

Former Foundry, Foundry Street, Elsecar –

Historic Environment Desk-Based Assessment

Glebe Construction Building Contractors Ltd

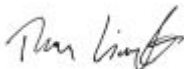
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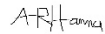
Report to: Glebe Construction Building Contractors Ltd
Unit 6 Northfields Bus. Park
Forge Way
Rotherham
South Yorkshire
S60 1SD

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Originated By: 
Thomas Linington
Senior Heritage Consultant Date: 11.04.2023

Reviewed By: 
Emily Taylor
Senior Heritage Consultant Date: 26.04.2023

Approved By: 
Tony Hanna
Head of Heritage Date: 27.04.2023

Prepared by:
Brook Holt, 3 Blackburn Road, Sheffield, S61 2DW
01142 669 292

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Executive Summary

Ecus Ltd was commissioned by Glebe Construction Building Contractors Ltd in June 2022 to prepare historic environment desk-based assessment to inform a planning application for the redevelopment of the former foundry on Foundry Road, Elsecar.

The Site is located in the Elsecar Conservation Area and contains a non-designated principal foundry building and a number of outbuildings. The proposed redevelopment will result in the demolition of the existing buildings within the Site and replacement with a new building fronting Foundry Street, with car parking and landscaping to the rear. The new build has considered the historic form of the non-designated heritage asset and this is reflected within the design. It will comprise three bays and be two-storey s in height.

It is considered that the redevelopment takes the opportunity to both preserve and enhance those elements which positively contribute to townscape, whilst reinvigorating the Site and enhancing the quality of the street scene which in turn positively benefits the experience and views across the Elsecar Conservation Area. Consequently, no harm to the significance of Elsecar Conservation Area has been identified as part of this report.

It is considered that the proposed scheme will result in harm to the non-designated heritage asset through its demolition and an associated loss of significance. In line with paragraph 203 of the National Planning Policy Framework a balanced judgement will be required having regard to the scale of the harm to the significance of the heritage asset.

There is considered to be a low potential for remains of prehistoric, Romano-British or medieval date within the Site. Should any such remains be present, then depending on their character and preservation they would be considered to be of up to medium heritage significance. Based on the available historic cartographic evidence, and the presence of 19th century foundry buildings within the Site, there is a high potential for encountering remains associated with post-medieval industrial activity within the Site. Any effects of this development upon the significance of the buried archaeological resource will be a material consideration in the determination of the planning application.

Whilst the archaeological resource is not considered a constraint to the proposed redevelopment, given the potential of the Site to contain previously unidentified archaeological remains, archaeological monitoring and recording of demolition and construction groundworks is likely to be required.

Due to the poor structural condition of the non-designated principal foundry building, a pre-demolition historic building recording is considered unlikely to be possible. To preserve the

building by record, a structural watching brief during its demolition is recommended, supplemented by archival research.

1. Introduction

1.1 Project Background

- 1.1.1 Ecus Ltd was commissioned by Glebe Construction Building Contractors Ltd in June 2022 to prepare a historic environment desk-based assessment (HEDBA) to inform a planning application for the redevelopment of the former foundry on Foundry Street in Elsecar, Barnsley, South Yorkshire (hereafter 'the Site'). The Site is centred on National Grid Co-ordinate 438097, 400217 (Figure 1).

1.2 The Site

- 1.2.1 The Site is located on Foundry Street Road, on the north western boundary of Elsecar.
- 1.2.2 The Site comprises a two-storey 19th century foundry building as well as a number of single storey outbuildings. These form part of the former Davy Foundry. All the buildings on the Site are currently vacant and in a poor state of repair. These buildings are discussed in further detail in the subsequent sections of this report.
- 1.2.3 The Site is bound to the north and south by agricultural fields, to the east by a mixture of wooded undeveloped land and residential properties and to the west by residential properties.
- 1.2.4 The underlying geology of the Site is mapped as Pennine Middle Coal Measures Formation. A sedimentary bedrock formed between 318 and 309.5 million years ago during the Carboniferous period.

1.3 Aims and Objectives

- 1.3.1 The purpose of this HEDBA is to determine, as far as is reasonably possible from existing records and observations, an understanding of the historic environment resource within and surrounding the Site in order to formulate:
- An assessment of significance of the known or predicted heritage assets considering, their archaeological, historic, architectural and artistic interests;
 - An assessment of the impact of proposed development or other land use changes on the significance of the heritage assets and their settings;
 - Strategies to avoid harm or better reveal the significance of heritage assets, and their settings, if necessary; and

1.4 Regulatory and Policy Context

- 1.4.1 There is national legislation and guidance relating to the protection of, and development on, or near, important archaeological sites or historical buildings within planning regulations as defined under the provisions of the Town and Country Planning Act 1990. In addition, local authorities are

responsible for the protection of the historic environment within the planning system. Further detail of the relevant, legislation, policy and guidance is provided in Appendix 1.

2. Methodology

2.1 Standards

2.1.1 This assessment is undertaken in accordance with:

- Historic England's Historic Environment Good Practice Advice (GPA) in Planning Notes:
 - *The Historic Environment in Local Plans* (2015a);
 - *Managing Significance in Decision-Taking in the Historic Environment* (2015b); and
 - *The Setting of Heritage Assets* (2017a).
- Historic England's Advice Note 12: *Statements of Heritage Significance: Analysing Significance in Heritage Assets* (2019a);
- Historic England's *Understanding Place – Historic Area Assessments* (2017b);
- Historic England's Advice Note 7 (Second Edition): *Local Heritage Listing: Identifying and Conserving Local Heritage* (2021);
- *Historic Environment* (revised July 2019), published by the Ministry Housing, Communities and Local Government (MHCLG), providing advice on enhancing and conserving the historic environment;
- The Chartered Institute for Archaeologists' *Code of Conduct* (CIfA 2019); and
- The Chartered Institute for Archaeologists' *Standard and Guidance for Historic Environment Desk-Based Assessment* (2020).

2.2 Scope of Assessment

2.2.1 The initial step of the HEDBA process is the identification of heritage assets likely to be affected by the proposal due to their presence within the Site or due to sensitivity of their setting. This is informed through a desk-based study and site visit. This step constitutes Step 1 of Historic England's GPA3 (2017).

2.2.2 The spatial scope of the assessment was defined by a 150 m study area around the Site to inform for designated heritage assets, and a 1 km study area to inform on the buried archaeological resource.

2.2.3 The following sources were consulted to inform the presence of heritage assets within the study area, and to form a baseline for the assessment of their significance:

- National heritage datasets including The National Heritage List for England (NHLE);
- South Yorkshire Historic Environment Record (SYHER) data;
- Historic mapping available online and at the Barnsley Archives and Local Studies;

- Aerial photography available online at Britain from Above, Cambridgeshire Aerial Photographic collection, and Historic England's online aerial photography archive;
- Google Earth imagery;
- Ecus Ltd's *Statement Of Significance* report produced in June 2022 and the feedback received from Barnsley Metropolitan Borough Council following review of the document;
- Barnsley Metropolitan Borough Council's *Elsecar Conservation Area Appraisal*;
- Purcells Draft *Elsecar Conservation Area Appraisal And Management Plan* (2022);
- Historic England's *The Village of Elsecar, South Yorkshire: Historic Area Assessment* (2019b);
- Historic England's *Elsecar Design Study, Foundry St and Wath Road* (2020);
- Historic England's *Listing Selection Guide: Industrial Buildings* (2017c);
- relevant primary and secondary sources including published and unpublished reports relating to the Site; and
- observations in the area around the Site were studied.

2.2.4 A site visit was undertaken in June 2022 in order to assess the general character of the Site and the buildings located within it, and to identify heritage assets not identified through desk-based review. The site visit was undertaken in clear dry weather conditions with good visibility.

2.2.5 A bibliography of documentary, archive, and cartographic sources consulted is included in the References section of this report.

Assumptions and Limitations

2.2.6 This report is compiled using secondary data derived from a variety of sources. The assumption is made that this data as well as that derived from other secondary sources, is reasonably accurate. In addition, the records held by the SYHER represent a record of a wide range of information derived from historical sources and previous archaeological discoveries and does not preclude the subsequent discovery of further elements of the historic environment that are, at present, unknown.

2.2.7 Archival material relating to the Site and study area was consulted in person at the Barnsley Archives. There also may other material held in private collections, local repositories and the National Archives, which was not possible to view these as part of the assessment.

2.2.8 The National Library of Scotland (NLS) online map resource was utilised for this report. Due to copyright, mapping was not reproduced.

2.2.9 Due to the built character of the Site, a review of LiDAR imagery available from the Environment Agency was not considered necessary as part of this assessment.

2.2.10 Aerial photography held at Historic England's archives was not viewed as part of this assessment.

Online aerial photography archives, as listed above, were consulted., and where relevant represented in Section 3.

- 2.2.11 Sufficient access was afforded during the site visit. Whilst the level of access was deemed sufficient in order to inform this report, the interior of the existing buildings within the Site were not examined due to concerns over the structural condition of the buildings.

2.3 Assessment of Significance

- 2.3.1 The National Planning Policy Framework (NPPF 2021) recommends that, in determining applications, local planning authorities should require applicants to describe the significance of any heritage assets affected, including any contribution made by their setting (NPPF, 194).

- 2.3.2 The significance of heritage assets is defined in terms of their value to this and future generations because of their heritage interest, deriving not only from their physical presence, but also from their setting. This interest may be archaeological, architectural, artistic or historic (NPPF, Annex 2):

- **Archaeological interest:** As defined in the Glossary to the National Planning Policy Framework, there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
- **Architectural and artistic interest:** These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.
- **Historic interest:** An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

(MHCLG 2019, Paragraph: 006 Reference ID: 18a-006-20190723):

- 2.3.3 The heritage interest of an asset's physical presence is assessed in terms of attributes identified in statutory criteria, general principles for selection (DCMS 2013 and 2018), selection guides published by Historic England, and regional research agendas.
- 2.3.4 The heritage interest of an asset's setting is assessed in accordance with Step 2 of Historic England's GPA3 (2017), which considers the physical surroundings of the asset (including its relationship with other heritage assets); the way in which the asset is appreciated, and the asset's associations and patterns of use. Attributes of 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 (NPPF, Annex 2).

2.3.5 The overall significance of a heritage asset is the sum value of its interest expressed within this report on a six-point scale of Very High, High, Medium, Low, Negligible and Unknown using the criteria presented in Table 1.

2.3.6 The contribution of a given site or application area to an asset's significance is assessed in order to provide a basis for assessing the sensitivity of the heritage asset to change within that specific area. The criteria for this assessment are presented in Table 2.

Table 1: Criteria for determining the significance of heritage assets

Heritage Significance	Criteria
Very High	World Heritage Sites and the individual attributes that convey their Outstanding Universal Value, or non-designated heritage assets of demonstrable international heritage interest.
High	Scheduled Monuments, Listed Buildings (Grade I, II*, II), Conservation Areas, Registered Historic Parks and Gardens (Grade I, II*, II), Registered Battlefields, Protected Wreck Site, or non-designated heritage assets of demonstrable national importance due to their heritage interest.
Medium	Locally Listed Buildings and Landscapes, or non-designated heritage assets of demonstrable regional importance due to their heritage interest.
Low	Non-designated heritage assets of demonstrably limited heritage interest.
Negligible	Non-designated heritage asset of very limited heritage interest, typically due to poor preservation, survival or restricted contextual associations.
Unknown	The significance of the heritage asset cannot be ascertained from available evidence.

Table 2: Criteria for valuing the contribution of the Site to the significance of heritage assets

Contribution of Site	Criteria
High Contribution	The site possesses attributes that make a strong positive contribution to the understanding and/or appreciation of the interests that embodies its significance.
Medium Contribution	The site possesses attributes that make some positive contribution to the understanding and/or appreciation of the interests that embodies its significance.
Low Contribution	The site possesses attributes that make little positive contribution to the understanding and/or appreciation of the interests that embodies its significance.
Neutral Contribution	The site does not contribute to the understanding and/or appreciation of the interests that embodies its significance
Negative Contribution	A site detracts from the understanding and/or appreciation of the interests that define the significance of a heritage asset.

2.4 Non-designated heritage assets

- 2.4.1 The principal ormer foundry building within the Site is identified by Barnsley Metropolitan Borough Council as a non-designated heritage asset. Although it is not considered to be of sufficient interest to merit formal designation, it is still considered an important feature of the local built environment and thus requires consideration as part of the planning process in line with paragraph 203 of the NPPF. An assessment of its significance and any potential impacts upon it as a result of the proposed redevelopment is discussed in further detail below.

3. Historic Environment Baseline

3.1 Introduction

- 3.1.1 In accordance with Step 1 of Historic England's GPA3 (2017) an outline assessment of the historic and archaeological baseline was undertaken to inform understanding about the historic development of the Site. The information has been summarised to ensure it is appropriate and proportionate, in accordance with the NPPF, to understanding the significance and assessment of impact of the development.
- 3.1.2 The following section identifies known heritage assets that may have the potential to receive effects from the proposed development, compiled from sources listed in Section 2.
- 3.1.3 The following section is based on the findings of the *Statement of Significance* produced by Ecus Ltd in 2022 and the comments received from Barnsley Metropolitan Borough Council.
- 3.1.4 Designated heritage assets are illustrated on Figure 2 and referenced in the text by their NHLE reference.
- 3.1.5 All the spatial data held by the SYHER for the study area was requested, assessed, and analysed as part of this assessment. Event data is illustrated on Figure 3 and referred to in the text by its SYHER reference. SYHER monument data is illustrated on Figure 4 and has been assigned an ID reference which is referred to below and reproduced on Figure 4.

3.2 Previous Archaeological Interventions

- 3.2.1 The SYHER records a total of 5 previous archaeological investigations within the study area. Two of which of these are programs of historic building record, two are archaeological evaluations and one is a field observation. Where relevant, the results of these investigations are discussed in further detail below.

3.3 Historic Area Assessment

- 3.3.1 Although Elsecar does not appear in the Domesday Survey of 1086, its etymology indicates an early medieval origin, deriving from the Old English personal name of 'Aelfsige' and the Old Norse word 'kjarr' meaning marsh or brushwood (Barnsley Metropolitan Borough Council n.d).
- 3.3.2 The original village of Elsecar developed along the valley from Elsecar Green around Milton Hall. The settlement was dispersed in nature, lacking a clearly defined centre consisting of dispersed dwellings and farmsteads located along the local road network. Agriculture was the principal industry in the pre-industrialised landscape which surrounded Elsecar, although recent evidence indicates this was supplemented with small-scale mining activities due to the shallow nature of the coal deposits, from at least the medieval period, and possibly earlier (Purcells 2022). The SYHER holds a single entry attributed to the medieval period within the study area which relates to

agricultural activity - an aisled barn (1) - approximately 900 m south west of the Site.

- 3.3.3 From the mid-19th century onwards Elsecar developed from a quiet rural hamlet into a hub of industry and innovation. In 1750 the Marquis took direct control of Elsecar Old Colliery and Low Wood Colliery (also known as Law Wood Colliery) in the 1760s. A wooden railed, horse worked wagon way (2) was established in the 1720s to connect the collieries to Sheffield and the River Dun Navigation. It declined in use between 1854 and 1866, when the South Yorkshire Railway opened.
- 3.3.4 The late 18th century saw renewed investment into the collieries by the Fitzwilliam family, including the sinking of the New Colliery and installation of a Newcomen Beam Engine to pump water from the new mine. Most of the local coal was used in the newly established Elsecar New Yard ironworks, which acted as a centralised workshop for the wider Fitzwilliam estate (Purcells 2022).
- 3.3.5 Elsecar continued to grow throughout the 19th century with settlement growth characterised by the provision of workers housing and other amenities, including a branch line of the South Yorkshire Railway and the Elsecar Gasworks in 1857. 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 (Jessop et al., 2019).
- 3.3.6 The industrial landscape of South Yorkshire underwent rapid and substantial change in the late 19th century. The scale and success of new steel works in Sheffield and Rotherham resulted in the closure of the Elsecar and Milton Ironworks in the 1880s (Purcells 2022). A number of further collieries were however sunk around the village in the early 20th century, and a final phase of investment by the Fitzwilliam family into both the settlement and iron working industry at Elsecar in 1911. This resulted in the establishment of new housing in Stafford Avenue, Lifford Place and the eastern part of Cobcar Lane, resulting in a north-eastern expansion of the village in the style of early twentieth century housing estates.
- 3.3.7 The SYHER holds 10 entries attributed to the post-medieval period within the study area, which are mostly associated with the Fitzwilliam colliery and iron works (4-8 and 10).
- 3.3.8 The latter half of the 20th century saw a gradual decline in Elsecar's fortunes. Elsecar Main Colliery closed in 1983, and was demolished soon after, and the railway branch line closed in 1984. Whilst Elsecar has undergone new development throughout the late 20th and early 21st centuries, its core retains much of its historic character (Purcells 2022), defined by early 18th and 19th century stone terraced rows fronting the street and the surviving industrial centres which make up the Elsecar Heritage Centre.

3.4 Map Regression

- 3.4.1 The earliest map consulted for the purpose of this assessment was the Elsecar Tithe Map (undated, but likely mid-19th century). The Site formed part of the wider land parcel, plot 248 (Plate 1), which

was owned by John Payne Esquire and occupied by John Lancashire during this period. The Site's composition is recorded as a house and orchard.



Plate 1: Extract of the Elsecar Tithe map

3.4.2 Ordnance Survey (OS) mapping from the 1890s onwards records substantial change with the Site. The 1890 25" OS map shows Foundry Street established which runs immediately north of the Site. Within the Site itself the foundry is present on this map, and it extends eastwards beyond the limits of the Site. The immediate environs of the Site are characterised by terrace housing to the east and a Methodist chapel to the north east.

3.4.3 A sales plan of the terrace housing dated to 1889 records the owners of the foundry within the Site as J Davy and Co. The iron founders business was started in c. 1869 by Jonathan Davy and was continued by his three sons following his death in 1889.

Davy Foundry and Foundry Street

3.4.4 Foundry Street was not established till the second half of the 19th century, a period when Elsecar was being developed as a model industrial settlement by the Fitzwilliam family. Located on the northern edge of the planned model settlement of Elsecar, Foundry Street reproduces the planned village model. Following the establishment of the foundry in the Site, developed by Davy and Lax, a number of terraced houses (now demolished) were constructed at the east end of Foundry Street. These were used by workers and their families. Foundry Street derives its name from the foundry within the Site.

3.4.5 Originally established as a single foundry by Davy and Lax in the 1860s, the site soon split into two

sperate foundries. Both continued operating until the mid-20th century. The fact the foundries were established independently from the Fitzwilliam family and remained so was rare in Elsecar. This may be partly due to the fact the foundry was established at a time when the Fitzwilliam's were losing interest in ironmaking and other, smaller operators potentially had a chance to capitalise on the local market.

- 3.4.6 The principal product of the Davy Foundry were cast-iron drain covers and rain-water goods. These are well presented throughout Elsecar as well as across South Yorkshire. Recent documentary research carried out has demonstrated that ironmaking alongside coal mining was equally as important to the development of Elsecar in the 18th and 19th centuries.
- 3.4.7 An aerial photograph, reproduced as Plate 2 below, shows the Site still in active use as a foundry in 1962, however the detail is such that it is impossible to closely define the function of individual buildings.



Plate 2: Extract of a 1962 aerial photograph © Historic England

- 3.4.8 The Davy Foundry continued to operate on the site until the 1980s. Whilst the Site has not undergone significant redevelopment since this date, the outbuildings have undergone alteration through the addition of concrete blockwork and new openings.

3.5 Summary of Potential Heritage Constraints

Designated Heritage Assets

- 3.5.1 Only one designated heritage asset is located in close proximity to the Site, Elsecar Conservation Area. The asset is of high heritage significance. This HEDBA concluded that the conservation area

will require further assessment in order to determine how the Site currently contributes to its setting, and the potential impacts of the proposed redevelopment.

Non-Designated Heritage Assets

Built Heritage

- 3.5.2 The principal building of the former Davy Foundry is considered by Barnsley Metropolitan Borough Council to hold sufficient heritage significance to merit identification as a non-designated heritage asset.
- 3.5.3 The buildings within the Site will require further assessment in order to determine their significance and the potential impacts of the proposed development upon it.

Archaeology

- 3.5.4 Based on the historic environment baseline presented above, the potential for archaeological remains to be present within the Site is as follows:
- A low potential for prehistoric to medieval remains to be present within the proposed redevelopment area. Prehistoric and Romano-British remains would likely be represented by stray finds of low heritage significance. Medieval remains, represented most likely by agricultural activity, are likely to be of low heritage significance;
 - Based on the available historic cartographic evidence, and the upstanding buildings within the Site, there is a high potential for buried remains associated with the post-medieval (19th century) Davy Foundry to be present within the Site. Any such remains would be of medium heritage significance.

4. Statement of Significance

4.1 Introduction

- 4.1.1 The following section assesses the heritage significance of heritage assets which have been identified as potentially sensitive towards change within the Site in Section 3 above.
- 4.1.2 In accordance with Step 2 of Historic England's GPA 3 (2017) the following section assesses whether, how and to what degree the settings of the identified heritage assets contribute towards their significance. The assessment goes on to state the contribution of the Site towards that setting.

4.2 The Former Davy Foundry

Building Description

- 4.2.1 As outlined in paragraph 2.2.12, site inspection of existing buildings within the Site was limited to external areas only due to H&S concerns. For ease, the buildings within the Site have been subdivided into the principal building and outbuildings as illustrated on Figure 1.

Principal Building

- 4.2.2 The principal building occupies the north east corner of the Site and is orientated roughly east/west. It is orientated to Foundry Street.
- 4.2.3 The principal building comprises a 19th century two-storey four bay rendered brick structure. Rectangular openings are present at ground floor, with blocked doorways at both front (north; Plate 3) and rear (south; Plate 3) elevation. Semi-circular window openings are present at first floor to both front and rear, with stone sills (Plate 4). A former door opening is present at first floor level at the western gable end with evidence of a now removed external stair (Plate 3).
- 4.2.4 The northern elevation, facing Foundry Street, has recessed bays and a decorative stringcourse beneath first floor openings. Iron rainwater goods survive in places.
- 4.2.5 Exterior inspection shows the building in poor state of repair with windows shattered, holes in the roof (Plate 4) and cracks in the brickwork.



Plate 3: Principal Building viewed from the northwest



Plate 4: Principal building northern elevation western most bay



Plate 5: Eastern elevation of principal building, showing crack in brickwork and render

4.2.6 Whilst the interior was not inspected, the broken door in the rear (southern) elevation shows extensive fire damage.



Plate 6: View into the interior of the principal building at ground floor level

Outbuildings

4.2.7 Outbuildings occupy the majority of the Site as illustrated on Plate 2. They are set back from

Foundry Street beyond an area of grass/scrub and the principal building. These comprise a collection of late 19th and 20th century former outbuildings and workshops. They are constructed of a variety of materials including brick, corrugated iron sheets and timber. Roofs are in poor condition throughout.

- 4.2.8 Whilst not internally accessed, evidence of concrete floors and 20th century blockwork and internal alteration was identified through openings present on the buildings. Based on these observations, the buildings have very low integrity of historic fabric.
- 4.2.9 No evidence of original fittings or machinery demonstrating the historic function of the buildings were observed.



Plate 7: Outbuildings/workshops viewed from the north west



Plate 8: Outbuilding attached to principal building viewed from the south



Plate 9: Corrugated iron structure in southern portion of the Site



Plate 10: Shot of the workshops showing concrete floor and 20th century blockwork

Heritage Significance

4.2.10 This section addresses the heritage interest/significance of the former foundry in the Site. The surviving outbuildings and workshops are in a very poor condition, and are not considered to represent buildings meriting identification as non-designated heritage assets. They are not further discussed in this section.

Historic Interest

4.2.11 The historic interest of the foundry is principally derived from its late 19th century origins and the importance of iron working in Elsecar during this period. It is an illustrative remnant of the iron working industry originally established by the Fitzwilliam family in the 18th century, which later developed away from the central control of the family, leading to the establishment of independent foundries (such as this one) in the late 19th century.

4.2.12 The foundry played an important communal role in employment and continued industrial economy of late nineteenth century Elsecar.

Architectural Interest

- 4.2.13 Architecturally the principal building is of limited interest, its design is of typically utilitarian and unremarkable design reflective of its function. There are a small number of architectural details of interest including the stringcourse and semi-circular window openings both at first floor level and the division of the northern elevation into bays. The building is industrial in character and generally well-proportioned, although it should be noted much of the architectural detailing has been lost due to the cover of the building in render.
- 4.2.14 Due to the building being vacant for a number of years it is now in poor condition, with most windows smashed, roof collapsing and evidence of substantial internal fire damage.
- 4.2.15 Due to the substantial alterations to the outbuildings throughout the 20th century, their overall poor structural condition, and lack of machinery or infrastructure associated with their earlier use, the buildings are considered to detract from the architectural interest of the principal building.

Archaeological Interest

- 4.2.16 The archaeological interest of the former foundry derives from the potential for archaeological remains surviving below ground associated with its former function and use. If present, this archaeological evidence would give further insight into the important iron working legacy of Elsecar during the 19th century.

Conclusions

- 4.2.17 Historic England's *Listing Selection Guide: Industrial Buildings* (2017c) sets out considerations with regards to the significance of industrial buildings and this has been reviewed within regard to the Site. Having reviewed the information, the Site is not considered to be of a level of interest/significance that would warrant national designation.
- 4.2.18 The former foundry buildings are of unremarkable design in the national context and do not display any architectural or industrial innovation. The construction is of standard design and no fittings or machinery demonstrating the historic function of the buildings were observed. This includes the insertion of concrete block work, installation new doors and windows, and the alteration of interior spaces.
- 4.2.19 This HEDBA recognises that the principal foundry building, retains a level of interest for the reasons outlined above, and merits identification as a non-designated heritage asset of low heritage significance. The Site has been subject substantial internal alterations and the buildings are in very poor structural condition. Consequently, they do not resemble the original, structural and functional layout as existed at the time of the foundry's construction or operation. In its current character and appearance, the heritage interests of the Site are best understood through cartographic, historic and documentary sources, moreover, its legibility within the landscape is poor.

4.2.20 Due to the changes outlined above and overall poor condition of the buildings, it is considered that only the principal former foundry building merits identification as a non-designated heritage asset of low heritage significance. The associated outbuildings in their current condition are considered to detract from the heritage significance of the principle building and, therefore, do not merit identification as non-designated heritage assets in their own right.

4.3 Elsecar Conservation Area

4.3.1 Elsecar Conservation Area was designated in January 1974 by the former West Riding County Council, centred on Wath Road and Fitzwilliam Street. In 2009 a Conservation Area Appraisal was produced, and in either 2022 or 2023 the Conservation Area was extended to include a large area to its northwest, including the Site, which had previously lay beyond the northern boundary of the Conservation Area.

4.3.2 A full appraisal of the conservation area's character and appearance can be found in both the *Elsecar Conservation Area Appraisal* (Barnsley Metropolitan Borough Council n.d.) and the *Draft Elsecar Conservation Area Appraisal and Management Plan* (Purcells 2022). It is recommended that these documents be read in conjunction with this HEDBA.

4.3.3 The key defining features of the Elsecar Historic Core Character Area are summarised as:

- 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; and
- Spaces between buildings allow views of rear gardens and the landscape beyond.

- 4.3.4 In addition, the public realm, boundary treatments and surviving historic building stock all form an important part of the overall character and appearance and thus contribute to the heritage significance of the Elsecar Conservation Area. They contribute to both the historic and architectural interest by reflecting the 18th and 19th century development of Elsecar as an important coal mining and iron working town managed through the Fitzwilliam's Estate.

Contribution of the Site to the Heritage Significance

- 4.3.5 The principal building of the former foundry is identified as a NDHA by both this HEDBA and the LPA.
- 4.3.6 The buildings within the Site survive in a vacant, derelict and poor condition and are of limited visual interest. This is reflected within the *Draft Elsecar Conservation Area Appraisal and Management Plan* which notes that “*a number of structures survive in a derelict condition [within the Site] and in their present condition are detrimental to the Conservation Area*”, and that the principal building “which if restored could form the focus of a new development” (Purcells 2022).
- 4.3.7 Consequently, this report considered that the Site in its current condition, due to the dilapidated nature of the buildings, its overall overgrown nature, and lack of recognisable machinery or infrastructure associated with its former function as a foundry is of low heritage significance. The Site makes a detrimental contribution to the heritage significance of Elsecar Conservation Area, as expressed through its character and appearance.
- 4.3.8 The Site features in views from open space to the south and from the area south of Elsecar Station to the north of the Site, these views are not considered to make a key contribution to the appreciation of the significance of the conservation area.
- 4.3.9 The Site does not feature in any key views of the conservation area appraisal.

5. Statement of Impact

5.1 Introduction

5.1.1 This section sets out a description of the redevelopment and provides an assessment of impact with regards to the works undertaken.

5.1 Redevelopment Overview

5.1.1 The proposed redevelopment of the Site comprises:

- Site clearance, including the demolition of the existing buildings;
- Construction of a new office building in the location of the principal foundry building;
- Access afforded off Foundry Street and establishment of a car park in the southern extent of the Site;
- Excavation for associated drainage and services; and
- Landscaping south of the proposed car park.

5.2 Assessment of Redevelopment

5.2.1 The new office building is proposed to be situated within the north-eastern part of the Site, fronting onto and orientated with Foundry Street, with car parking to the rear (south).

5.2.2 The new building will be two-storey in height and constructed of red brick with a natural slate roof, in utilitarian style. Architectural detail will be limited to a single black stone band beneath the first-floor windows. The windows will follow the design of the former principal foundry building, with semi-circular openings and black frames.

5.2.3 The overall design of the building is utilitarian in character and is considered to take design inspiration from the existing and historic building stock. The plan is informed by historic arrangements of the Site, placing the new building within the footprint of the former principal foundry building.

5.3 Impact upon the identified Heritage Assets

The Former Davy Foundry

5.3.1 The proposed redevelopment would directly impact upon the principal building of the former foundry through its demolition, which comprises a non-designated heritage asset of low heritage significance.

5.3.2 The demolition of the building would result in its total loss of significance.

Elsecar Conservation Area

- 5.3.3 The proposed redevelopment would result in a change in a small part of the conservation area, which in its current condition makes a negative contribution to its heritage significance through its overall character and appearance.
- 5.3.4 The loss of the principal foundry building and its replacement with a building of heritage led considerate design, reflects a change to the conservation area. The design of the new office building is considered in keeping with the industrial character of the Site; it respects and reflects characteristics which contribute to the character and appearance of the urban form of the conservation area. This ensures the overall character and appearance of the conservation area is preserved.
- 5.3.5 The clearance of the outbuildings in the central and southern portions of the Site offer an opportunity for enhancing the conservation area through the removal of a brownfield area, previously in industrial use, comprising derelict outbuildings of no visual interest which negatively contribute to the conservation area. The proposals would introduce an area of hardstanding in the form of a car park and beyond that an area of soft landscaping. These would make a neutral contribution to the overall Conservation Area. The replacement of an area of negative contribution with one which makes a neutral contribution is considered an enhancement to the heritage significance of the Elsecar Conservation Area expressed through its character and appearance.
- 5.3.6 Whilst this assessment recognises that the proposed redevelopment would appear in views from open space to the south of the Site and from the area south of Elsecar Station to the north of the Site, its appearance is not considered to result in harm. The overall design draws inspiration from the surrounding townscape and would contribute to the regeneration of this area by improving the overall appearance through the removal of an area which provides a negative experience of the Conservation Area.
- 5.3.7 Overall, it is considered that the redevelopment takes the opportunity to both preserve and enhance those elements which positively contribute to townscape, whilst reinvigorating the Site and enhancing the quality of the street scene which in turn positively benefits the experience and views across the conservation area. Consequently, no harm to the significance of Elsecar Conservation Area has been identified as part of this report.

Archaeology

- 5.3.8 Any direct physical impact to archaeological remains within the Site, if/where present, would primarily result from demolition and construction related groundworks. On-site activities which are likely to affect the archaeological resource would be associated with:
- Demolition of the existing buildings;
 - Stripping and clearance works;

- Construction groundworks;
- Landscaping

5.3.9 The works listed above would result in loss of the existing buildings and the disturbance to, or loss of, any buried archaeological remains, that may be present within their footprint, resulting in the total and/or partial loss of their significance. The extent of the impact on buried remains would be dependent on the depth of the proposed excavations, and on the level of survival of archaeological deposits. Any adverse effects on buried archaeological resource would be permanent and irreversible in nature.

5.3.10 As stated above any archaeological features present within the Site are considered unlikely to comprise remains of the highest significance (i.e. equivalent to Scheduled Monuments) and any remains are also likely to have been impacted by previous disturbance. It is therefore considered that the potential archaeological resource within the Site would not require preservation in situ and any impacts could be appropriately mitigated through preservation by record.

6. Conclusion

- 6.1.1 This assessment has utilised a range of sources, in line with industry guidance, to identify heritage assets which could be affected by the proposed redevelopment. Any effects of the redevelopment upon the significance of heritage assets will be a material consideration in the determination of the planning application.

Designated Heritage Assets

- 6.1.2 This HEDBA has concluded no harm to Elsecar Conservation Area, through the change posed by the redevelopment. The proposed redevelopment as a whole is considered to preserve the overall character and appearance of the conservation area, through the removal of elements which would make a negative contribution to significance, and preserving those which make a positive contribution to its character and appearance.
- 6.1.3 As the assessment has identified no harm, therefore, the proposals are considered to accord with the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 and comply with the NPPF and local planning policy, in respect to designated heritage assets.

Non-Designated Heritage Assets

- 6.1.4 The demolition of the non-designated principal former foundry building within the Site will result in a complete loss of its significance and associated harm. In line with paragraph 203 of the NPPF, in weighing the application, a balanced judgement will be required having regard to the scale of loss and the significance of the heritage asset.
- 6.1.5 Regarding archaeological potential, this HEDBA has concluded there is a low potential for medieval remains relating to agricultural activity and a high potential for buried remains associated with the post-medieval foundry to be present within the Site. Any such remains would be of medium heritage significance. Any effects of this development upon the significance of the buried archaeological resource will be a material consideration in the determination of the planning application.

Recommendations

- 6.1.6 Whilst the archaeological resource is not considered a constraint to the proposed redevelopment, this HEDBA has concluded that a programme of archaeological works, comprising archaeological monitoring and recording of demolition and construction groundworks, is likely to be required.
- 6.1.7 Due to the poor structural condition of the non-designated principal foundry building, a pre-demolition historic building recording is considered unsafe and unlikely. To preserve the building by record, a structural watching brief during its demolition is recommended, supplemented by archival research.
- 6.1.8 All works outlined above would need to be agreed through consultation with Barnsley Metropolitan Borough Council.

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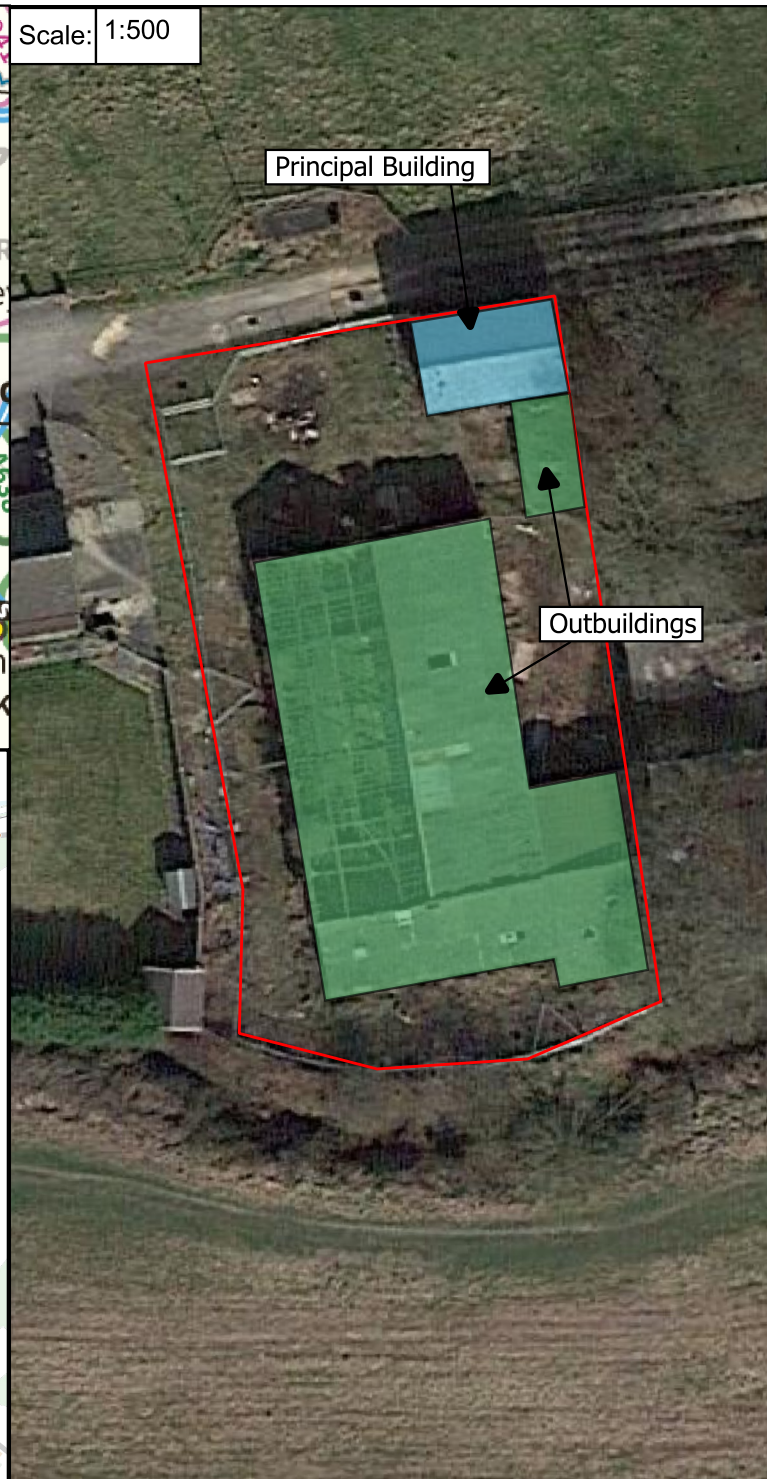
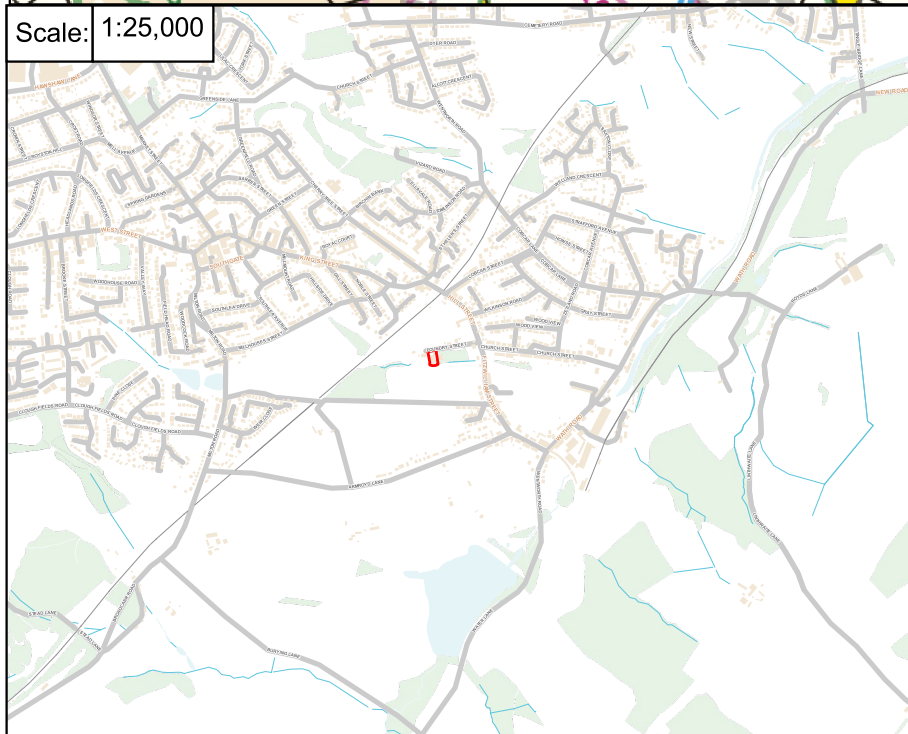
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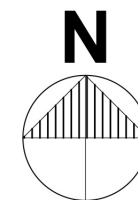
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Figures



Key

 Site Location



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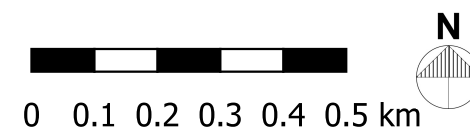
Former Foundry, Foundry Street, Elsecar - Historic Environment Desk-Based Assessment

Figure 1: Site Location

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Key

- Site Location 
- Elsecar Conservation Area 

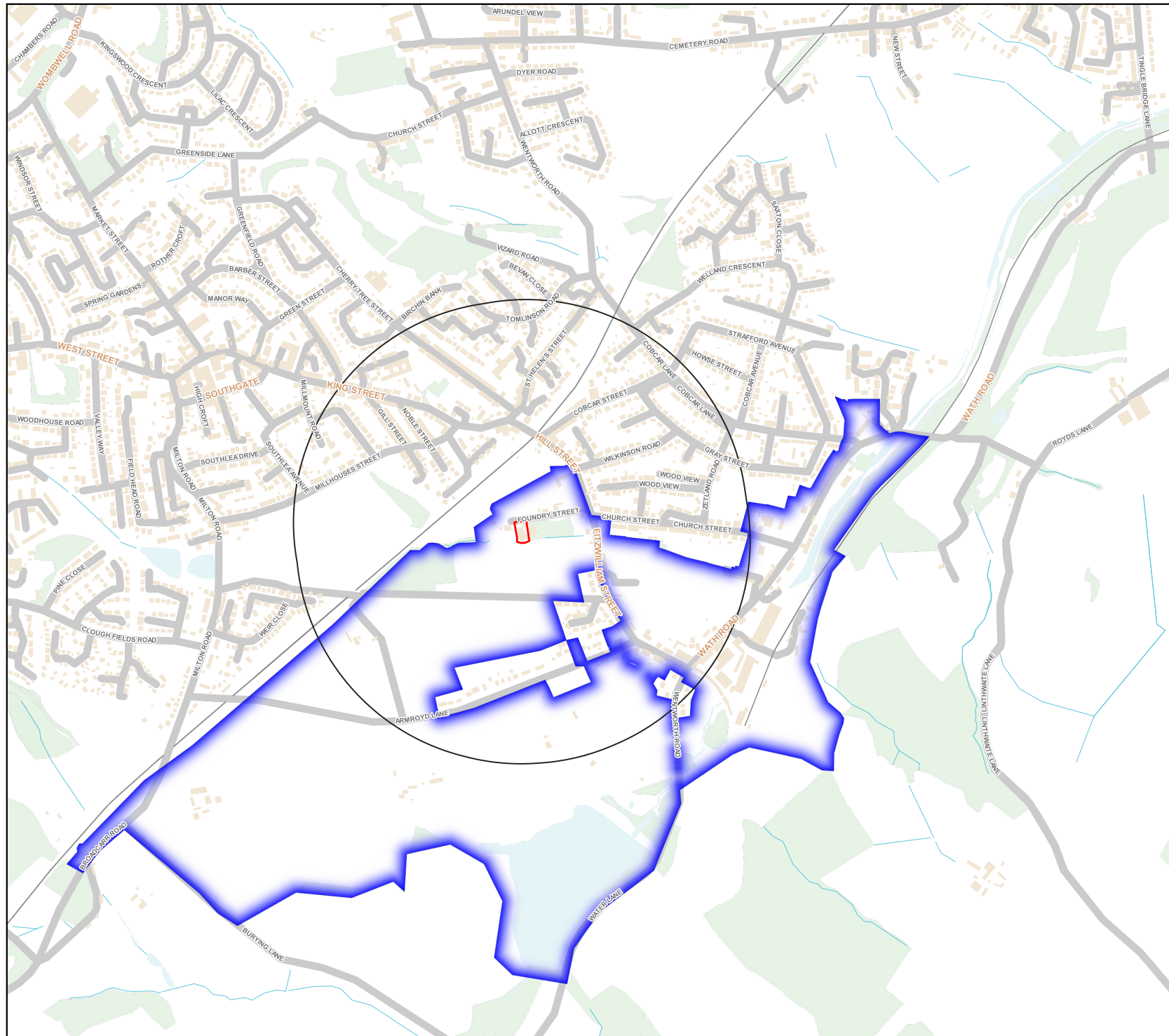


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Former Foundry, Foundry Street, Elsecar - Historic Environment Desk-Based Assessment

Figure 2: Elsecar Conservation Area and Proposed Extension

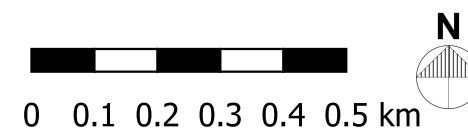
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Key

- Site Location
- Outer Study Area
- Monuments by Period
- Medieval ●
- Post-Medieval ●

South Yorkshire Historic Environment Data
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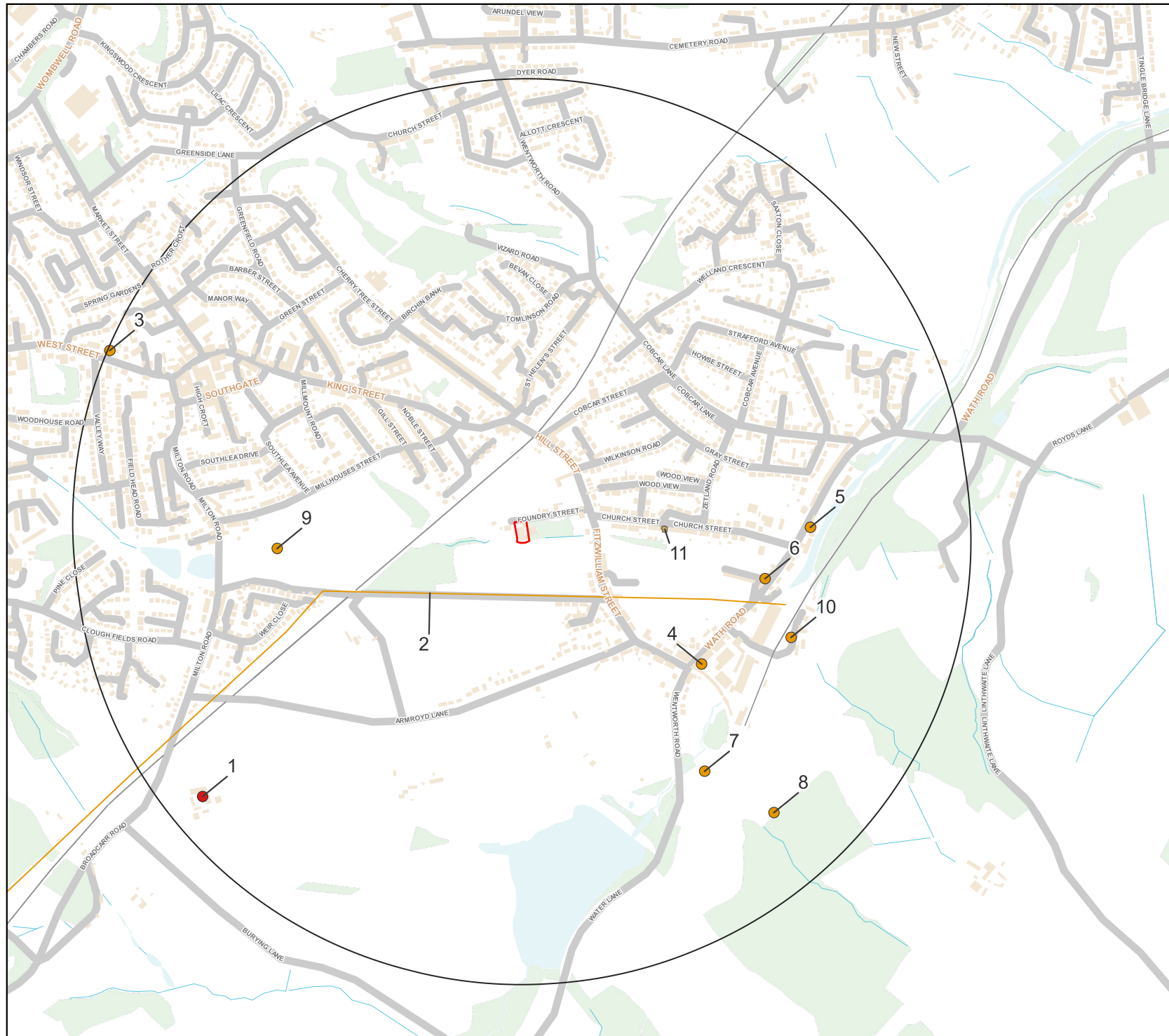


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Former Foundry, Foundry
Street, Elsecar - Historic
Environment Desk-Based
Assessment

Figure 3: SYHER Monument Data

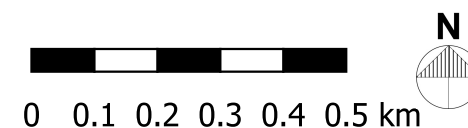
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Key

- Site Location 
- Outer Study Area 
- Events 

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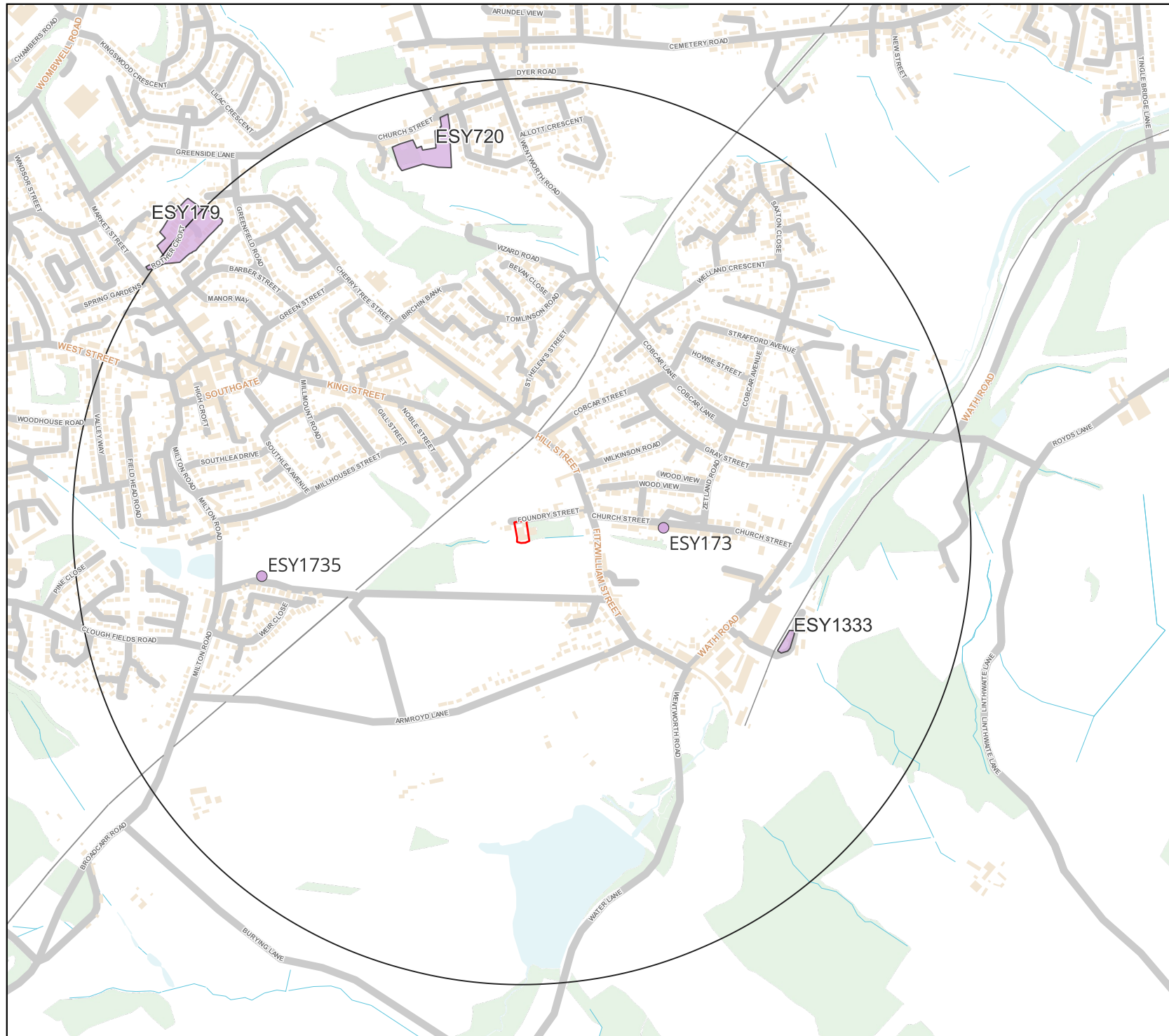


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Figure 4: SYHER Event Data

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Appendix 1: Regulatory and Policy Context

Introduction

There is national legislation and guidance relating to the protection of, and development on, or near, important archaeological sites or historical buildings within planning regulations as defined under the provisions of the Town and Country Planning Act 1990. In addition, local authorities are responsible for the protection of the historic environment within the planning system. The following policies are considered to be of relevance to the Site and the proposed scheme.

Ancient Monuments and Archaeological Areas Act 1979

Scheduled Monuments and Areas of Archaeological Interest are afforded statutory protection under the Ancient Monuments and Archaeological Areas Act 1979 (as Amended) and the consent of the Secretary of State (Department for Digital, Culture, Media and Sport), as advised by Historic England, is required for any works.

Planning (Listed Buildings and Conservation Areas) Act 1990

Works affecting Listed Buildings or structures and Conservation Areas are subject to additional planning controls administered by LPAs under the Planning (Listed Buildings and Conservation Areas) Act 1990. In considering development which affects a Listed Building or its setting, the LPA 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 (Section 66). In considering Conservation Areas the planning authority has a general duty to give special attention to the desirability of preserving or enhancing the character or appearance of that area (Section 72).

The statutory criteria for listing are the special architectural or historic interest of a building. Buildings on the list are graded to reflect their relative architectural and historic interest (DCMS, 2010a, para 7, page 4):

- Grade I: Buildings of exceptional interest;
- Grade II*: Particularly important buildings of more than special interest;
- Grade II: Buildings of special interest which warrant every effort being made to preserve them.

Historic England is a statutory consultee in relation to works affecting Grade I/II* Listed Buildings.

National Planning Policy Framework

Section 16 of the National Planning Policy Framework (NPPF) sets out the Government's current planning policy in relation to conserving and enhancing the historic environment. The key requirements are summarised below.

Applicants are required to provide proportionate information on the significance of designated and

non-designated heritage assets affected by the proposals and an impact assessment of the proposed development on that significance. This should be in the form of a desk-based assessment and, where necessary, a field evaluation (NPPF, 189).

LPAs are required to take into account the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring; the desirability of new development making a positive contribution to local character and distinctiveness; and opportunities to draw on the contribution made by the historic environment to the character of a place (NPPF, 185/192).

In determining planning applications, great weight should be given to the conservation of designated heritage assets - World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields or Conservation Areas designated under the relevant legislation (NPPF, 193/194).

In weighing applications that affect directly or indirectly the significance of a non-designated heritage asset, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (NPPF, 197).

LPAs should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their significance and the impact, and to make this evidence publicly accessible and any archives deposited with a local museum or other public depository (NPPF, 199).

Local Plan

The Barnsley was adopted Metropolitan Borough Local Plan in full by the Council in January 2019.

The following historic environment policy are considered to be relevant to the Site:

- Policy D1 High Quality Design and Place Making;
- Policy HE1 The Historic Environment;
- Policy HE2 Heritage Statements and general application procedures;
- Policy HE3 Developments affecting Historic Buildings;
- Policy HE5 the Demolition of Historic Buildings;
- Policy HE6 Archaeology.

Appendix 3: Gazetteers

Table 3:Gazetteer of Designated Heritage Assets

Name	Designation
Elsecar Conservation Area	Conservation Area

Table 4:Gazetteer of SYHER Monument Data

Ecus Reference	SYHER Reference	Record Type	Name	Ecus Period
1	MSY5380	Building	Medieval Aisled Barn, Alderthwaite, Hoyland Nether	Medieval
2	MSY12513	Monument	Route of Thorncliffe to Elsecar tram/rail way and inclined plane	Post-Medieval
3	MSY5384	Building	Woodhouse Farm, Hoyland Nether	Post-Medieval
4	MSY7032	Building	Elsecar Workshops, Hoyland Nether	Post-Medieval
5	MSY6091	Monument	Elsecar Corn Mill, Hoyland Nether	Post-Medieval
6	MSY7042	Building	Late 18th Century Worker's Cottages, Hoyland Nether	Post-Medieval
7	MSY7044	Monument	Footrill Mine Entrance, Hoyland Nether	Post-Medieval
8	MSY5678	Monument	Elsecar Footrill (?air shaft), Hoyland Nether	Post-Medieval
9	MSY13225	Monument	Site of Milton Ironworks, Hoyland	Post-Medieval
10	MSY5662	Building	Elsecar Colliery Newcomen-type Engine, Hoyland Nether	Post-Medieval
11	MSY12371	Monument	The Wesleyan Reform Church (Demolished), Church Street, Elsecar	Post-Medieval

Table 5: Gazetteer of SYHER Event Data

SYHER Reference	Record Type	Name
ESY173	Building Recording	Photographic Survey of Elsecar Wesleyan Reform Church, Elsecar
ESY1735	Site Observations	Milton Works, Elsecar
ESY179	Evaluation	Archaeological Evaluation of Land at Market Street, Hoyland
ESY720	Evaluation	Archaeological Evaluation, Church Street, Jump
ESY1333	Building Recording	Building recording of Elsecar Newcomen-Type engine and survey of environs

