PROPOSED ALTERATION & REFURBISHMENT OF WORKSHOPS (BUILDING B2)

AT ELSECAR HERITAGE CENTRE

Heritage Statement

Introduction

The National Planning Policy Framework (NPPF) outlines the role planning has in delivering sustainable development. The NPPF has at its heart a general presumption in favour of sustainable development but underpins this with a set of twelve core land-use principles. These core principles include a specific reference to the historic environment and state that planning should:

> 'Conserve heritage assets in a manner appropriate to their significance, so they can be enjoyed for their contribution to the quality of life of this and future generations;'

The application of the principles of *Constructive Conservation* advocated by English Heritage gives us a template for managing change of the historic environment. By implication it embraces the notion that change is inevitable but that carefully managed change can allow the significance of a place and the value it holds for us to remain intact. Principles 3 and 4 of Constructive Conservation advise that:

- Understanding the significance of places is vital
- Significant places should be managed to sustain their values

Policy Context

The NPPF indicates that there is a requirement to include an appropriate level of detail and description of the significance of any heritage assets affected by a proposal. The question of significance for heritage is defined as:

> 'The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.'

Local Planning Authorities (LPA's) are further urged to ensure 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.'

Barnsley Core Strategy

Policy CSP 30 - The Historic Environment advocates that:

Development which affects the historic environment and Barnsley's heritage assets and their settings will be expected to protect or improve:

- The character and/or appearance of Conservation Areas
- The character and/or appearance of Listed Buildings (including any locally listed buildings or buildings of archaeological significance)

The following supporting text of CSP30 makes particular reference to Elsecar and its significance, particularly with regards to the legacy of buildings and structures associated with its industrial past relating to coal mining, metalworking, textiles and glass making.

- Elsecar village (part of the Fitzwilliam Estate) an excellent example of an early industrial hamlet complete with (largely unaltered) miners and foundry workers cottages and an associated complex of workshops.
- The Newcomen atmospheric beam engine which once pumped water from Elsecar Colliery. The engine (built in c.1795) is a designated Scheduled Ancient Monument and is the only engine of this very early type known to be still insitu in the country. The engine has been given National Lottery funding for a full restoration project, anticipated to take two years.

Legislative Context

Under the Planning (Listed Buildings and Conservation Areas) Act 1990, the roadside buildings and attached range along Forge Lane are included on the list of buildings of special architectural or historic interest. A copy of the entry is included in Appendix (i) as is a full list of adjacent / local heritage assets (Appendix ii). Listed Building Consent is therefore required for alteration.

Historic Context

The 4th earl of Fitzwilliam inherited the Wentworth estate from his uncle in 1782 and by the end of 1795 the Elsecar New Colliery had been sunk. By this time the Elsecar ironworks had also been built by John and William Darwin & Co. and were originally situated near outcrops of ironstone towards the back of the centre.

The ironstone was mined close to Elsecar, although the best ironstone came from Tankersley and was brought to the ironworks by horse and cart. Darwin & Co sold pig iron

and made domestic ranges and spouting rails for colliery tramways, window frames and arches which still can be seen on various buildings around the site.

The Elsecar workshops site was further developed during the 19th and 20th century to serve the various industries hosted by the Fitzwilliam estate and then later NCB functions, when it arrived at its existing configuration.

As detailed in the enclosed Elsecar development plan; Elsecar Workshops were built as a central establishment by Earl Fitzwilliam for different trades manufacturing products for his mines. The workshops are now owned by Barnsley Metropolitan Borough Council who purchased them from British coal in 1988. The buildings are now used for retail, offices, manufacturing, museum, heritage and educational uses. The site makes a considerable contribution to the overall character of Elsecar.

Elsecar Heritage Centre and Building 2

The Elsecar Heritage site already contains mixed use of retail, workshops and educational facilities. This proposal for the existing workshops at Building 2 will further enhance the site and provide a viable use for the current derelict building. Moreover, the proposal will allow the council to both repair the building and provide a sustainable new use that will also enhance the setting of this part of the site. The proposal will include retail space / units with a small storage area and small office for BMBC use (please see enclosed plans). The workshops have evolved over the various uses of the site from its original use as part of the Fitzwilliam estate, and later by the NCB. The proposed new use would further mirror the overall change and development of the heritage site.

The buildings that are the focus of the application face Forge Lane and are early red brick two storey structures. They are to the rear of the site adjoining various structures thought to date from the earliest working of iron at Elsecar. As such the building may be older than the brief text of the list description suggests. The building is however in a derelict state. The failure of the roof structure is now affecting the integrity of the outer walls which have lost their structural tie. As a consequence an alarming lean is evident at higher level of the Forge Lane roadside elevation and must be attended to immediately. What is clear is that the integrity and stability of the building will only deteriorate unless immediate action is taken. Due to the failure of the roof structure, significant bowing of the roof ridge members and decay and failure of the roof finish significant structural damage has occurred within. As a consequence the upper floors of the building are beyond economic repair and general replacement of the roof structure and a significant amount of original fabric will be required. The proposals include the construction of new timber rafters and battens supporting via existing timber roof trusses. The existing roofing slate will be scrutinised for possible re use in re-roofing the building. The exterior walls and some of the ground floor internal features survive better and will be retained and conserved in situ. Features worthy of note include original iron windows with glazing bars (presumably made at Elsecar),

various stone dressed heads and cills, full span iron arch and a brick barrel vaulted ceiling within. Detailed discussion over the appropriate methods and materials to be used has been entered into with the Local Authority Conservation Officer. Following this discussion it was agreed that in principle the proposal for conversion and re-use is acceptable. However fairly rigorous conditioning of an approved listed building consent is likely to ensure the historic integrity and significance of the building is maintained. Items discussed included the following and are likely to form the basis for Planning / Listed Building Consent conditions:

1. The mortar mix for re-pointing should be: 1:3 (1 part NHL3.5 lime: 3 parts washed river or grit sand). An alternative slightly tougher faster curing alterative might be : 1:1:6 (1 part NHL3.5 lime: 1 part cement: 6 parts washed river or grit sand). In all cases the mortar should be flush pointed then stippled back to reveal the texture of the aggregate and the arises of the stone blocks creating a gently convex joint to a maximum depth of 3mm. Defective or cement pointing should be raked out by hand. Grinders should not be used in order to avoid overcutting of stone blocks.
2. Archway re build - use reclaimed brick or reclaimed look, not engineered brick, with setback detail from arch. Set back circa 50-75mm – samples to be provided before works commence. Areas of blockwork infill to be replaced with matching brick as forgoing comment.
3. Areas of stone replacement - sandstone - samples to provide. Repaired stonework or shall be constructed of coursed squared sandstone matching the existing in terms of colour, general grain size, type of face dressing, and method of coursing.
4. Window frames - salvage some of existing window frames for archaeological purposes (e.g.metal frame in window opening to Forge Lane - keep in situ and protect). Retain semi-circular window frame over door opening on Forge Lane. All new windows to match existing profile in metal (Crittall) or timber. The proposed new windows and door frames shall be set in at least 75mm in the reveal and decorated in a colour to be agreed (likely holly bush green (BS 4800: 14 C 39) or the equiv. as elsewhere on site). If double glazed windows are insisted upon in areas of lesser sensitivity the units should utilise slim line units with cavities not exceeding 8mm and a genuine through glazing bar arrangement. Mastic / sealant between timber door / window frames and masonry shall be burned sand mastic.
5. Rainwater goods -

a) timber gutters on rise and fall brackets to match existing

b) rainwater goods cast iron or pcc aluminium with traditional hoppers, brackets, stop ends, hardwood bobbins, traditional discharge shoe etc.

6. Roof - welsh slates – with matching ridge bed on mortar
7. Damp proofing of external walls to be continuous with ground slab dpm. Not chemical injection.
8. Brick barrel vault to be retained and repaired in situ.

9. Generally, samples of all new or repaired materials will be required before construction commences.

Mitigation and Justification

All the measures proposed have been carefully considered to ensure any harm to the significance of the building is minimised. However it must be recognised that the building is in an extremely parlous state. Moreover, a sustainable new use will inevitably require alteration to improve the flexibility of the building over simple repair. It is arguable that any change could introduce some harm. However, it is also important to differentiate between serious (substantial) and acceptable (less than substantial) harm. Paragraph 134 of the NPPF advises that:

> '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 securing its optimum viable use.'

Additionally, it is worth reflecting on para 137 of the NPPF which states that:

> 'Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably'

Appendix I

LIST ENTRY SUMMARY

Name: ROADSIDE BUILDING AT ELSECAR HERITAGE CENTRE (FORMERLY NCB WORKSHOPS) WITH ATTACHED RANGE FACING FORGE LANE

LIST ENTRY NUMBER: 1151096

LOCATION: ROADSIDE BUILDING AT ELSECAR HERITAGE CENTRE (FORMERLY NCB WORKSHOPS) WITH ATTACHED RANGE FACING FORGE LANE.

DISTRICT: BARNSLEY

DISTRICT TYPE: METROPOLITAN AUTHORITY

NATIONAL PARK: Not applicable to this list entry.

Grade: II

Date first listed: 04 Dec 1986

Date of most recent amendment: Not applicable to this List entry.

Legacy system Information

Legacy System: LSB

UID: 333894

Asset Groupings: This list entry does not comprise part of an asset Grouping. Asset Groupings are not part of the official record but are added later for information.

HOYLAND NETHER WATH ROAD SK39NE (East side) 5/20 Elsecar – roadside building at former NCB workshops with attached range facing Forge Lane including Nos 2 and 4 Forge Lane GV II Workshops and managers' houses, formerly NCB partly offices and canteen. Mid and late C19 with extensive C20 additions. For the Fitzwilliam estate. Coursed, dressed sand stone, Welsh slate roofs. Single storey elongated L-shaped range with 1 limb following the curve of Forge Lane and terminating in a pair of 2 storey houses, having a total of 5 windows to first floor, and with a two storey five bay blacksmith and Joiners workshop range beyond. Workshop range at end of Forge Lane has segmental archway to bay 1; to ground floor of bays 4 and 5 is a large elliptical arch with brick voussoirs set on a cast iron former, the opening now bricked up; flanking round arched windows, that to bay 2 now enlarged as a garage entrance. Bricked up windows to 1st floor have projecting sills and old iron casements with glazing bars beneath round arches.

Forge Lane range has low ground floor openings with cast iron columns and beams now mostly infilled. Later 1st floor casements mostly of 3 lights. Workshop at end of Forge Lane has brick elevation with open elliptical archway as front. Important remnant of the Elscar ironworks originally operated by William Darwin and Co from 1795 until leased by Earl Fitzwilliam to George and William Dawes from c1850 until 1884. Later formed railway repair workshop prior to its use by NCB. C20 additions flanking gable to rear of Wath Road front not of special interest.