



Heritage Statement:

Proposed Demolition
And Newbuild,
46 Foundry St, Elsecar,
Barnsley S74 8EQ

Value Added Design
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Introduction

This Heritage Statement is submitted in support of an application for the proposed demolition of a detached brick bungalow and detached single storey garage, both of late C20 construction, and erection of replacement 4-bedroom house at 46 Foundry St, Elsecar, Barnsley S74 8EQ. The proposals seek to replace the modest and visually unremarkable existing bungalow, with a purpose-built 2-storey property, that utilises more of the ample plot to provide a much greater level of family accommodation.

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

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

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



Site Plan

Site History

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

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

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

With Elsecar standing just a mile from Wentworth Woodhouse (the largest privately-owned house in Britain), the Earls regarded Elsecar as an estate village and took a strong interest in local affairs. Thanks to the patronage, investment, and direction of the Earls Fitzwilliam, the wealthy owners of Wentworth Woodhouse, Elsecar was an early planned industrial village, shaping Elsecar in the later 18th and 19th century with the development of mining and ironworking industries and the construction of associated buildings like the Earl's Workshops (now the Heritage Centre), forges, a distillery, along with the provision of high quality worker's housing, school, church, and allotments, forming much of the present core of the village.

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



Ordnance Survey map of c1855

This early street would go on to be developed shortly after, with the development of a large complex on the south side of the road, located directly southeast of the future application site.

from which the modern street name derives. As illustrated on the Ordnance Survey map of 1949, the area still called 'Stubbin Bottom' now indicates the iron foundry buildings to the south, and the train station to the north, however no development is indicated to the western end of the street where the application building will ultimately be built. It is known that the foundry operated from 1869 to 1980 as the Davy Iron Foundry, which produced mantel pieces, ranges, palisading and gates, as well as numerous industrial castings, and it is notable that many manhole covers bearing the Davy name, can still be found around the Conservation Area.



Ordnance Survey map of c1906

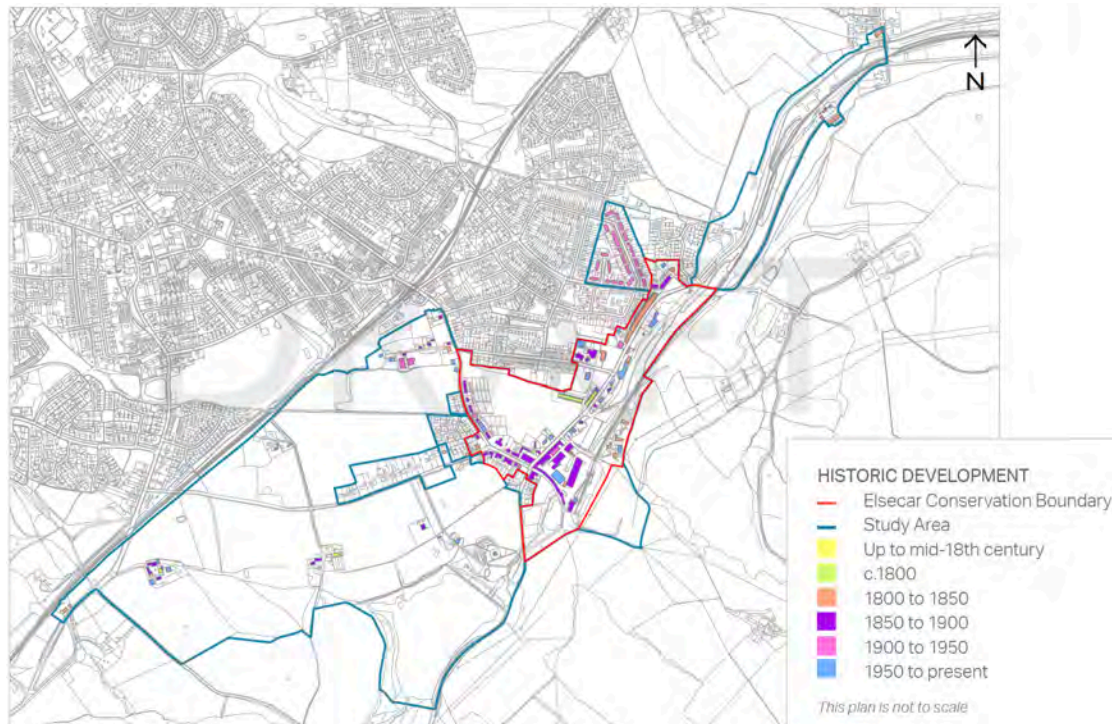
Elsecar suffered in the 1980's due to the closure of collieries and the uncertainty that followed, with the village falling into decline. The last colliery in Elsecar closed in 1983 and a few months later, just a mile along the canal from the village centre, the Miners' Strike began. This deindustrialisation,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

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



Conservation Area

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



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

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

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



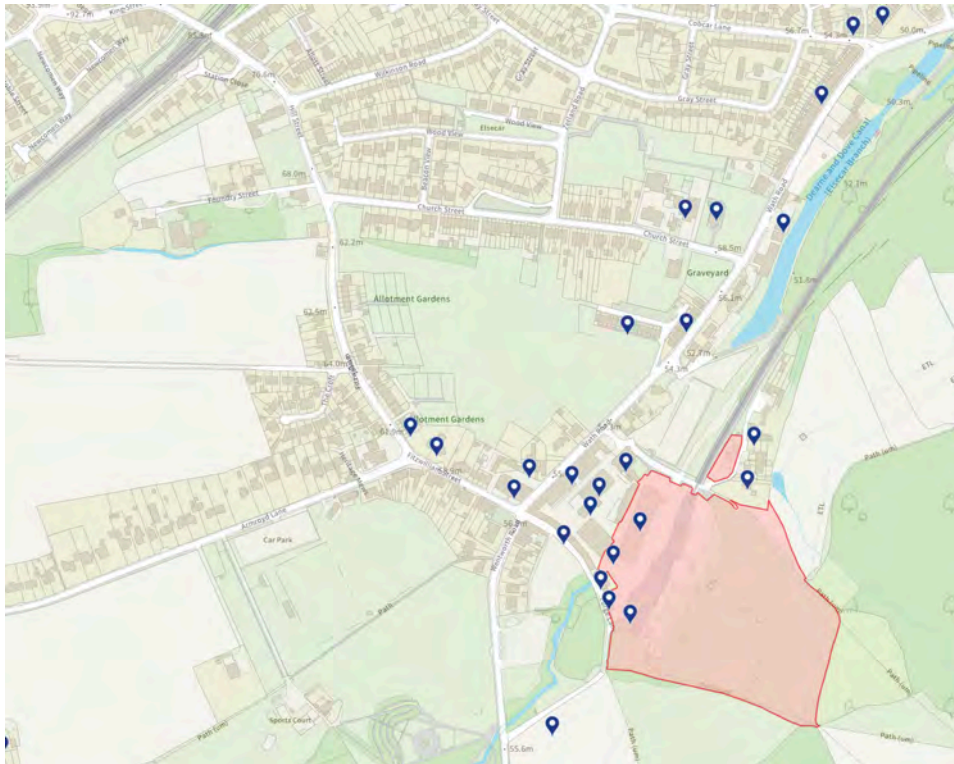
Modern Extents Of Elsecar Conservation Area (Green Hatched Area)

Listing

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

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

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



Listed Buildings In Elscar

The proposal

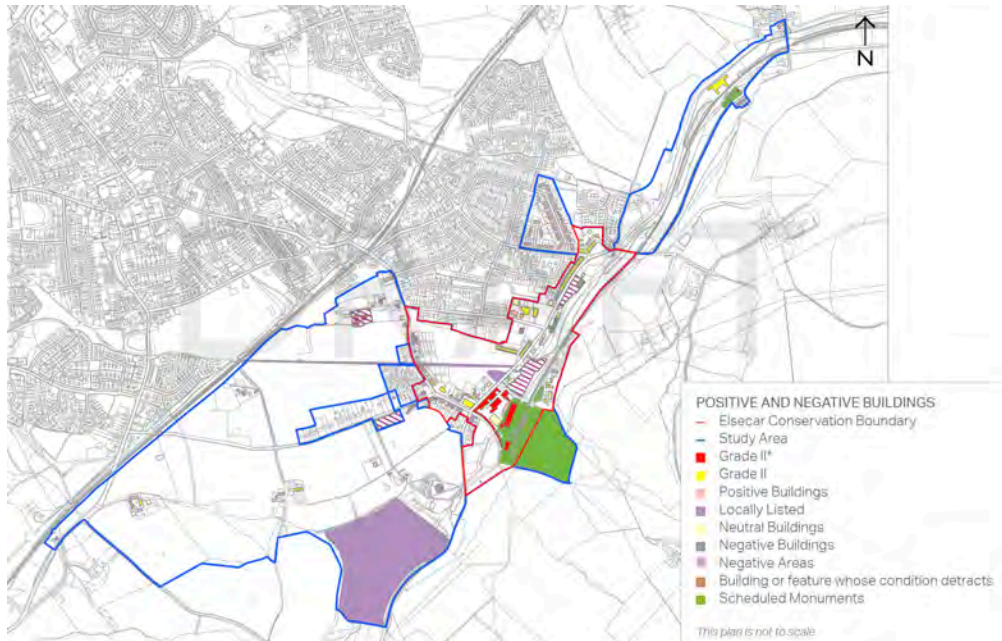
The application site currently comprises an existing late C20 detached brick bungalow, in a simple rectilinear form (approximately 7.5 x 11.3m), with a slate roof and UPVC windows and doors, along with a detached garage to the south (approximately 6 x 3m), of painted concrete block construction and monopitched roof. These existing buildings are positioned to the northeast of the large plot, with the bungalow positioned approximately 7m away from the site entrance from Foundry Street.



Existing Buildings As Seen From Foundry Street

As highlighted in the Site History, the existing buildings are relatively modern late C20 additions to the site, with the application plot having historically remained vacant agricultural land, and as outlined in the Conservation Area section of this document these existing building have limited to negligible historical or architectural contribution on the character of the Conservation Area. On this basis, it is unclear as to why the application building was incorporated into the revised conservation area demise, and it is likely simply to control development in this area to prevent an intensification of the built environment in this area. It is noted that, although included within the

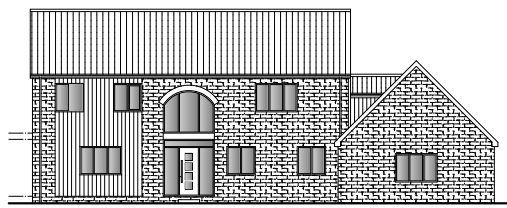
Conservation Area extents, the Elsecar Conservation Area Appraisal indicates that the existing application buildings are considered of neutral contribution to the character of the Conservation Area, as indicated on the 'Positive and Negative Buildings Plan' contained within Section 7. Furthermore, it is noted that the neighbouring foundry site, which likely influenced the reason for the sites inclusion within the revised Conservation Area, is actually considered within the Historic England and Barnsley Council Appraisal to have a negative contribution and be a 'building or feature whose condition detracts' from the character of the Conservation Area. As such, it can be assumed that the former foundry, while a historic building within the context of the application site, it is likely that these structures will either be demolished or significantly developed, given this designation. Therefore, despite, the relationship between the application building and these structures being of consideration, there is no meaningful impact on the heritage asset to note resulting from further developing the application site.



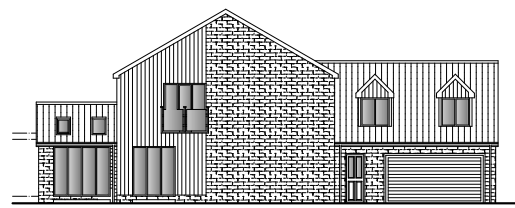
Positive and Negative Buildings Plan, Elsecar Conservation Area Appraisal

The proposals seek approval to demolish these modest and visually unremarkable existing buildings, in order to erect a more suitable replacement purpose-built property, that utilises more of the ample plot to provide a much greater level of family accommodation over 2-storeys. With the application building recognised as being of neutral contribution in character, and of very limited historical significance due to their modern construction, the principle of their removal should not be viewed as contentious, or impactful on the wider character of the Elsecar Conservation Area.

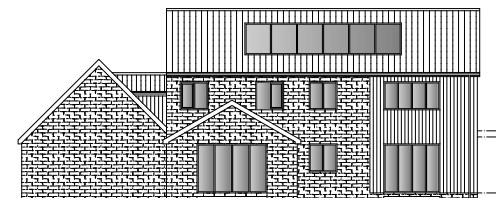
The 4-bedroom replacement house is designed with a spacious entrance hallway facing the site access on Foundry Street, accessed through a large glazed 'cart opening', spanning both floors and referencing both industrial and agricultural elements seen elsewhere in the area. The ground floor sees a generous lounge to the south, and open plan kitchen / dining area to the north, and smaller office and utility to either side of the hall to the east. The projecting garage to the northeast corner is connected to the dwelling, with access internally from within the kitchen, and a separate staircase leading to a more private bedroom suite within the lower roof of this element. At first floor, within the main block of the proposed building, the southern half of the property comprises an ample master suite with large glazing elements to the southwest corner to take advantage of views, and the family bathroom and dressing to the eastern side. The northern half of the property comprises two additional rooms.



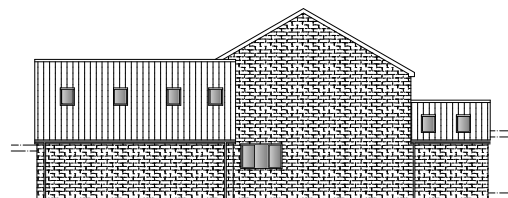
FRONT ELEVATION (EAST)



SIDE ELEVATION (SOUTH)



REAR ELEVATION (WEST)



SIDE ELEVATION (NORTH)

Proposed Elevations

The 'L'-shaped plan of the dwelling, creates a courtyard feel to the front of the development, which is appropriate given the sites position book-ending the western end of Foundry Street. The drawings indicate the majority of the structure is to be stone, with slate roof tiles, with interest added to parts of the elevation with grey timber (or UPVC) cladding. The dominant material in Elsecar is stone walls and slate tiles, both in the historic worker cottages and larger modern dwellings, so this would be considered appropriate, with the use of timber cladding within the village significantly less frequently seen (however, used locally for similar newbuild properties, as outlined below). The proposals predominantly utilise traditionally proportioned windows throughout, with more modern floor to ceiling glazing elements in selected areas including a balcony off the master suite, carefully positioned to allow for improved views over the open countryside to the southwest, while not creating a discordant public facing elevation to the east. All windows appear drawn as punched openings, without header or cill details, which itself is somewhat reflective of the common appearance of utilitarian agricultural buildings. There are a series of rooflights proposed for secondary lighting of first floor rooms, and the separated bedroom suite above the garage introduces a pair of dormers within the roof to provide light and outlook to this accommodation.

The proposed replacement dwelling is certainly of a larger scale than the existing bungalow, however, with a proposed height approximately 8.2m it would only be approximately 2.7m higher than the existing ridge height of 5.5m, or 0.5m higher in the case of the garage. Additionally, it is acknowledged that the proposal for a two-storey dwelling is replacing a particularly small scale existing one-and-a-half storey building, and this difference would be even less pronounced compared to other surrounding two storey dwelling common in the area. It is notable that the application building is something of an anomaly within the conservation area, particularly within the character area of the historic core, where the majority of properties are recorded as being historic two-storey worker houses. Furthermore, it is understood that this application is a resubmission of an earlier proposal for the site, in which additional accommodation was sought within the roof, creating a second floor, resulting in a steep roof with an unusually high ridge line that appeared out of character with the prevailing dwelling heights of the area. In that context, the reduction of the scheme to an entirely two-storey dwelling and lowering the ridge height accordingly is welcomed, and though a relatively large building footprint proposed, it is notable that the height of the building now proposed remains fairly consistent with many other properties in the vicinity.

Nevertheless, it is identified that the proposed footprint of the building at approximately 192m² (a large percentage of which is the significantly larger garage approximately 55m²), is notably larger than the combined footprint of the existing dwelling and garage, which is approximately 102.75m². The difference in overall footprints between exiting an proposed, 90m², is greater than the footprint of the existing bungalow alone at 85m².



The proposed development represents a balanced appearance of traditional and modern elements, with a reference to the areas industrial and agricultural past, and as such can be considered of greater architectural interest than the existing low quality bungalow present on site. However, it is evident that the proposed style of building is something of a departure from the style and appearance of surrounding properties, particularly the neighbouring bungalow, but also some of the modest historic worker houses forming much of the historic core of Elsecar. The applicant notes that the detail of the proposed property was drafted to compliment the surrounding new build dwellings to the north, and especially the proposed 2 No. newbuild dwellings proposed just off the entrance to Foundry Street (Land at Hill Street, Elsecar, Barnsley, S74 8EF - 2021/0313), which is still an extant approval (approved 13 April 2022) and could begin construction at any time. It is noted that these properties do share design characteristics with the proposed replacement dwelling on the application site and having been approved in more prominent positions within the Conservation Area, are indicative that the more modern elements of the scheme, along with scale of property can be accommodated without harm to the Character of the Conservation Area.

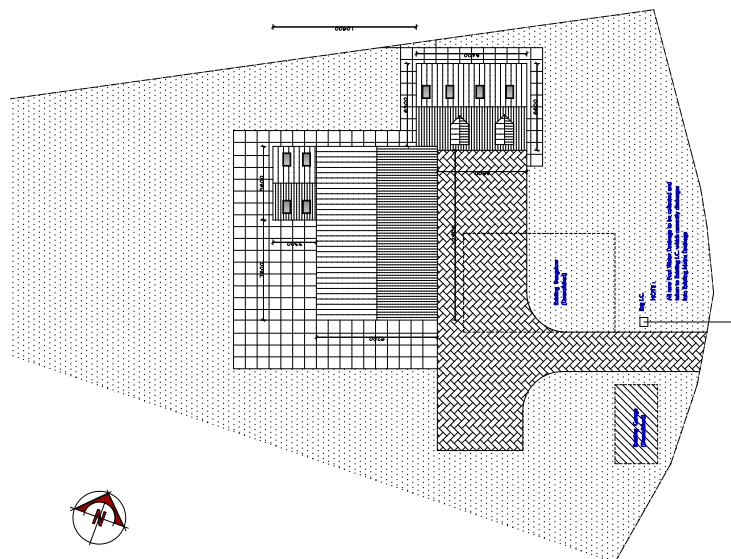


Newbuilds Along Station Close



Proposed 2 No. Newbuild Dwellings 2021/0313

The proposals, while increasing the developed area within the site, will occupy only a small percentage of the overall application site, and as such will retain it's pleasant open character within the conservation area. The siting of the replacement building remains to the north and slightly east of the plot, and although it has been positioned slightly more central within the plot than the existing bungalow (approximately 13.4m west of the existing structure, and 24m back from the western boundary) the site retains open amenity to the south and west, where the site adjoins open agricultural landscape. This new positioning in turn provides the opportunity for greater landscaping to the front of the property (east) reducing visual impact from Foundry Street.



Proposed Site Plan

The application sites isolated position, forming the most westerly plot book-ending Foundry Street, along with the narrow nature of Foundry Street (3m), and its length (200m) from the more

heavily trafficked Fitzwilliam Street, mean the views to the building are limited to a single narrow glimpse of the building frontage. Additionally, the site has existing significant tree lines to the north, western, and southern boundaries that obscures views from the properties to the north at higher elevations, and the footpath of the former incline plane wagonway 160m to the south.



View To The Site From Fitzwilliam Street

While the replacement dwelling represents an evident increase in development over what is currently present on site, it is assessed that the generous plot can comfortably accommodate a larger dwelling without appearing overdeveloped, and the isolated position of the site at the western extent of Foundry Street along with the extensive existing tree coverage along the site boundaries and the available area formed to the east of the site for increased landscaping, mean any visual impact the development may have on the street scene will be acutely limited.

Conclusion

It is unclear as to why the application building was incorporated into the recently revised conservation area demise, when the late C20 application building has extremely limited historical value and provides no benefit to the character of the conservation area by retaining the existing building form as it currently exists. The demolition of the existing structures on site are not believed to be contentious.

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

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

While the replacement dwelling represents a marked increase in development over what is currently present on site, it is assessed that the generous plot can comfortably accommodate a larger dwelling without appearing overdeveloped, and the isolated position of the site at the western extent of Foundry Street along with the extensive tree coverage along the site boundaries, mean any visual impact the development may have on the street scene will be acutely limited.

The proposals do replicate some traditional elements of the local vernacular and complement other larger modern properties approved in more prominent positions in the sites immediate context. As such, they can be considered to represent an overall improvement to the architectural interest of the site, and its overall contribution to the character of the Conservation Area, above the modern, none-typical bungalow.

Any negative impact resulting from the scale of the scheme are heavily mitigated by the isolated position of the site, along with natural screening provided by existing mature treelines, that limit views to the development area. As such the proposals on balance are considered to have a



positive to neutral impact on the character of the area, and would not be considered to have any appreciable impact on any designated heritage asset.