March 2021



HERITAGE IMPACT ASSESSMENT

Land at Wath Road, Elsecar

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1.0 Introduction

1.1 This Heritage Impact Assessment has been prepared on behalf of Oak Tree Developments Ltd in support of a full planning application for the redevelopment of land to the east of Wath Road, Elsecar, to provide 9 no. dwellings (Grid ref. SE 38801 00308) (**Plate 1**).

1.2 The site contains no known heritage assets, but is located within the Elsecar Conservation Area and in close proximity to a number of listed buildings, such that there is potential to affect their setting. Conservation areas and listed buildings are designated heritage assets that are afforded protection both in planning policy and law. There is also a row of non-designated heritage assets located opposite the site to the west.

1.3 Paragraph 189 of the National Planning Policy Framework requires applicants to describe the significance of any heritage assets affected by a proposed development, with a view to understanding the potential impact on their significance. This report aims to satisfy this requirement.

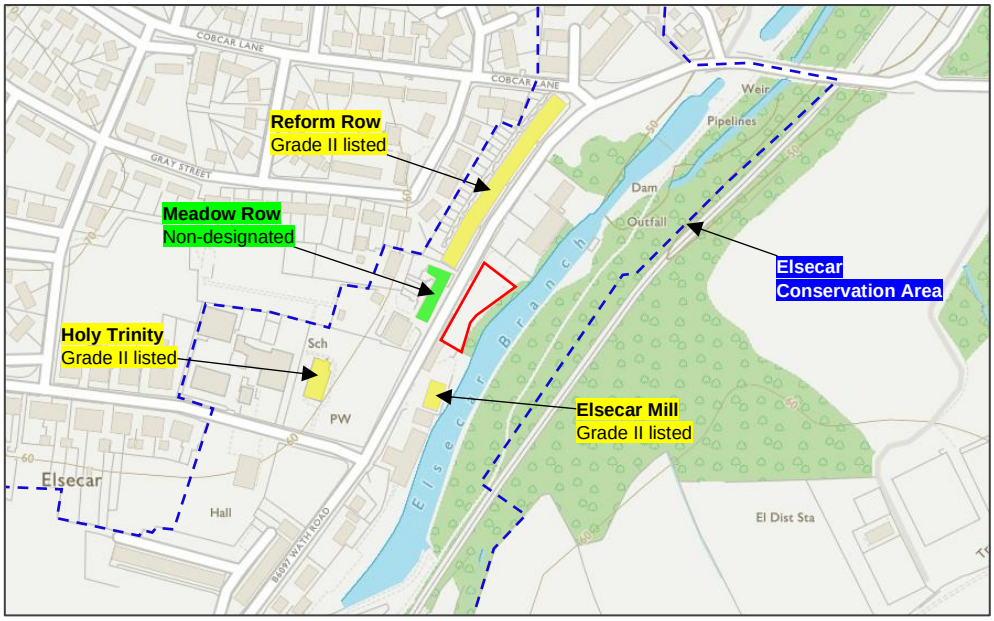


Plate 1 – Annotated modern OS map showing location of application site and relationship with nearby heritage assets.

2.0 Planning Policy Context

2.1 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 establishes that "in considering whether to grant permission which affects a listed building or its setting, the local planning authority, or as the case may be, 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."

2.2 Section 72(1) of the same Act states "with respect to any buildings or other land within a conservation area… special attention must be paid to the desirability of preserving or enhancing the character and appearance of that area."

2.3 As previously noted, the application site is located within the Elsecar Conservation Area and in the setting of a number of Grade II listed buildings.

Relevant National Planning Policy and Guidance

2.4 The National Planning Policy Framework ('NPPF') was revised in February 2019 and overwrites all previous national planning policy. It establishes that the purpose of the planning system is to contribute to the achievement of sustainable development by pursuing three overarching and interdependent objectives, which are economic, social and environmental. It is considered that the historic environment poses implications and opportunities for the achievement of sustainable development in relation to all three objectives.

2.5 Section 16 of the NPPF relates specifically to 'conserving and enhancing the historic environment'. Paragraph 184 establishes that heritage assets are "an irreplaceable resource and should be conserved in a manner appropriate to their significance, so they can be enjoyed for their contribution to the quality of life of existing and future generations."

2.6 NPPF Paragraph 189 requires applicants to describe the significance of any heritage assets affected by a proposed development, including any contribution made by their setting. It clarifies that the level of detail should be "proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary."

2.7 The NPPF defines heritage 'significance' as "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."

2.8 The 'setting of a heritage asset' is defined in the NPPF as "the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral."

2.9 The NPPF does not have a definition for archaeological, architectural, artistic or historic interest with respect to heritage significance. However, Paragraph 16 of the *Principles for Selection of Listed Buildings* (DDCMS 2018) provides the following definitions:

Architectural interest – "to be of special architectural interest a building must be of importance in its design, decoration or craftsmanship. Special interest may also apply to particularly significant examples of building types or techniques… and significant plan forms. For more recent buildings in particular, the functioning of the building… will also be a consideration. Artistic distinction can also be a factor relevant to the architectural interest of buildings and objects and structures fixed to them."

Historic interest – "to be able to justify special historic interest a building must illustrate important aspects of the nation's history and/or have closely substantiated historical associations with nationally important individuals, groups or events; and the building itself in its current form will afford a strong connection with the valued aspect of history."

2.10 Historic England's *Conservation Principles, Policies and Guidance* (2008) also offers useful definitions which underpin a value-orientated approach to assessing heritage significance. In this document, heritage values fall into four categories, which are broadly comparable with those expressed in the NPPF.

Evidential value – the potential of a place to yield evidence about past human activity.

Historical value – the ways in which past people, events and aspects of life can be connected through a place to the present. This can be illustrative or associative.

Aesthetic value – the ways in which people draw sensory and intellectual stimulation from a place.

Communal value – the meaning of a place for the people who relate to it or for whom it figures in their collective experience or memory.

2.11 Paragraph 192 of the NPPF states "in determining applications, local planning authorities should take account of:

a) The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
b) The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
c) The desirability of new development making a positive contribution to local character and distinctiveness."

2.12 NPPF Paragraph 193 relates to development proposals affecting designated heritage assets, such as listed buildings and conservation areas. It states "when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance."

2.13 NPPF Paragraph 194 states "any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification." Substantial harm to or loss of Grade II listed buildings should be exceptional.

2.14 NPPF Paragraph 195 establishes that "where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

a) The nature of the heritage asset prevents all reasonable uses of the site; and
b) No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
c) Conservation by grant-funding or some form of not-for-profit, charitable or public ownership is demonstrably not possible; and
d) The harm or loss is outweighed by the benefits of bringing the site back into use."

2.15 NPPF Paragraph 196 states "where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."

2.16 The most recently revised Planning Practice Guidance provides a useful definition of 'public benefits'. It states "public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework. Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits."

2.17 NPPF Paragraph 197 relates to non-designated heritage assets. It states "the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."

Statutory Development Plan

2.18 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

2.19 The statutory development plan for Barnsley comprises the Barnsley Local Plan (adopted January 2019) and made Neighbourhood Plans. The Local Plan establishes policies and proposals for the development and use of land up to the year 2033. It is used when considering planning applications and to coordinate investment decisions that affect the towns, villages and countryside of Barnsley.

2.20 Policy D1 of the Local Plan relates to high quality design and place making. It requires development to be of a high quality design and to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley. This includes "heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality."

2.21 Policy D1 also requires development, through its layout and design, to "complement and enhance the character and setting of distinctive places, including… conservation areas".

2.22 Policy HE1 relates to the historic environment. It sets out that proposals will be supported where they "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." Elsecar Conservation Village is specifically identified as one of these elements.

2.23 Policy HE1 also reinforces a number of national planning policies. It requires proposals affecting a designated heritage asset to conserve those elements which contribute to its significance. Harm to such elements will be permitted only where this is outweighed by

the public benefits of the proposal. Furthermore, proposals that would preserve or enhance the character or appearance of a conservation area will be supported.

2.24 Policy HE1 establishes support for proposals which conserve Barnsley's non-designated heritage assets, ensuring that developments which would harm or undermine the significance of such assets will only be permitted where the benefits of the development outweigh the harm.

2.25 Policy HE2 sets out a general requirement for Heritage Statements where proposals are likely to affect known heritage assets. The statements "will need to include an appropriate but proportionate level of detail that allows an understanding of the significance of the asset but no more than is necessary to understand the impact of the proposal."

3.0 Assessment of Significance

3.1 This section seeks to describe the significance of the identified heritage assets, making particular reference to the application site as part of their setting where necessary, with a view to understanding the impact of the proposed development in accordance with NPPF Paragraph 189 and Local Plan Policy HE2.

Elsecar Conservation Area

3.2 The Elsecar Conservation Area is centred on the former Elsecar Colliery Workshops (now part of the Elsecar Heritage Centre) and associated former workers' housing (**Plate 2**). It also envelops New Elsecar Green, which is a key open space within the village.

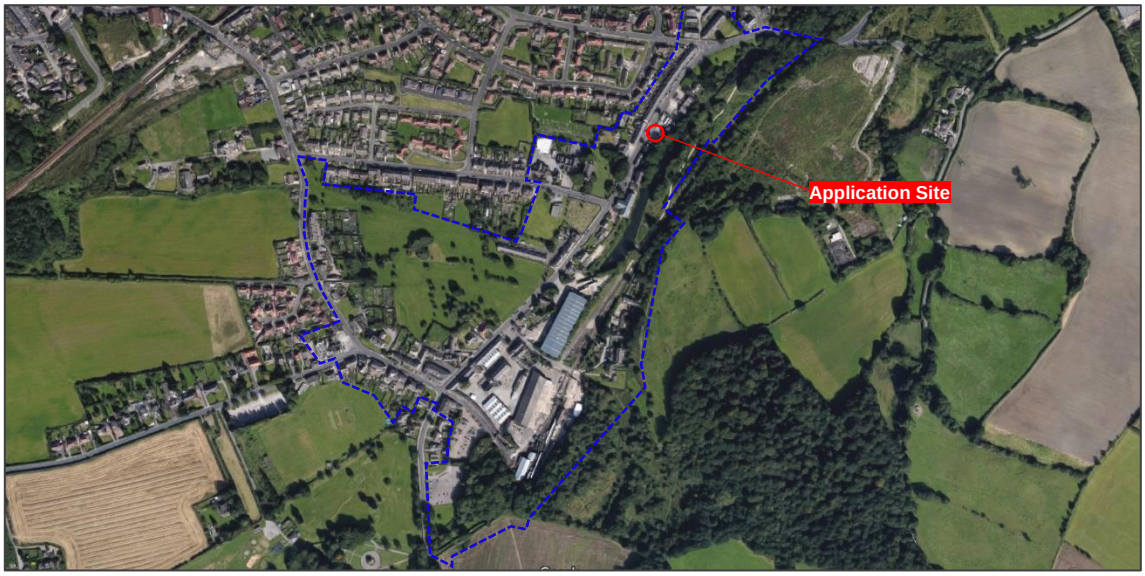


Plate 2 – Aerial view of the Elsecar Conservation Area.

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

3.4 The development of the post-medieval village is closely related to the fortunes of the owners of Wentworth Woodhouse and many of the significant late C18 and C19 industrial buildings and associated housing can be tied directly to the economic and philanthropic activities of the 4th, 5th and 6th Earls Fitzwilliam.

3.5 The application site is located on the east side of Wath Road, which is the main north/south road running through the conservation area. A number of the most important buildings in Elsecar are situated along or close to its length, including those that make up a majority of the Colliery Workshops. The housing along the road is largely made up of rows of terraces built in the early to mid 19th century.

3.6 Directly opposite the application site on the west side of Wath Road are the early/mid C19 terraces of Meadow Row and Reform Row, which characterise this part of the conservation area. The earlier houses of Reform Row are built of squared rubble sandstone beneath Welsh Slate roofs. The houses of Meadow Row are of a similar style and appear as a continuation of the streetscene, although they are slightly later and built of squared coursed stone.

3.7 Key views available along Wath Road take in the row of terraced houses alongside a varied environment on the opposite side of the road. At its most attractive, it features open green space or further historic buildings which enhance the experience of the terraced rows and the conservation area (**Plate 3**). The spire of Holy Trinity Church is often visible above the ridgeline of the terraced rows and views of the full church are available across the churchyard from further to the south (**Plate 4**).



Plate 3 – View facing south along Wath Road, close to junction with Cobcar Lane.



Plate 4 – View southwest towards Holy Trinity Church from Wath Road.

3.8 However, there are also areas of piecemeal hard surfacing and uncharacteristic C20 development on the east side of the road which contribute little to the character and appearance of the conservation area (**Plate 5**). The application site is one such area, which, although free from built form, contains poor-quality hard surfacing and is used primarily for the storage of long vehicles and coaches in association with the adjacent garage (**Plate 6**). When in use, the site has a negative visual impact on the conservation area and the setting of the adjacent listed buildings.

3.9 This negative impact is specifically identified in the *Elsecar Conservation Area Appraisal*, which states at Para. 4.13:

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



Plate 5 – View of uncharacteristic development on the east side of Wath Road.



Plate 6 – View of application site on the east side of Wath Road.

Reform Row

3.10 Reform Row was Grade II listed in April 1974. The listing includes the entire terraced row of 28 houses, comprising Nos. 106-160 (evens) Wath Road. The construction of the row was funded by the 5th Earl Fitzwilliam (1786-1857) who, before becoming the Earl in 1833, was an MP who supported the passing of the 1832 Reform Act.

3.11 The houses on Reform Row are all of a uniform style and form, having been built in a single phase in 1837. This row is particularly attractive as the two storey dwellings follow the gentle curve of Wath Road, allowing the full length of the row to be seen from the

same vantage point (see **Plate 6**). The houses are set behind characterful short front gardens with coursed rubble walls to the pavement.

3.12 The houses themselves are built of squared rubble sandstone beneath Welsh slate roofs. Generally, their facades include paired, vertically boarded doors with horizontally tooled lintels. Each house has a three light casement window with glazing bars, in the style of a sliding sash. These windows are believed to be later replacements but are uniform throughout the row.

3.13 Although the materials, openings and window styles are uniform, a number of properties have doors and windows which are painted in different colours. In addition, the selective re-pointing, cleaning and variable degrees of weathering visible in the stonework of different properties has also broken down the homogeneity of the row, although it can still clearly be appreciated as belonging to a single phase of construction.

3.14 The application site is located on the east side of Wath Road, to the southeast of the main section of Reform Row and directly opposite to the southernmost dwellings (Nos. 106-110). It therefore forms an important part of the setting of the listed building and together with the uncharacteristic C20 garages to the north of the site makes a generally negative contribution. As noted previously, this negative contribution is worsened at times when the site is occupied by vehicles. When free from vehicles, the site is open and visually permeable, although the hardstanding is a patchwork of poor quality and appears generally unattractive.

Meadow Row

3.15 Meadow Row is a non-designated heritage asset, identified within the *Elsecar Conservation Area Appraisal* as a positive building.

3.16 It is located to the immediate south of Reform Row and the two rows of terraced houses are so closely situated that they can appear as a continuation of the street scene and part of the same terrace. In reality, Meadow Row was built slightly later than Reform Row, in c. 1850, and may have itself developed in multiple phases.

3.17 The houses on Meadow Row are two storeys and built of squared coursed stone beneath Welsh slate roofs. With the exception of No. 102 and unlike Reform Row, the houses of Meadow Row are back of pavement with no front garden area or boundary wall. The fenestration also differs between buildings and there has been some replacement of historic windows with upvc.

3.18 The application site is located directly opposite Meadow Row, on the east side of Wath Road. It therefore forms an important part of the setting of the non-designated heritage asset and can be considered to make a negative contribution for the same reasons as discussed above.

Elsecar Mill

3.19 Elsecar Mill was Grade II listed in April 1974 and is located on the east side of Wath Road, to the immediate south of the application site. It is a former flour mill built in 1842 for the 5th Earl Fitzwilliam and is now used as business premises (**Plate 7**).

3.20 The three-storey building is formed of coursed hammer-dressed sandstone beneath a Welsh slate roof. It consists of six bays, the third of which contains a panelled door at ground floor level, with a loading door and wooden gantry above. There is also a single storey extension to the southwest corner of the building, which was added shortly after construction.



Plate 7 – View of principal elevation of Elsecar Mill from west on Wath Road.

3.21 Elsecar Mill is a prominent building within the conservation area which, in its current form, contributes to our understanding of the village as a traditional centre of industry under the direction and patronage of the Earls Fitzwilliam. Its material character is consistent with that of the more important buildings in the locality, including the nearby Holy Trinity Church.

3.22 The application site forms an area of open hardstanding to the north of Elsecar Mill, which facilitates views towards the side (north) elevation of the building from along Wath Road (**Plate 8**). It also provides an element of space about the listed building, although this is diminished when the site is occupied by vehicles. At these times, the site can detract from the experience of the asset and makes a negative contribution to setting.



Plate 8 – View towards Elsecar Mill from north on Wath Road, overlooking the application site.

Holy Trinity Church

3.23 Holy Trinity Church was Grade II listed in April 1974 and is located within a generous bounded churchyard some 100 metres to the southwest of the application site. A separate graveyard is located to the south of the church, on the opposite side of Church Street.

3.24 The main part of the church was built between 1841 and 1843 with the patronage of the 5th Earl Fitzwilliam. It is of coursed dressed and ashlar sandstone beneath a Welsh slate roof and is unusually orientated north-south rather than east-west, with the main entrance being in the east side. The style of the church is Early English Gothic Revival (**Plate 9**).



Plate 9 – View towards Holy Trinity Church from southeast on Wath Road/Church Street junction.

3.25 The church was extended in 1871 with the addition of a vestry and organ chamber, as well as the insertion of gas lighting. The stained glass windows within the church are of particular note, having been designed by William Morris.

3.26 The materiality, scale and position of the church within the open churchyard contribute to its role as the central focal landmark of the conservation area and wider village. Views from within the surrounding streets either take in the church in its entirety, or the tall spire rising above intermediate buildings and structures (see **Plates 3, 4 and 8**). As such, the church is a key building for wayfinding and orientation.

3.27 The centrality of the church in the townscape also underlines the impact of the Earls Fitzwilliam and the extent of their involvement in all aspects of life within the village, which clearly extended beyond solely economic interests.

3.28 The application site makes a relatively minor contribution to the setting of the church, forming part of the broad environment which surrounds the churchyard. As with other nearby listed buildings, the site provides an element of openness which is compromised when the site is used for the storage of vehicles. At these times, the site appears cluttered and unattractive, making a minor negative contribution to the wider setting of the church.

4.0 Proposed Development

4.1 It is proposed to redevelop the application site to provide 9 residential units in a linear, terrace-style arrangement. Each unit will be two storeys in height and would contain two first floor bedrooms with a third bedroom (or study) at attic level.

4.2 The dwellings will be orientated parallel to Wath Road and slightly set back behind small front gardens with low boundary walls, reflecting the arrangement of the opposing Reform and Meadow Rows and making best use of the available site area. All existing trees will be retained to the rear of the proposed dwellings.

4.3 The main structure of the dwellings will consist of rubble sandstone beneath natural slate tile roofs, of a colour and quality which is in-keeping with the conservation area. The windows are to be double-glazed casements with either timber or upvc frames, while Velux rooflights are proposed in the rear (east) roof planes.



Plate 10 – Indicative CGI isometric view of the proposed development.

5.0 Impact Assessment

5.1 This section provides an assessment of the likely impacts of the proposed development on the significance of the heritage assets identified in Section 3, before placing these impacts into the context of local and national planning policy.

Impact on the Elsecar Conservation Area

5.2 The application site currently makes a negative contribution to the character and appearance of the Elsecar Conservation Area, as noted in the *Elsecar Conservation Area Appraisal*.

5.3 The proposed development will introduce built form in this location alongside associated hard and soft landscaping works which will generally tidy up the appearance of the site to the benefit of the conservation area. The materiality of the proposed dwellings matches those found within the immediate context of the site and throughout the wider conservation area. Furthermore, the proposed scale and linear arrangement of the dwellings is directly informed by the opposing terraced rows which characterise this part of Wath Road.

5.4 The introduction of buildings in this location will obstruct some views out of the conservation area from Wath Road (facing east) which help to reveal the area's rural setting, as well as views across the site towards Elsecar Mill. However, these views already take in poor quality hardstanding and are often cluttered by the storage of vehicles in connection with the adjacent garage.

5.5 The development would have the benefit of partially screening the unsympathetic C20 developments to the north of the application site in views along Wath Road from the south. On balance, it is considered that the proposed development would have a positive visual impact in spite of the loss of the site's visual permeability.

5.6 Overall, the proposed development has the potential to enhance the significance of the Elsecar Conservation Area as a designated heritage asset, by improving the quality of the built environment along Wath Road and providing a more attractive and sympathetic setting to the nearby listed buildings.

Impact on Reform Row

5.7 The application site forms an important part of the immediate setting of Reform Row but unfortunately makes a negative contribution, particularly when the site is occupied by vehicles.

5.8 As noted above, the proposed development will generally tidy up the appearance of the site while reinforcing the existing pattern of development along Wath Road. The design and materiality of the dwellings is reflective of Reform Row but would also be clearly legible as a modern phase of development in comparative views.

5.9 The erection of the new dwellings would result in the loss of open space to the east and southeast of the terraced row, which is reflective of the historic configuration of the area surrounding the road. However, the existing poor quality and character of the open space should be taken into account, as well as its extant use for the storage of vehicles, which at times clutter and detract from the setting of the listed buildings. In this context, the desirability of tidying up the site with a sympathetic and high-quality development outweighs the loss of open space about the listed building.

5.10 Overall, the proposed development has the potential to enhance the significance of Reform Row as a designated heritage asset, by having a positive visual impact on the immediate setting of the listed buildings.

Impact on Meadow Row

5.11 As with Reform Row, the application site also forms an important part of the immediate setting of Meadow Row and can be considered to make a negative contribution for the same reasons.

5.12 The impact of the proposed development on the setting of Meadow Row is expected to mirror that of Reform Row. The new dwellings and landscaping works would tidy up the appearance of the site while reinforcing the existing pattern of development along Wath Road. The design and materiality of the dwellings is reflective of Meadow Row but would also be clearly legible as a modern phase of development by comparison.

5.13 As noted previously, the site is not known to have contained any built form and so the proposed development would result in the loss of an area which has historically been left as open space. However, the existing character and poor quality of this space must be taken into account, as well as its extant use for the storage of vehicles. On balance, the desirability of tidying up the site with a sympathetic and high-quality development outweighs the loss of open space about the non-designated heritage asset.

5.14 For these reasons, the proposed development has the potential to enhance the significance of Meadow Row as a non-designated heritage asset, by having a positive visual impact on the immediate setting of the listed buildings.

Impact on Elsecar Mill

5.15 The site makes a slightly less significant contribution to the setting of Elsecar Mill, although it is located in close proximity to the listed building and its openness facilitates views towards the north elevation from along Wath Road. At times when the site is occupied by vehicles, it has a negative visual impact on the setting of Elsecar Mill.

5.16 The proposed development would introduce built form on the site, obstructing views towards Elsecar Mill from the north. These views take in the north elevation of the building, which is a side elevation of limited architectural and historic interest. The more significant views of the principal (west) elevation will be unaffected by the siting of the development. Nevertheless, these views allow the building to be appreciated within its historic context and in association with the adjacent canal.

5.17 This loss of visual permeability through the site should be considered within the context of the site's existing character and use, which has the potential to be visually cluttered and to detract from the setting of Elsecar Mill. The proposed development, while obstructing these views, would introduce built form of a high quality which is in-keeping with that of the surrounding environment.

5.18 For these reasons, the proposed development will have an overall positive visual impact on the setting of Elsecar Mill and will enhance its significance as a designated heritage asset.

Impact on Holy Trinity Church

5.19 The site makes a relatively minor albeit negative contribution to the setting of Holy Trinity Church as part of the broader environment which surrounds the churchyard.

5.20 The proposed development will generally tidy up the site and introduce high-quality built form which is of a scale, form and materiality which is in-keeping with the surrounding built environment, particularly Reform Row and Meadow Row. No notable views of the church will be obstructed as a result of the proposed development, while shared views of the site and church tower from Wath Road will be enhanced.

5.21 In this respect, the proposed development will have a positive effect on the setting of Holy Trinity Church and will enhance its significance as a designated heritage asset.

Overall impact on the historic environment

5.22 The proposed development has been found to have the potential to enhance the significance of all identified heritage assets, all but one of which are designated. Attention should be drawn to Paragraph 192 of the NPPF, which underlines the desirability of sustaining and enhancing the significance of heritage assets, as well as the desirability of new development making a positive contribution to local character and distinctiveness.

5.23 The development will tidy up an unattractive site which is recognised as making a negative contribution to the character and appearance of the conservation area, and it would do so while respecting the setting of a number of nearby listed and non-designated buildings. As such, it accords with Local Plan Policy HE1 and all other local and national planning policy relating to conservation of the historic environment.

6.0 Conclusions

6.1 This Heritage Impact Assessment has been prepared on behalf of Oak Tree Developments Ltd in support of a full planning application for the redevelopment of land to the east of Wath Road, Elsecar, to provide 9 no. dwellings.

6.2 The application site comprises an area of hardstanding used in conjunction with an adjacent garage for the storage of vehicles. It contains no known heritage assets but is located within the **Elsecar Conservation Area** and forms part of the setting of the following listed buildings and non-designated heritage assets:

- **Reform Row** (Grade II)
- **Meadow Row** (NDHA)
- **Elsecar Mill** (Grade II)
- **Holy Trinity Church** (Grade II)

6.3 This assessment has found that the proposed development has the potential to enhance the significance of all identified heritage assets, by improving the quality of development on the application site and having a positive effect on setting.

6.4 Policy HE1 of the Barnsley Local Plan requires development to "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." Elsecar Conservation Village is specifically identified as one of these elements.

6.5 The proposed development therefore represents an opportunity to enhance the significance of an important part of the historic environment of the district. It accords with all local and national planning policy relating to conservation of the historic environment and it is respectfully requested that planning permission is granted without delay.