191442

Date first listed: 04-Dec-1986

Date of most recent amendment: 19-Oct-2020

Statutory Address:

Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley, S74 8HJ

**Building 17, former fitting shop at Elsecar Central Workshops**

Heritage Category: Listed Building

Grade: II\*

List Entry Number: 1287085

Date first listed: 04-Dec-1986

Date of most recent amendment: 19-Oct-2020

Statutory Address:

Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley, S74 8HJ

**Buildings 4-7, stores at former Elsecar Central Workshops**

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Heritage Category: Listed Building

Grade: II\*

List Entry Number: 1465836

Date first listed: 04-Dec-1986

Date of most recent amendment: 19-Oct-2020

Statutory Address:

Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley, S74 8HJ

**Buildings 2 & 3 and boundary wall, former Elsecar Ironworks entry range**

Heritage Category: Listed Building

Grade: II\*

List Entry Number: 1465834

Date first listed: 04-Dec-1986

Date of most recent amendment: 19-Oct-2020

Statutory Address:

Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley, S74 8HJ

**Buildings 8-12, former workshops, offices and warehousing at the former Elsecar Central Workshops**

Heritage Category: Listed Building

Grade: II\*

List Entry Number: 1465837

Date first listed: 04-Dec-1986

Date of most recent amendment: 19-Oct-2020

Statutory Address:

Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley, S74 8HJ

**Buildings 13-14, former railway station, offices, housing and gate piers at Elsecar Central Workshops**

Heritage Category: Listed Building

Grade: II\*

List Entry Number: 1191337

Date first listed: 04-Dec-1986

Date of most recent amendment: 19-Oct-2020

Statutory Address:

Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley, S74 8HJ

**Buildings 20a and 21, former rolling mill at Elsecar Ironworks, including two halved colliery pit**

Heritage Category: Listed Building

Grade: II\*

List Entry Number: 1151097

Date first listed: 04-Dec-1986

Date of most recent amendment: 19-Oct-2020

Statutory Address:

Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley, S74 8HJ

**The former Elsecar New Colliery, including the Elsecar Newcomen Engine**

Heritage Category: Scheduled Monument

List Entry Number: 1004790

Date first listed: 22-May-1973

Date of most recent amendment: 20-Oct-2020

Statutory Address: Newcomen Engine House, Distillery Side, Elsecar, Barnsley, S74 8HN

**Housing at the former Elsecar Ironworks, 2 and 4 Forge Lane**

Heritage Category: Listed Building

Grade: II\*

List Entry Number: 1151096

Date first listed: 04-Dec-1986

Date of most recent amendment:

19-Oct-2020

Statutory Address:

2 Forge Lane, Elsecar, Barnsley, S74 8ER

Statutory Address:

4 Forge Lane, Elsecar, Barnsley, S74 8ER

**Building 22, former Joiner's Shop, including chimney and rebuilt boiler house (building 16)**

Heritage Category: Listed Building

Grade: II\*

List Entry Number: 1315025

Date first listed: 04-Dec-1986

Date of most recent amendment: 19-Oct-2020

Statutory Address:

Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley, S74 8HJ

**The former Elsecar Ironworks**

Heritage Category: Scheduled Monument

List Entry Number: 1465668

Date first listed: 20-Oct-2020

Location Description:

The eastern portion of Elsecar Heritage Centre, Wath Road, Elsecar, extending uphill eastwards to include the terrace on Furnace Hill which was the former charge yard, along with associated features.