



Heritage Impact Assessment

Land off Sheffield
Road, Birdwell

July 2026 | Project Ref 12502





Championing a sustainable
natural environment



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1. Introduction

- 1.1** This Heritage Impact Assessment has been prepared by Dr Emma J. Wells, IHBC, MCIfA, FSA, Director of Heritage at HCUK Group, on behalf of Gates Homes (hereafter the 'Client'). It relates to a proposed residential development (10no.units) at land off Sheffield Road, Birdwell, Barnsley S70 5TG (Figure 1) (NGR: SE 34677 00485; Planning ref. 2026/0420), henceforth referred to as the 'Site'.
- 1.2** The Site comprises a parcel of wasteland, which was once occupied by the Barnsley to Sheffield Branch of the South Yorkshire Extension Railway (seemingly closed late 1970s and track removed '80s), largely flat but sloping down towards the west, and situated adjacent to a small car park at its northeastern corner, and which abuts Sheffield Road (A61) to the east. Access and egress to the Site is from the east, through the extant dirt ground car park off Sheffield Road. To the Site's immediate northern boundary is the Tankersley Mine Rescue Centre (Grade II Listed; NHLE: 1376008) and outbuildings associated with The Academy Theatre, with further agricultural land to the Site's northwestern boundary. To its west is the M1 motorway and, to the south, is a terraced row known as Strafford Grove, with an additional new build development of three further units at the immediate west of the terrace. There is extant boundary planting, in some areas of the Site though this is sporadic in density, to all orientations.
- 1.3** This report considers the historical development of the Site, including any contributions made by its setting, and any heritage assets outwith the Site which have the potential to be impacted by the proposed scheme.
- 1.4** This assessment has been prepared in compliance with, and with regards to, the National Planning Policy Framework (NPPF) (2024), Barnsley Local Plan (Adopted 2019), Historic England guidance, in addition to standards set out by the Institute of Historic Building Conservation (IHBC) and the Chartered Institute for Archaeologists (CIfA). Relevant local plan policies are included in Chapter 2.
- 1.5** The methodology employed during this assessment was based upon relevant professional guidance, including the CIfA's Standard and guidance for Historic Environment Desk -based Assessment (CIfA 2020), and relevant technical guidance

issued by Historic England, including Statements of Heritage Significance: Analysing Significance in Heritage Assets (2019).

1.6 The author of this assessment has more than fifteen years of continuous employment in the heritage sector. A large number of those cases have involved development with the potential to impact the significance of heritage assets through a change to their setting.

1.7 A site visit was undertaken on 6 July 2026.

Planning History

1.8 Previous planning applications associated with this Site are evidenced in a review of below:

Description	Reference	Decision
Outline for erection of hotel/conference centre	B/89/0268/WO	Unknown 1990
Residential Development (Outline)	B/04/0753/WB	Withdrawn 2004
Outline for formation of Business Park for B1 Office Uses	B/02/1532/WB	Unknown 2003

2. Relevant Planning Policy Framework

- 2.1** The decision maker is required by sections 16(2) and 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a listed building and its setting when exercising planning functions. The decision maker must give considerable importance and weight to the desirability of preserving the significance of the listed building, and there is a strong presumption against the grant of permission for development that would harm its heritage significance.¹
- 2.2** There is a broadly similar duty arising from section 72(1) of the Act in respect of planning decisions relating to development within conservation areas.
- 2.3** Measures being implemented as a consequence of the Levelling Up and Regeneration Act 2024 will have the effect of making the desirability of preserving or enhancing other types of designated heritage asset a statutory consideration.
- 2.4** For the purposes of this statement, preservation equates to an absence of harm.² Harm is defined in paragraph 84 of Historic England's Conservation Principles as change which erodes the significance of a heritage asset.³
- 2.5** The significance of a heritage asset is defined in the National Planning Policy Framework (NPPF) as being made up of four main constituents: architectural interest, historical interest, archaeological interest and artistic interest. The assessments of heritage significance and impact are normally made with primary reference to the four main elements of significance identified in the NPPF.
- 2.6** The setting of a heritage asset can contribute to its significance. Setting is defined in the NPPF as follows:

The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting

¹ Barnwell Manor Wind Energy Limited v East Northamptonshire District Council and others [2014] EWCA Civ 137. This principle has recently been confirmed, albeit in a lower court, in R (Wyeth-Price) v Guildford Borough Council.

² South Lakeland v SSE [1992] 2 AC 141.

³ Conservation Principles, 2008, paragraph 84.

may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

2.7 Historic England has produced guidance on development affecting the setting of heritage assets in The Setting of Heritage Assets (second edition, December 2017), better known as GPA3. The guidance encourages the use of a stepped approach to the assessment of effects on setting and significance, namely (1) the identification of the relevant assets, (2) a statement explaining the significance of those assets, and the contribution made by setting, (3) an assessment of the impact of the proposed development on the setting and significance of the assets, and (4) consideration of mitigation in those cases where there will be harm to significance.

2.8 The NPPF requires any harm to the significance of a designated heritage asset⁴ to be considered in terms of either “substantial harm” or “less than substantial harm” as described within paragraphs 214 and 215 of that document. National Planning Practice Guidance (NPPG) makes it clear that substantial harm is a high test, and case law describes substantial harm in terms of an effect that would vitiate or drain away much of the significance of a heritage asset.⁵ The Scale of Harm is tabulated at Appendix 1.

2.9 Paragraphs 214 and 215 of the NPPF refer to two different balancing exercises in which harm to significance, if any, is to be balanced with public benefit.⁶ Paragraph 18a-020-20190723 of National Planning Practice Guidance (NPPG) online makes it clear that some heritage-specific benefits can be public benefits. Paragraph 18a-018-20190723 of the same NPPG makes it clear that it is important to be explicit about the category of harm (that is, whether paragraph 214 or 215 of the NPPF applies, if at all), and the extent of harm, when dealing with decisions affecting designated heritage assets, as follows:

Within each category of harm (which category applies should be explicitly identified), the extent of the harm may vary and should be clearly articulated.

⁴ The seven categories of designated heritage assets are World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Park and Gardens, Registered Battlefield and Conservation Areas, designated under the relevant legislation.

⁵ Bedford Borough Council v SSCLG and Nuon UK Limited [2013] EWHC 4344 (Admin).

⁶ The balancing exercise was the subject of discussion in City and Country Bramshill v CC SLG and others [2021] EWCA, Civ 320.

2.10 Paragraphs 212 and 213 of the NPPF state that great weight should be given to the conservation of a designated heritage asset when considering applications that affect its significance, irrespective of how substantial or otherwise that harm might be.

2.11 Paragraph 216 of the NPPF is relevant to Tankersley Mine Rescue Centre.

2.12 A full review of local policy set out in Barnsley Local Plan (Adopted 2019), including HE1: Historic Environment and HE2: Heritage Statements and general application procedures, has been taken into account in the preparation of this assessment.

2.13 Policy HE1: Historic Environment states:

We will positively encourage developments which will help in the management, conservation, understanding and enjoyment of Barnsley's historic environment, especially for those assets which are at risk

This will be achieved by:-

- a. Supporting proposals which conserve and enhance the significance and setting of the borough's heritage assets, paying particular attention to those elements which contribute most to the borough's distinctive character and sense of place.*

These elements and assets include:-

The nationally significant industrial landscapes of the Don Valley which includes Wortley Top Forge and its associated water management system.

Elsecar Conservation Village, its former ironworks and its workshops which were once part of the Fitzwilliam Estate.

A number of important 18th and 19th century designed landscapes and parks including Wentworth Castle parkland (the only grade I Registered Park and Garden in South Yorkshire), and Cannon Hall Park.

The well preserved upstanding remains of the Cluniac and Benedictine monastery at Monk Bretton.

18 designated conservation areas of special and architectural interest including three town centre conservation areas, as well as large areas incorporating Stainborough Park, Cawthorne, Penistone and Thurlstone.

The 17th century Rockley Blast Furnace and its later engine house.

Gunthwaite Hall Barn, a large 16th century timber framed barn.

Barnsley Main Colliery Engine House and Pithead structures.

The 17th century Worsbrough Mill (the only historic working water mill in South Yorkshire).

Relatively widespread evidence of pre-historic settlements, and occupation which are often archaeological and below ground but sometimes expressed as physical or topographic features.

The boroughs more rural western and Pennine fringe characterised by upland and (often) isolated settlements or farmsteads surrounded by agricultural land and dominated by historic and vernacular buildings built from local gritstone.

b. By ensuring that proposals affecting a designated heritage asset (or an archaeological site of national importance such as a Scheduled Ancient Monument) conserve those elements which contribute to its significance. Harm to such elements will be permitted only where this is outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a designated heritage asset (or an archaeological site of national importance) will be permitted only in exceptional circumstances where there is a clearly defined public benefit.

c. By supporting proposals that would preserve or enhance the character or appearance of a conservation area. There are 18 conservation areas in the borough and each is designated for its particular built and historic significance. This significance is derived from the group value of its constituent buildings, locally prevalent styles of architecture, historic street layouts and its individual setting which frequently includes views and vistas both into and out of the area. Particular attention will be given to those elements which have been identified in a Conservation Area Appraisal as making a positive contribution to its significance.

d. By ensuring that proposals affecting an archaeological site of less than national importance or sites with no statutory protection conserve those elements which contribute to its significance in line with the importance of the remains. In those cases where development affecting such sites is acceptable in

principle, mitigation of damage will be ensured through preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, an understanding of the evidence to be lost must be gained in line with the provisions of Policy HE6.

e. By supporting proposals which conserve Barnsley's non-designated heritage assets. We will ensure that developments which would harm or undermine the significance of such assets, or their contribution to the character of a place will only be permitted where the benefits of the development would outweigh the harm.

f. By supporting proposals which will help to secure a sustainable future for Barnsley's heritage assets, especially those identified as being at greatest risk of loss or decay.

2.14 HE2: Heritage Statements and general application procedure states that:

Proposals that are likely to affect known heritage assets or sites where it comes to light there is potential for the discovery of unrecorded heritage assets will be expected to include a description of the heritage significance of the site and its setting.

This description will need to include an appropriate but proportionate level of detail that allows an understanding of the significance of the asset but no more than is necessary to understand the impact of the proposal. For sites with significant archaeological potential, a desk based assessment may be required in line with the provisions of Policy HE6.

Applications made in outline form will not be accepted for proposals which will which affect a conservation area, a listed building or any other designated heritage asset. In such cases, sufficiently detailed plans and drawings to enable an assessment to be made of the likely impact of the development upon the significance of any heritage assets affected will be required

3. Statement of Significance

3.1 This chapter of the assessment establishes the background history and significance of the relevant heritage assets in the terms set out in the NPPF.

3.2 It also establishes the significance of the relevant heritage assets in the terms set out in the NPPF, and it comments on the contribution of setting to significance. The identification of the heritage assets equates to Step 1 of GPA3, and the assessment of significance equates to Step 2 of GPA3. Steps 2 and 3 of GPA3 are closely connected, so this chapter should be read in conjunction with Chapter 4 (Heritage Impact Assessment) and with the tabular methodology at Appendix 1.

3.3 The following assessment is thus proportionate, in line with the requirements of Paragraph 207 of the NPPF, with the significance of any identified heritage assets and the likely impact of the proposed development. In Statements of Heritage Significance, Historic England (2019, 11) confirm that it is

important that the level of detail given in a statement of heritage significance is proportionate to the impact of the proposal', and that 'an analysis of the setting of the heritage asset is only needed where changes to the setting by the proposal would affect the significance of the heritage asset or how that significance is appreciated.

Scoping

4.1 This section considers which heritage assets have the potential to be affected by the proposed development, through either direct physical change or a change to setting. To do so requires an understanding of the Site and its development, the nature of the proposed development, and how the proposed development might impact upon the significance of any identified heritage assets. A designated asset plan is presented in Figure 1.

4.2 There are no designated nor non-designated heritage assets located within the Site proper. No heritage assets would therefore be physically impacted by the proposed development.

4.3 There are 8 listed buildings and 1 scheduled monument within a 1km study area of the Site, comprising:

- Grade II Listed Birdwell Obelisk (NHLE: 1192461), 156m to the north of the Site;
- Grade II Listed Tankersley Mine Rescue Station (NHLE: 1376008), 5m to the north of the Site;
- Grade II Listed Stone Bar Farmhouse with attached stable and barn (NHLE: 1191991), 168m to the southeast of the Site;
- Grade II Listed and Scheduled Monument: Dovecote at Glebe Farm Approximately 20 Metres to North of Farmhouse (NHLE: 1151075/ 1016549), 659m to the southeast of the Site;
- Grade II* Listed Church of St Peter (NHLE: 1286900), 881m to the southeast of the Site;
- Grade II Listed Mounting Platform Approximately 10 Metres To South West of Porch of Church of St Peter (NHLE: 1315054), 891m to the southeast of the Site;
- Grade II Listed Sundial Approximately 20 Metres to South West of Porch of Church of St Peter (NHLE: 1191891), 1.01km to the southeast of the Site;
- Grade II Listed Barn Opposite Junction with Herons Way (NHLE: 1315079), 971m to the southwest of the Site.

4.4 The following designated assets are taken forwards for further assessment of significance and impact within this report:

- Grade II Listed Tankersley Mine Rescue Station

4.5 Due to the nature of the proposed development, and the Site's distance from any other heritage assets, this assessment focuses on Tankersley Mine Rescue Station only. This is the only heritage asset taken forwards for further assessment as the proposed development has the potential to impact the significance of the asset through a change to setting.

4.6 This is owing to the fact that, during the site visit, it was established that no other designated or non-designated heritage assets outwith the Site are likely to be

affected by the proposed development owing to the small nature of the residential units proposed, distance and topography, and/or intervening built form, and the existing character of the Site, which is such that it does not contribute to the significance of any heritage assets in the wider area.

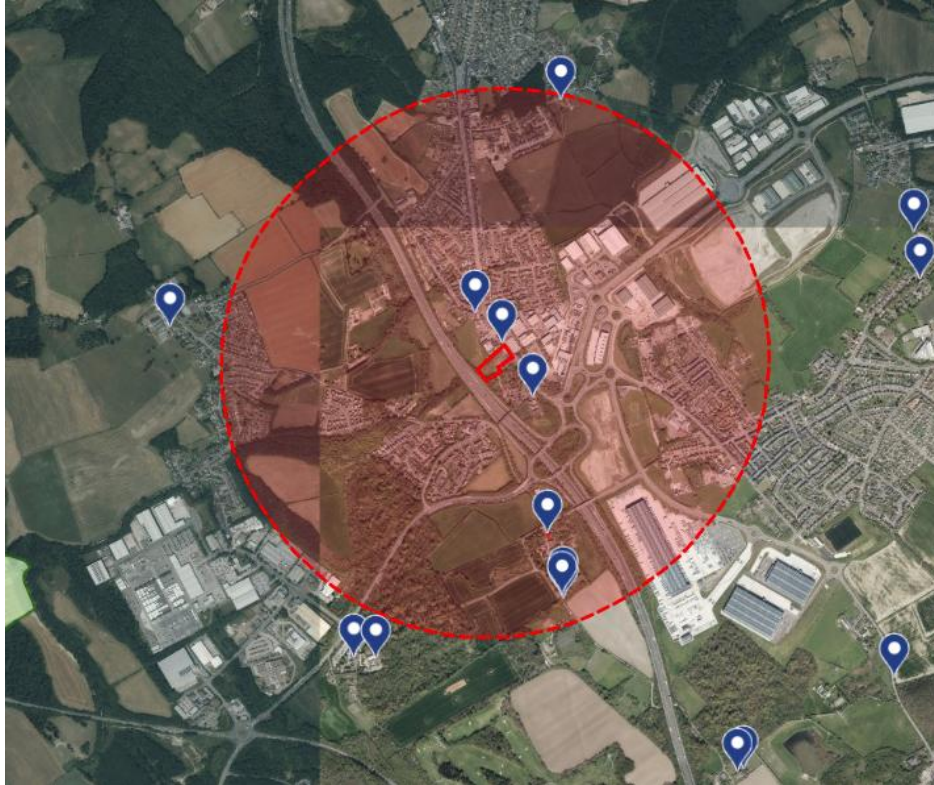


Figure 1 Designated Heritage Assets within 1km Study Area

3.4 It is unlikely therefore that development of the Site would impact upon the significance of any further heritage assets as a result of a change to setting. As such, this should not preclude development within the Site in principle and any further heritage assets beyond the Site have been scoped out of this assessment.

The Site

Cartographic Regression

3.5 Unfortunately, the 1838 Tithe Map of Worsbrough does not extend to the location of the Site and is simply marked as 'Tankersley Township' (not reproduced). Therefore, the earliest mapping depicting the Site is the 1855 6-inch Ordnance Survey (Plate 1). At this time, the Site comprises what was the Barnsley to

Sheffield Branch of the South Yorkshire Railway. Birdwell Station was just further southeast from the Site. Immediately opposite the Site, across Sheffield Road, is also further agricultural land. To the immediate east is Sheffield Road itself and, the Obelisk is to the north which is the only identifiable landmark that was in existence.

3.6 By the 1893 Ordnance Survey map, an extensive amount of development has occurred (Plate 2). The Site is still beneath the former railway line. To the immediate north of the Site is Birdwell Quarry. Surrounding this to the west is what appears to be agricultural land. To the east, across the road, is the Rockingham Gas Works and, to its north, are several terraced rows of residential houses known as Vernon Terrace and Rockingham Row.

3.7 The 1905 Ordnance Survey Map (Plate 3) shows a long linear plot which extends from Sheffield Road to the immediate north of what becomes the Site, and along the railway line to a further plot to the west which extends towards Birdwell Dike. Immediately adjacent, and to the north, is now shown the Mine Rescue Station, which is depicted as two properties abutting Sheffield Road, with a small linear outbuilding to the rear or west. There is little change from the 1893 OS map besides further long terraced rows to the south, across the railway tracks.

3.8 By the 1931 Ordnance Survey Map, however, there is much further change (Plate 4). The Site itself is still the railway, and Strafford Grove has been constructed to its south, but to its north is now land enclosed into one smaller linear plot in the northeastern corner of the original larger plot. The rescue station building has also seen two small square outshuts constructed to the southwestern façade and an additional C-shaped structure constructed to its rear or west, extending off from the original outbuilding. Between the station and the quarry are also three small structures and a further linear structure with a strip of land between. The gas works to the east has also been extended, whilst to the north, where the road forks, there is far more extensive terracing, abutting the roads.

3.9 The 1957 National Grid Map provides no material change to the Site itself (Plate 5). The adjacent rescue station is shown as one structure but with rear outbuildings. The northern structures are now separated. The quarry is now marked as disused and the gas works to the east is now developed and identified as NCB Central Workshops.

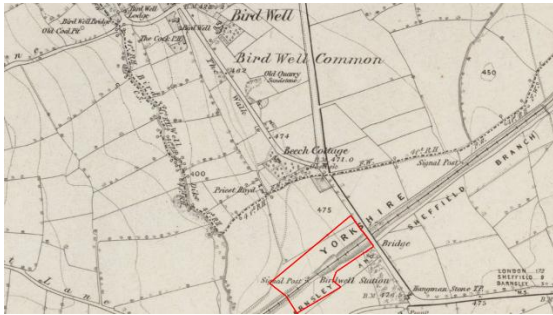


Plate 1 1855 Ordnance Survey Map

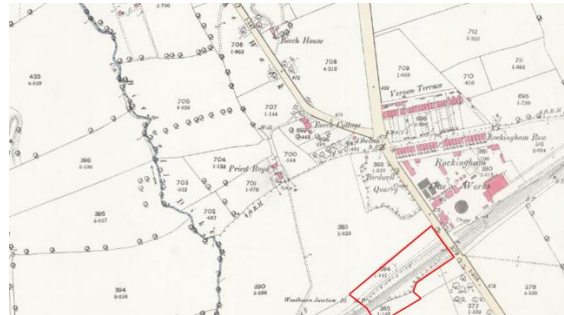


Plate 2 1893 Ordnance Survey Map



Plate 3 1905 Ordnance Survey Map

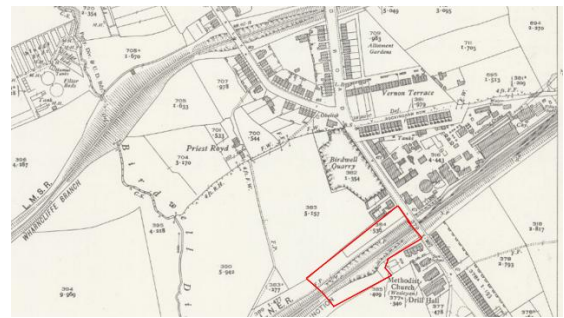


Plate 4 1931 Ordnance Survey Map



Plate 5 1957 National Grid Map



Plate 6 1974 National Grid Map



Plate 7 2002 Google Earth Image



Plate 8 2022 Google Earth Image

3.10 The 1974 National Grid Map shows (Plate 6) that the Site is still beneath the railway but the strip of land to the immediate north has been further enclosed so that part

of its western extent has been removed and it forms a plot almost the same length as the rescue station. The rescue station is now identified by its address, nos. 333 and 334 Sheffield Road. There is also a large L-shaped building that has since been constructed to its northeast. The quarry is still marked as disused though there is a garage now constructed to its northern boundary.

3.11 Google aerial images from 2002 show the most change in the area of the Site as the railway has since been demolished and cleared (Plate 7). The Site itself is thus revealed as a wasteland. It thus comprises a long linear strip extending from Sheffield Road to the east and the M1 motorway to its western boundary, with sporadic hedgerows and trees to its boundaries. To its northwest is an agricultural plot of land. The former rescue station is to the northeast, but there is an intervening small strip of additional wasteland, now seemingly used as a car park. To the east, the former gas works is partly subsumed by an ALDI supermarket, with some wasteland and other, more easterly section, comprising industrial units. The former quarry to the north is now also a wasteland but with the garage constructed to its north still extant. The structures to the north of the rescue station are now identified as the Academy Theatre and comprise several smaller units together encompassing a largely rectangular site with car park to the east, abutting the main road.

3.12 There is little change to the area until 2016 when additional structures and outbuildings are apparent along the northern boundary of the Site (not reproduced). The ALDI has also been substantially extended to the south and developed with a large car park to its north. The Site is still wasteland, but its boundaries are less defined by planting. There is also seemingly no car park to its northeast corner until 2017 (not reproduced).

3.13 Aerial images from 2018 show the commencement of development to the immediate south of the Site, to the west of Trafford Grove and the small car park to the northeast of the Site is now identifiable (not reproduced). By 2022, there are three new build residential dwellings constructed on this Site with associated tarmac driveways and landscaping (Plate 8). The Site itself appears as a further wasteland, subject to degradation over time. There are also delapidated structures to its north boundary still.

Tankersley Mine Rescue Station

3.14 Listed Grade II on 5 August 1998 (NHLE: 1376008), Tankersley Mine Rescue Station is located approximately 5m north of the Site. The outdated list description is as follows:

Mines rescue station. 1902 with minor late C20 alterations. Built for the West Yorkshire Coal Mine Owners Association. Red brick with ashlar dressings and slate hipped roof and single brick stack. 2 storey. Street front has doorway to left with panel door, overlight and ashlar lintel. To right 3-light cross casement window and beyond modern casement window replacing former square bay window. Above two 3-light cross casement windows, that to left in half-timbered gable above, to right 2 small casement windows in rendered section, originally half-timbered. To rear courtyard with single and 2 storey outbuildings around 3 sides of the yard, for the storage of mines rescue equipment and transport. This building was the first purpose built Coal Mines Rescue Station to be built in England and it is listed for its important historical associations with the Coal Mining Industry.



Figure 2 Date unknown. Image: Barnsley Civic Trust.

Historical Background and Description

3.15 Tankersley Mine Rescue Station, originally constructed for the West Yorkshire Coal Mine Owners Association, occupies a prominent position along Sheffield Road in Birdwell (Figures 2-5). The present building largely dates from 1902, although it has seen quite extensive alterations in the late 20th and 21st centuries. It is no

longer in use as a rescue station and is now a commercial unit housing a café and beauty and hair salon.



Figure 3 1902 photograph of the station. Image: MRS Training and Rescue.

3.16 The station is a two-storey structure built of red brick with ashlar stone dressings beneath a hipped slate roof with a single brick chimney stack. The principal elevation is characterised by a doorway positioned to the south bay with two top hung casements immediately abutting to its south, then an additional three pane but dual top hung casement to the north of that and one at ground floor to the south and two small casements to the very north. All windows and doors are uPVC (see Figure 5). There is seemingly a brick string course above this. The former door to the north at ground floor level is now blocked by modern business signage. The south bay is set within a half-timbered pitched gable and barge boarding. There is now modern signage on this principal east elevation between the two windows to the south. To the rear, a courtyard is enclosed on three sides by a series of single- and two-storey outbuildings which historically provided storage for rescue equipment and transportation associated with mine rescue operations though are now seemingly occupied as commercial/industrial units.

3.17 The building represents an important phase in the evolution of mining safety. Its construction pre-dated national legislative requirements for rescue provision, demonstrating the proactive approach taken by coal owners in West Yorkshire to improve emergency response capabilities within a hazardous industry. Rescues

during the early 20th century were frequently necessitated by mine fires and explosions, leading to the adoption of new technologies and specialist breathing apparatus for rescue personnel.

3.18 The importance of mine rescue services was formally recognised by the Coal Mines Act of 1911, which made rescue stations compulsory, requiring mines employing 100 or more workers to have access to a rescue station within a ten-mile radius. This legislation reflected a growing national awareness of the need for organised rescue provision and standardised emergency response procedures within the mining industry.



Figure 4 2005 photograph of the station.

3.19 Following the nationalisation of the coal industry in 1947 and the creation of the National Coal Board, efforts were made to address inconsistencies in mine safety standards and rescue provision across the country. Further improvements were introduced through the Mines and Quarries Act 1954, which standardised emergency procedures and mine rescue arrangements. These developments were reinforced by the Coal and Other Mines (Fire and Rescue) Regulations 1956, which required one rescue station for every 15,000 employees. At its peak, the United Kingdom maintained 46 rescue stations, serving an industry that employed more than one million miners.

- 3.20** The decline of the coal industry during the 1980s led to significant restructuring and ultimately prepared the sector for privatisation. In 1995, ownership of the Mines Rescue Service transferred from the public sector to the new coal operators.

Significance

- 3.21** As a Grade II Listed Building, Tankersley Mine Rescue Station is a designated heritage asset of less than the highest level of significance, as defined by the NPPF.



Figure 5 Tankersley Mine Rescue Station from principal east elevation

- 3.22** As the first purpose-built mines rescue station in England, the building possesses considerable evidential, historical and communal value. It provides a rare and tangible illustration of the early development of mine rescue services and reflects the increasing professionalisation of health and safety practices within one of Britain's most significant former industries.
- 3.23** The greatest part of the building's significance is thus vested in its historical associations, as detailed in its List description, for its connection with the coal mining industry and the development of organised mine rescue services, especially with it being the first purpose-built structure for such. It is important therefore for its contribution to the character of the wider Birdwell area as the building forms part of a site that extends back to the early 20th century. It represents a surviving

element of the Barnsley area's industrial and commercial development during the last century.

- 3.24** The property has strong associative value through its direct links with the coal mining industry, one of the principal drivers of economic and social development in West Yorkshire and Britain more broadly. It also has communal value as a tangible reminder of the mining communities that shaped the region and the efforts made to protect miners working in hazardous conditions. As a rare surviving example of an early rescue station, and the first purpose-built facility of its type in England, it holds particular importance in illustrating the social history of mining and the development of worker welfare and safety practices.
- 3.25** Architecturally, the station is a well-constructed Edwardian institutional building. Although modest in scale, it retains a number of characteristic features including red brick construction, ashlar detailing, cross-casement windows, and decorative half-timbered elements.
- 3.26** However, many alterations have occurred, including the removal of the principal bay window and further replacement of all windows and doors with uPVC throughout (seemingly without consent), as well as extremely unsympathetic signage across the principal eastern and southern elevation which has resulted in these negatively detracting from the significance of the asset and reducing it substantially overall. Furthermore, it no longer operates as a rescue station (café and salon) as has not for several decades, so this historical interest is somewhat reduced.

Significance Derived from Setting

- 3.27** Setting contributes in no real way to the asset and to a much lesser degree than its history and even fabric (see Photos 1-10). The building was clearly Listed for its historical interest as a much-altered former industrial structure with origins in the early 20th century. As its form and function has changed, so too has its setting, and its extensively altered surrounds (suburban topography) make no real contribution to its significance other than being evidence of the evolution of the industrial village into the 21st century, and thus the residual historic and even minor architectural interest of the structure given its location bounding Sheffield Road. This change has included the tight wrapping of the modern curtilage around the

boundaries of the property. In fact, the setting of the asset is now clearly limited and localised to its immediate eastern pavement and railings. Its wider setting includes the car park, theatre and wasteland to the north which comprised the former quarry site, and to the south, the small car park and then the Site itself which was the former railway line. Directly in front, to its east, across Sheffield Road, is the modern ALDI supermarket (former gas works) (Photo 2 and 3). In short, setting makes no real contribution to the asset; its significance derives primarily from its historical value.

3.28 The structure formerly constituted a nucleus of the associated and surrounding area for the mining community, was prominent on Sheffield Road and thereby once held a functional association with the adjacent village-scape. The surviving ancillary structures to the rear (west) within its immediate setting which are also now converted and augmented, currently make a negative contribution to its significance. Whilst they arguably provide a minor amount of historical function to be somewhat understood, their condition and ad hoc layout is a prominent detractor from the listed building. This is also the case for the wasteland car park (former quarry area) to the asset's north, and the current car park and Site to its south. Developing the area to the south will therefore only result in a positive change.

3.29 There is not, nor has there ever been, a specifically functional association between the asset and Site (apart from the possibility of miners travelling by railway but as would all to the area), and as the Site has some visibility with the asset from its most northeastern boundary though this is to the secondary elevation of the asset (south). Much of the Site has intervisibility with the rear outbuildings which are now a detractor from the asset. The Site is also essentially a wasteland, along with the car park to its east, and therefore is also a detractor from the asset overall.

3.30 The Site is thus considered to make no contribution to the heritage significance of Tankersley Mine Rescue Station, through setting.



Photo 1 Showing immediate setting of Tankersley Mine Station with Site to left of image and Sheffield Road in front



Photo 2 Looking east from rescue station towards ALDI



Photo 3 Adjacent car park to rescue station with Site in rear



Photo 4 Looking northwest showing rear of rescue station within Site



Photo 5 Looking south from Site showing Stafford Grove and new build dwellings to west



Photo 6 Looking southwest from Sheffield Road; rescue centre to immediate left



Photo 7 Looking northeast towards rescue station from northern boundary of Site



Photo 8 Showing current wider setting of rescue station from north of Site with ALDI to right and outbuilding to left



Photo 9 Looking north of rescue station to former quarry site with Obelisk in background



Photo 10 Looking southwest from Sheffield Road with rescue station, Site and Stafford Grove

Contribution of Site to Significance of Asset

3.31 As part of the historic rural surrounds of Tankersley Mine Rescue Station with which it has some intervisibility, but not an area which was part of the historic landholding of the asset, the Site being the former area of the railway, the Site is considered to make no more than a negligible contribution to the heritage significance of the asset merely as it is another part of the industrial history of the area but, given the changes to both the asset, and the dismantlement of the railway, this is merely reflective of an historical associative connective; it is not material today.

4. Heritage Impact Assessment

Introduction

- 4.7** This chapter of the report assesses the impact of the proposed development on the significance of the heritage assets identified in the previous chapter, including effects on the setting of those assets. It equates to Step 3 of GPA3, which has a close connection with Step 2. This chapter should be read in conjunction with the preceding chapter, and the tabular GPA3 assessment in Appendix 1.

The Proposals

- 4.8** The proposed development comprises 10no. residential dwellings, with additional and associated landscaping and access.
- 4.9** The proposals seek to minimise any impacts on the existing landscape as well as nearby assets and their setting, with minor additional landscaping proposed surrounding each plot.
- 4.10** Further details, inclusive of a tree survey and arboricultural impact assessment, are provided in support of the planning application.
- 4.11** The rationale for the works is to enable a viable reuse for the Site, including providing new residential opportunities for the area.

Effect on Tankersley Mine Rescue Station

- 4.12** The proposed development would lie to the southwest of the asset primarily and would result in the activity related to the construction of the dwellings occurring here for a temporary period only (dust, noise, etc). The character of the land will be altered from wasteland (former industrial) to residential. There is, however, no extant functional association between the land within the Site and the heritage asset. Although the proposed residential dwellings are to be constructed up to Sheffield Road to the east and therefore there will be intervisibility with some of the more eastern units with the asset, this new built form will simply mirror the already extant development of the rescue station itself, which abuts the road, and that of

Strafford Grove to the immediate south of the Site, thereby echoing the suburban grain (Photo 6). The proposed development will therefore naturalise into the surroundings very well. Therefore, although the proposed development will be experienced in conjunction with the asset, this will not have a harmful effect on its significance through the change to setting as it is merely another phase in the evolution of the area, not to mention, as explained, the asset's setting has already been subject heavily alteration and is confined (and the significance of the asset itself is much reduced at present owing to the changes to its fabric).

- 4.13** Some increased activity will be visible from the distant front (east) of the property, such as increased traffic along Sheffield Road, and thus entering the Site. However, this will be set back from the asset beyond the existing pavement and gardens to the rear of the units to the Site's northern boundary. The greater part of the asset's setting will therefore be preserved simply because it is already so limited, localised, and currently detracting. The immediate curtilage is described as enclosed, and the proposed development will not change this (Photo 7-10).
- 4.14** No views that affect the asset's architectural interest would be affected – and, as noted, this has already been harmed by the later signage and changes to the fabric (uPVC etc).
- 4.15** Furthermore, even though the Site will be intervisible with the asset from Sheffield Road in kinetic views from the north and south, and from the eastern side of the road together, there is no evidence to suggest that such views from/to the asset were historically important.
- 4.16** As such, the proposed development is anticipated to result in no harm to the heritage; in fact, it is assessed to be an enhancement to the currently undeveloped car park and wasteland.

5. Conclusions

- 5.1** Considering all the elements, the overall impact of the proposed residential development on the significance of the aforementioned heritage asset through as change to its setting is considered to be minor positive – in short, an enhancement.
- 5.2** The proposed development represents a clear opportunity to alter the asset's overall position in its currently detracting setting, whilst preserving those elements and interests which contribute to its overall significance, however minor they now are. This presents a clear opportunity to enhance the adjacent listed building by reversing harmful alterations to its setting. Paragraph 219 of the NPPF states proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably by local planning authorities.
- 5.3** The proposed development thus protects and enhances the historic environment, one of the key contributory indicators of sustainable development as identified in the National Planning Policy Framework (2024). There is thus a presumption in favour of development which actively preserves or enhances the setting of a listed building.
- 5.4** The Scheme therefore complies with the relevant heritage planning policies as set out within the NPPF (2024) and under relevant policies within the Barnsley Local Plan (Adopted 2019), including HE1: Historic Environment and HE2: Heritage Statements and general application procedures.

Appendix 1

Scale of Harm (HCUK, 2019)

The table below has been developed by HCUK Group (2019) based on current national policy and guidance. It is intended as simple and effect way to better define harm and the implications of that finding on heritage significance. It reflects the need to be clear about the categories of harm, and the extent of harm within those categories, to designated heritage assets (NPPF, paragraphs 214 and 215, and guidance on NPPG).⁷

Scale of Harm	
Total Loss	Total removal of the significance of the designated heritage asset.
Substantial Harm	Serious harm that would drain away or vitiate the significance of the designated heritage asset
Less than Substantial Harm	High level harm that could be serious, but not so serious as to vitiate or drain away the significance of the designated heritage asset.
	Medium level harm, not necessarily serious to the significance of the designated heritage asset, but enough to be described as significant, noticeable, or material.
	Low level harm that does not seriously affect the significance of the designated heritage asset.

HCUK, 2019

⁷ See NPPG 2019: "Within each category of harm (which category applies should be explicitly identified), the extent of the harm may vary and should be clearly articulated." Paragraph 018 Reference ID: 18a-018-20190723.

Standard Sources

<https://maps.nls.uk>

<https://historicengland.org.uk/listing/the-list>

www.heritagegateway.org.uk

<http://magic.defra.gov.uk>

www.history.ac.uk/victoria-county-history

The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition). Historic England (2017 edition)

Planning (Listed Buildings and Conservation Areas) Act, 1990

National Planning Policy Framework, December 2024

National Planning Practice Guidance, 2019

Conservation Principles, Policies and Guidance, Historic England (2008)