

# FORMER GOODS STATION

## St Mary's Street, Penistone, South Yorkshire

### HERITAGE STATEMENT

October 2024

## I INTRODUCTION

### I.1. BACKGROUND

I.1.1. This document presents a statement of heritage significance for the former Goods Station and Coal Drops, St. Mary's Street, Penistone Postcode S36 9ED (nearest) (**Figure 1**), National Grid Reference: SE 24400 03408 (centred).

I.1.2. The assessment has been informed through a site visit and consultation of relevant historical and published sources, including records held by the South Yorkshire Historic Environment Record (CRY5027) and the Experience Barnsley Archives. It has been undertaken in accordance with guidance published by Historic England and the Chartered Institute for Archaeologists (CIfA).

### I.2. SITE LOCATION

I.2.1. The site is located to the north-west of Penistone town centre, immediately to the west of a bridge carrying the former Penistone-Woodhead Railway, now the TransPennine Trail (since 1994). This line forms the northern boundary of the site. The site drops from c.222m in the west to c.217m above O.D in the east, the lowest part of the site being the coal drops.

### I.3. GEOLOGY

I.3.1. Most of the site lies on a bedrock geology of Penistone Flags (sandstone), a Sedimentary bedrock formed between 319 and 318 million years ago during the Carboniferous period. To the east and western edges are areas of Penistone Lower Coal Measures formed in the same period (BGS, 2024). No superficial deposits have been recorded.



Figure I: Site location plan

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#### 1.4. DESIGNATION

1.4.1. The coal drops were listed grade II (NHLE:[1314713](#)) in April 1988 (SY HER 05585). The eastern part of the site lies in Penistone Conservation Area (2019).

#### 1.5. PLANNING APPLICATIONS

1.5.1. A planning application was made in 2013 for the conversion of the Coal Drops to Shops / Office falling within Use Classes A1 to A5 inclusive. Erection of Combined A1 Shop and A3 Cafe to the rear of the Coal drops. Conversion of Regency House to consulting rooms falling within Class D1, the demolition of the former workshop and erection of 13 dwellings and 2 live work units Use Class B1/C3. Permission was granted in October 2014.

1.5.2. Conditions 16 to 20 inclusive were concerned with the materials and appearance of the permitted development. There were no conditions concerned with below ground archaeology.

## 2 PLANNING CONTEXT

### 2.1. INTRODUCTION

2.1.1. Change arising to the historic environment from the planning process is managed through legislation, planning policy and practice guidance, and Historic England advice to ensure affected heritage assets are conserved in a manner appropriate to their significance.

### 2.2. MAIN LEGISLATIVE FRAMEWORK FOR THE HISTORIC ENVIRONMENT

2.2.1. *Historic Buildings and Ancient Monuments Act 1953* makes provision for the compilation of a register of gardens and other land (parks and gardens, and battlefields).

2.2.2. *Ancient Monuments and Archaeological Areas Act 1979* provides specific protection for monuments of national interest.

2.2.3. *Planning (Listed Buildings and Conservation Areas) Act 1990* provides specific protection for buildings and areas of special architectural or historic interest.

### 2.3. NATIONAL PLANNING POLICY

2.3.1. The Government's planning policies for England are set out in the National Planning Policy Framework (NPPF, 2023). In relation to designated heritage assets (such as listed buildings, scheduled monuments, and conservation areas) NPPF recommends great weight is to be given to their conservation (para. 205), that proposals causing substantial harm should be refused consent unless the harm can be adequately justified (para. 206-207), and that less than substantial harm is weighed against the public benefits of the proposal (para. 208). For non-designated heritage assets, NPPF recommends that the effect of the proposal is considered in determining a proposal, giving a balanced judgement in regard to the scale of harm and the significance of the asset (para. 209).

### 2.4. LOCAL PLANNING

2.4.1. The current adopted development plan comprises the Bamsley Local Plan (adopted in January 2019), and the Penistone Neighbourhood Development Plan (adopted in August 2019) The Bamsley Local Plan contains the following policies relevant to heritage:

- Policy HE1 The Historic Environment;
- Policy HE2 Heritage Statements and general application procedures;
- Policy HE3 Developments affecting Historic Buildings; and
- Policy HE6 Archaeology

2.4.2. The Penistone Neighbourhood Development Plan contains the following policy relevant to heritage:

- Policy BE2 Protection and Enhancement of Local Heritage Assets
- Policy LE2 Encouraging Small Businesses

2.4.3. It is noted that Local Heritage Assets include the former railways buildings at Penistone

2.4.4. Further text supporting Policy LE2 states that sympathetic mixed use business and retail space could be provided here, together with additional parking spaces at this location. The improvement should lead to increased use of the town centre.

## 3 METHODOLOGY

### 3.1. DESK-BASED RESEARCH

3.1.1. A review of the previous archaeological archives and documentary sources has been undertaken to identify gaps in knowledge, and to ensure that the historic character of the site and study area is understood. The sources consulted are listed in **Section 9** of this report, and include:

- The South Yorkshire Historic Environment Record (August 2024)
- The National Heritage List for England;
- The National Archives;
- The British Newspaper Archive;
- Online sources and relevant publications held by TJC Heritage Ltd.

### 3.2. SITE APPRAISAL

3.2.1. The site was inspected in September 2024 by Dan Slatcher MCI(A) in order to appraise the setting of heritage assets within the study area, identify the presence, extent and character of known and possible archaeological remains, and to consider factors in the former use and management of the site that may have affected the survival of buried archaeological remains.

### 3.3. ASSESSMENT

3.3.1. This report provides a discussion of the results of the preceding stages of desk-based research and survey; an assessment of the significance (including a description of their setting) of heritage assets identified at the site and those within the wider area identified to be sensitive to change at the site; an assessment of impact; and recommendations.

3.3.2. This assessment has been undertaken in accordance with the following process and definitions.

### 3.4. ASSESSMENT OF SIGNIFICANCE

3.4.1. The significance of heritage assets is their value to this and future generations, and is defined in this report in relation to the following heritage interests (DLUHC, 2019):

<b>Heritage Interests</b>	
<b>Archaeological</b>	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.
<b>Architectural and Artistic</b>	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.
<b>Historic</b>	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.

*Note: NPPF terminology is adopted, rather than Conservation Principles' four heritage values, to ensure compliance with current planning policy.*

3.4.2. In weighing these interests an assessment of overall significance is made, in reference to published guidance and assessment criteria, and in accordance with the following levels:

<b>Heritage Significance</b>	
<b>Very High</b>	World Heritage Sites and the individual attributes that convey their Outstanding Universal Value, or other heritage assets of demonstrable international heritage interest. Of very high importance and rarity and very limited potential for substitution.
<b>High</b>	Scheduled Monuments, Listed Buildings (Grade I, II*, II), Conservation Areas, Registered Historic Parks and Gardens (Grade I, II*, II), Registered Battlefields, Protected Wreck Sites, or non-designated heritage assets of demonstrable national importance due to their heritage interest. Of high importance and rarity, limited potential for substitution.
<b>Medium</b>	Heritage assets of moderate interest that fulfil the criteria for local listing as set out by local authority guidance or Historic England's advice note on Local Listing (HEAN 7, 2016). Broadly defined, such assets possess architectural or historical interest that notably contributes to local distinctiveness or possesses archaeological interest that greatly contributes towards the objectives of a regional research agenda. Of medium or high importance and rarity, limited potential for substitution.
<b>Low</b>	Non-designated heritage assets of demonstrably low heritage interest. Of low or medium importance and rarity.
<b>Negligible</b>	Non-designated heritage assets of very low heritage interest, typically due to poor preservation, survival or restricted contextual associations. Very low importance and rarity.
<b>Unknown</b>	The value of the asset has not been ascertained.

### 3.5. ASSESSMENT OF CONTRIBUTION

3.5.1. Aspects of a heritage asset, including their setting, may not contribute equally to its significance, reflecting the varying degree of heritage interest embodied in it. Contribution to significance is expressed in line with the following scale:

<b>Contribution to Significance (Sensitivity)</b>	
<b>High</b>	Aspect is fundamental to the key heritage interest/s that define the significance of the asset.
<b>Moderate</b>	Aspect makes an important contribution to the significance of the asset, comprising a secondary aspect of its heritage interest/s or an aspect of potential higher interest that has been affected by no more than moderate (under 50%) loss such that its contribution to significance is reduced.
<b>Limited</b>	Aspect makes a slight contribution to the significance of the asset, comprising a complementary aspect of its heritage interest/s or an aspect of potential higher interest that has been affected by substantial (over 50%) loss such that its contribution to significance is greatly reduced.
<b>Neutral</b>	Aspect does not contribute to the significance of the asset.
<b>Negative</b>	Aspect represents an unsympathetic change which detracts from the significance of the asset.
<b>Uncertain</b>	Sensitivity uncertain: more information required.

### 3.6. ASSESSMENT OF EFFECT

3.6.1. The assessment of the effect of a proposal considers the contribution made by the affected aspects to the significance of a heritage assets, and the nature of any effect (both negative and positive) to that contribution. The scale of effect adopted is set out in the following table:

<b>Effect of Proposal</b>	
<b>Positive</b>	Proposals will reveal or enhance the contribution the effected element makes to the significance of the heritage asset, and/or substantially contribute towards the conservation of the asset.
<b>Limited Positive</b>	Proposals will better reveal or enhance the contribution the effected element makes to the significance of the heritage asset and/or contribute towards the conservation the asset.
<b>Neutral</b>	Proposals will preserve the contribution the effected element makes to the significance of the heritage asset.
<b>Limited Negative</b>	Proposals will result in the partial loss of the positive contribution the effected element makes to the significance of the heritage asset and/or will have a detrimental effect on the conservation of the asset.
<b>Negative</b>	Proposals will result in the total loss of the positive contribution the effected element makes to the significance of the heritage asset and/or will have a significant detrimental effect on the conservation of the asset.

## 4 HISTORICAL BACKGROUND

### 4.1. HISTORIC ENVIRONMENT

4.1.1. There are a number of known designated, and non-designated heritage assets situated within proximity of the site. These include several Listed Buildings, primarily located within Penistone town centre. The HER records several medieval features within the town centre, whilst within the site the 19th century railway buildings have been recorded (SY5585).

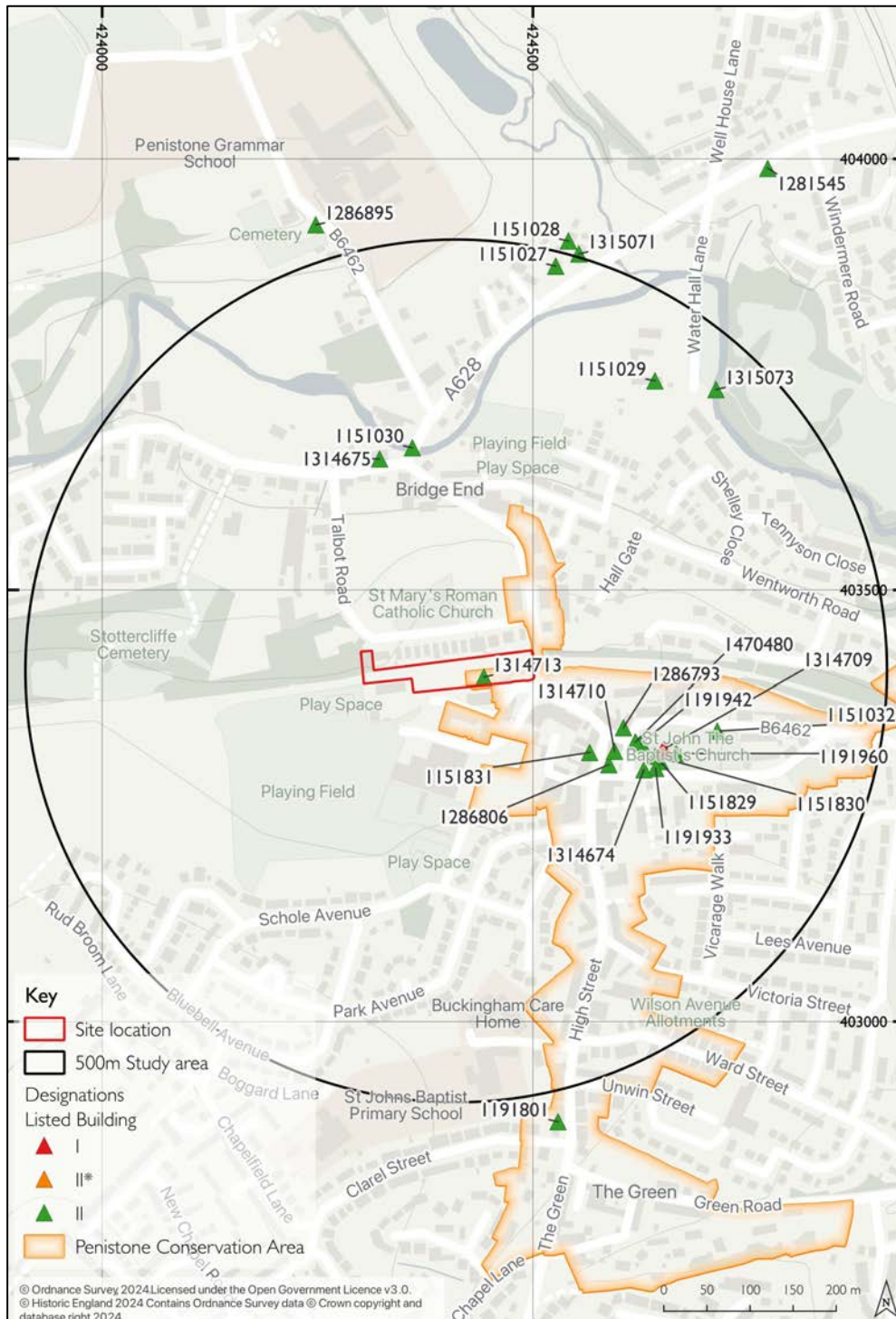


Figure 2: The site in relationship to nearby listed buildings and conservation area boundaries

**Table 1:** Listed buildings within a 500m radius of the site

NHLE	Name	Grade	List Date	Century	NGR
1314709	Church Of St John	I	23/06/1965	13 <sup>th</sup> -20 <sup>th</sup>	SE 24651 03316
1151027	Nether Mill House	II	23/06/1965	<a href="#">17-19<sup>th</sup></a>	SE 24526 03876
1151029	Water Hall	II	23/06/1965 amended 27/4/1988	<a href="#">17-19<sup>th</sup></a>	SE 24642 03743
1151032	Milestone Built Into North Wall Of Churchyard At Se 247033	II	27/04/1988	<a href="#">18<sup>th</sup></a>	SE 24714 03337
1151830	Robert Martin Grave Slab 1755 & 59	II	27/04/1988	18 <sup>th</sup>	SE 24642 03308
1151831	8, Market Street	II	27/04/1988	<a href="#">18<sup>th</sup></a>	SE 24566 03312
1191960	Jane Greaves Grave slab I 1703	II	27/04/1988	<a href="#">18<sup>th</sup></a>	SE 24666 03311
1286806	5 And 7, Market Street	II	27/04/1988	18 <sup>th</sup>	SE 24588 03298
1314675	8 And 10, Thurlstone Road	II	27/04/1988	18 <sup>th</sup>	SE 24322 03652
1314710	1 And 3, Market Street	II	23/06/1965 amended 27/4/1988	<a href="#">18<sup>th</sup></a>	SE 24595 03314
1151030	Penistone Bridge Over River Don	II	27/04/1988	19 <sup>th</sup>	SE 24360 03665
1151829	Lamp Standard In Churchyard	II	27/04/1988	<a href="#">19<sup>th</sup></a>	SE 24648 03302
1286793	Midland Bank and Bank Chambers	II	27/04/1988	<a href="#">19<sup>th</sup></a>	SE 24605 03341
1314713	Coal Drops Penistone Woodhead Railway (Line 1845)	II	27/04/1988	<a href="#">19<sup>th</sup></a>	SE 24443 03399
1315073	River Bridge c.80m East of Number 1 Water Hall	II	27/04/1988	<a href="#">19<sup>th</sup></a>	SE 24712 03732
1314674	K6 Telephone Kiosk	II	27/04/1988	<a href="#">20<sup>th</sup></a>	SE 24629 03292
1470480	Penistone War Memorial	II	29/06/2020	<a href="#">20<sup>th</sup></a>	SE2461903324
1191933	Cross And Shaft, In Churchyard	II	27/04/1988	<a href="#">n.k.</a>	SE 24642 03294
1191942	Cross Base, In Churchyard,	II	27/04/1988	<a href="#">n.k.</a>	SE 24626 03323

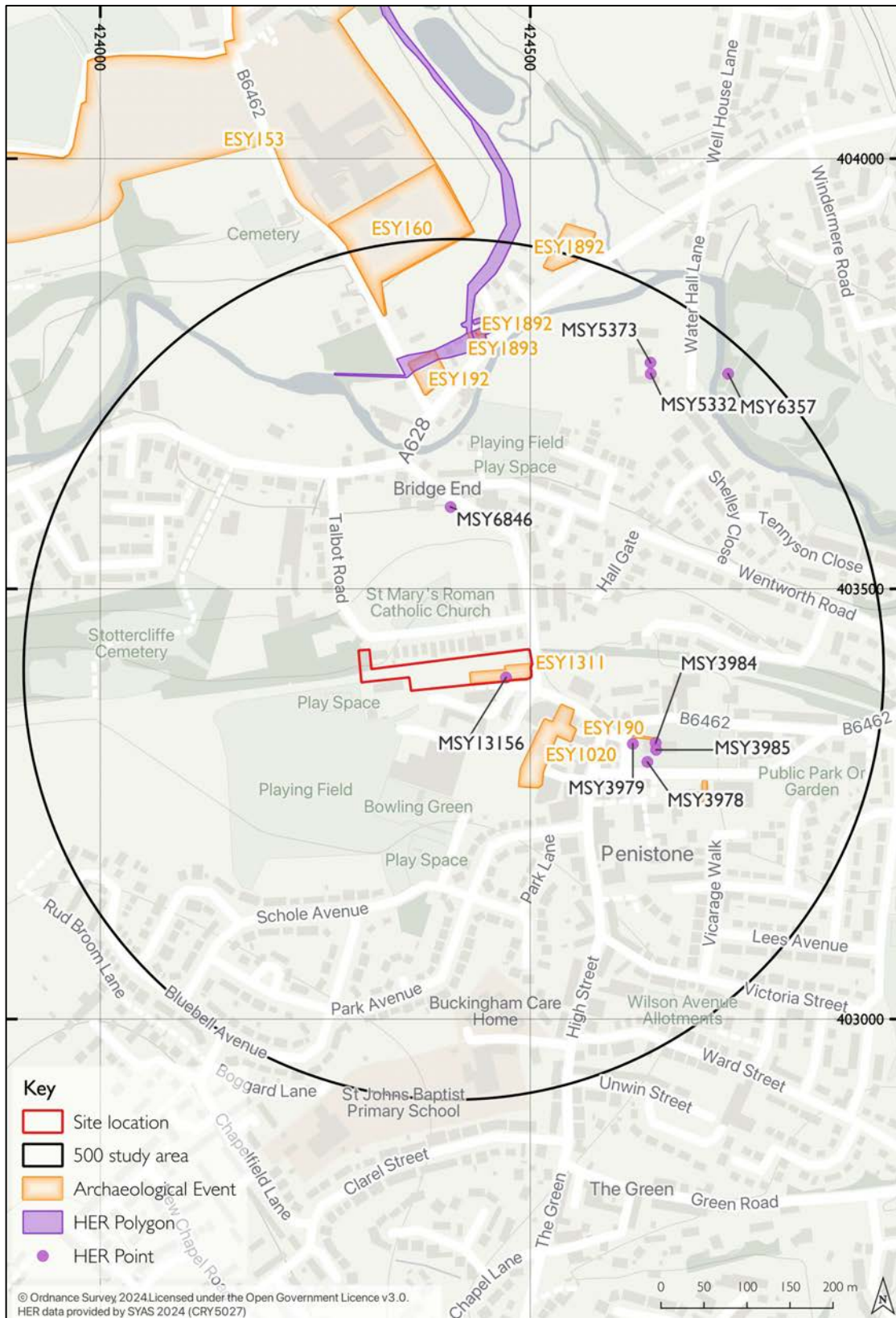


Figure 3: The site in relationship to nearby monuments and archaeological events.

**Table 2:** South Yorkshire HER data CRY5027

PrefRef	Type	Name
<b>Monuments</b>		
4965	MON (poly)	Nether Mill, Scout Dam and associated features, Penistone
00329/01	MON	Medieval Cross (base only), Penistone
00334/01	BLD	St John the Baptist Church, Penistone
00335/01	MON	Early Medieval Cross Shaft Fragment, Penistone
02195/01	BLD	Water Hall, Penistone
02237/01	MON	17th Century Aisled Barn, Water Hall, Penistone
03804/01	MON	Medieval Ridge and Furrow, Penistone Viaduct
00330/01	MON	Medieval Market Cross (base only), Penistone
04227/01	MON	St Mary's Well, Penistone
5585	BLD	Railway buildings, St Mary's Street, Penistone
<b>Events</b>		
EvUID	RecordType	Name
ESY153	BA	Desk based assessment and buildings appraisal, Penistone Grammar School
ESY160	BR	Building recording of Netherfield Annexe, Penistone grammar school, Penistone
ESY188	EV	Evaluation on the Site of the new Vicarage, Shrewsbury Road, Penistone
ESY190	WB	Watching Brief at St John the Baptist Church, Penistone
ESY192	WB	Archaeological Watching Brief at Sunnymede, Penistone
ESY1020	BR	Penistone Market building survey
ESY1311	BA	Appraisal of former railway buildings, St Mary's Street, Penistone
ESY1892	BR	Assessment and Recording of buildings associated with the former Nether Corn Mill
ESY1892	BR	Assessment and Recording of buildings associated with the former Nether Corn Mill
ESY1893	EXC	Excavations at Nether Mill Farm, Penistone

## 4.2. HISTORICAL BACKGROUND

4.2.1. Penistone, prior to the arrival of the railway was a broadly linear development laying to the south of the River Don and the road from Wortley to Holmfirth. When the railway opened in 1845 commentators noted that “for the past 40 years there had been no expansion in the town of Penistone the population rising from 645 in 1821 to 703 in 1831” (Sheffield Independent 12th July 1843, 8). In 1852 White described the town as a place of “no trade”, the cloth industry by that date confined to outlying villages (p468). By 1879 the directory entry however noted that Penistone was a “small but improving town” (p137).

4.2.2. The Sheffield, Ashton-under-Lyne and Manchester railway opened the Woodhead to Sheffield section of the line in 1845. The western part of the line as far as the Woodhead tunnel had opened in sections between 1843-1844. The first edition of the old series six-inch OS Mapping

(Sheet LXXXVIII.SE) published in 1843 shows the proposed route of the line of the eastern section (**Figure 7**).

- 4.2.3. The five and three quarter miles from the Dun Viaduct (Dunford Bridge) to the town were constructed by the firm of Messrs Miller and Blackie for which they were paid £39,000 (Penistone History Archive). They had already completed the Gamesley contract on the western side of the Woodhead tunnel being noted as working on that section in 1840 (Sheffield Independent 5th September 1840, 5), Later the firm would later win the contract for the whole line from Sheffield to Huddersfield (Leeds Times 2nd August 1845, 8).
- 4.2.4. Construction of the Manchester to Sheffield line, built in several sections had been quite a feat. On the Penistone section alone, the Sheffield Independent commented that Miller and Blackie, although having completed the first two and a half miles a year prior to opening were still in the process of removing another 80,000 cubic yards of soil. The firm had already disposed of 200,000 cubic yards of soil in the previous six months. They also had three more bridges to complete (Sheffield Independent 28th September 1844, 2). In the spring of 1845 Miller and Blackie won the contract to build the station at Penistone for the sum of £387 (Penistone History Archive).
- 4.2.5. The Sheffield Independent reported that “particular attention had been paid to the arrangement and construction of the permanent stations now in the course of erection on the line. They are commodious, provided with coal staithes of excellent design, proper landing places for goods, cattle &c., where required and ample convenience for the passengers travelling along the line. The stations have been arranged by Mr. Jee and the buildings designed by Messrs Weightmann and Hadfield. The two styles of architecture best suited for such buildings, the Italian and Old English, have been adopted throughout, the former in the hilly more rural districts and the latter in the towns and manufacturing localities” (Sheffield Independent 19th July 1845, 6).
- 4.2.6. Mr. Jee was a civil engineer involved in the construction of many of the local railways radiating from Huddersfield in the 1840s. He was particularly noted for his work on the Dinting and Ethrow viaducts and the completion of the Woodhead Tunnel of the Sheffield and Manchester Line. He had begun his career on the Grand Junction Railway in 1831 moving onto the Lancashire and Preston Junction railway in 1838. He was killed in an accident in Santander in 1858 (Huddersfield Exposed).
- 4.2.7. The Woodhead tunnel finally opened in December of 1845. Two years later in 1847 the company merged with the Sheffield & Lincolnshire Junction Railway to form the Manchester, Sheffield and Lincolnshire Railway. In 1897 it was renamed the Great Central Railway and in 1923 became

known as the London and North-Eastern Railway (L.N.E.R). The line from Penistone to Huddersfield operated by the Lancashire and Yorkshire Railway opened in July 1850.

4.2.8. In 1877 The Handbook of all the Stations, Junctions, Sidings and Collieries &c. on the Railways of the United Kingdom identified the Penistone Goods Station (M.S.& L) has having the following station accommodation: "Goods Station, accommodation for loading and unloading, accommodation for livestock" (p158) with a crane capable of handling 5 tons. The crane had the same capacity as that at Wortley (p219). The crane at Glossop could handle 6 tons, while those in Sheffield were unsurprisingly far larger handling 20 tons at the Wicker and 35 tons at Bridge House Station.

4.2.9. By the end of the 19th century development of the town had spread to the south of the goods station. Assembly rooms and terraced properties on Shotcliffe Road being developed. To the north-west of the site a gas-works had also been established.

### 4.3. COAL DROPS

4.3.1. The 1854 six-inch OS mapping shows an up and down line as well as sidings to the north and south of the main tracks (**Figure 8**). The larger scale 1893 mapping shows that access to the sidings on the south side were accessed from the western end of the station. Signal posts are also marked at this end of the station. While the sidings are clearly marked, the drops themselves are not identified (**Figure 9**).

4.3.2. Coal drops were designed so that wagons could directly empty their loads into waiting wagons below. In a dispute that took place in 1876 between the Manchester Sheffield and Lincolnshire Railway Company and the Dunkirk Colliery Company it was identified that if the sidings on which the drops were placed were owned by the Railway rather than a colliery the drops could be leased for an annual payment by the coal dealers. The example given was for Stockport where the charge of 10/- per year was made for exclusive use of the drop on top of which a fee could be levied of 2d per ton delivered through the drop (Railway Goods Rates 1886, 9-11). No records survive for the charges made at Penistone.

4.3.3. There are only a few historic photographs of the coal drops. A photograph of 1905 held by Penistone History Archive shows the site on Market Day (**Figure 4**). The eastern most drop by this date had already been bricked up with a window and door inserted to provide light and access. A large lean-to adjacent to the station house appears to have partially restricted access to the western most opening. Large horsedrawn waggons can be seen in front of the openings. Along the top of the drops a row of wagon wheels can just be made out.

4.3.4. An aerial photograph of 1926 shows the sidings over the drops from above. Buffers placed at the end of the sidings stopped waggons over running and falling from the bridge parapet on to St Mary's Street. There appears by this date to no longer be a mechanism which would allow coal to directly drop into the 'drops' (EPW016278). A further aerial photo taken in May of 1952 of Penistone from the south, just prior to electrification of the line in 1955 shows wagons stored in the sidings above the coal drops (EAW043359).

4.3.5. In 1910 Mr. Eli Hirst was paid for carting coals from the station to Thurlstone Pumping station at the rate of 1/5 per ton (Penistone, Stocksbridge and Hoyland Express 19th November 1910, 2). The following year the Penistone Grammer School Governors invited tenders for "carting one year's supply of coal and coke from Penistone Goods Station to the Grammer School" Penistone, Stocksbridge and Hoyland Express 2nd December 1911, 4) and again in 1927 for the "the supply of coal for their school and headmaster's house etc. delivered at Penistone Goods Station for 6 months" (Sheffield Daily Independent 27th August 1927, 1).

#### 4.4. EXAMPLES OF OTHER COAL-DROPS

4.4.1. On the same line, just to the west of Sheffield, the much larger coal drops at Wilson Street, Neepsend are still in situ, and images of them taken in 1981 before the track was lifted can be found on Picture Sheffield (S43081& s43107). Examples can also be seen on Hoyland Road, Sheffield (s20991) and at Victoria Quays.

4.4.2. Nationally, the coal drops, designed to receive coal from the South Yorkshire Coalfields have recently been restored and converted into retail and refreshment outlets at Kings Cross. Those that remain at Shildon (NHLE: 1160320) are believed to be the first of their kind designed for refuelling locomotives.

**Table 3:** Some examples of listed coal-drops across England

NHLE:	Year	Name	NGR
<b>Yorkshire</b>			
1272545	1874	Coal Drops at Halifax Station Goods Yard	SE 09798 25128
1134480	c.1875	Railway Bridge with wall to west of coal drops to east, Sowerby Bridge	SE 06064 23442
1096083	c.1900	Railway coal chutes (40) and tramway with walls and gates	SE1472317954
<b>England</b>			
124865	c.1840	Coal drops, Maidens Walk, Gateshead	NZ 25654 63675
1322864	c.1850s	Railway goods shed, coal drops, parcel office and boundary wall, Shildon	NZ 2323025757
1160320	c.1846	Locomotive coaling drops, Shildon	NZ 2347625729
1379214	c.1851	Eastern Coal drops at Kings Cross Goods Yard	TQ 30054 83550

4.4.3. The work by Jecock et al (2022, 34) when recording the locomotive refuelling station at Shildon noted that since the mid 18<sup>th</sup> century the use of coal-drops or staithes were well known in the

North-East at riverine and coastal sites. Wagons used for delivering the coal varied by region but in the north-east the preference was for chaldron wagons (53cwt or 2.693 tonnes) with bottom opening doors. Drops ideally were designed to minimize damage to the coal which was more valuable as large lumps, rather than in small pieces or dust, and often included chutes to guide the coal gently down to storage or waiting delivery wagons below. Unfortunately, it has not been possible to identify precise wagons used on the Sheffield-Manchester line or the plans for the original design of the drops.

#### 4.5. FORMER GOODS SHED (NO LONGER EXTANT)

4.5.1. To the west of the coal drops was located the former goods shed (no longer extant). A building is shown in the same location on the 1854 six-inch mapping (**Figure 8**), but it is unclear if this was an original station building or already used a goods shed. The larger scale 25-inch mapping dating to 1893 (**Figure 9**) shows one siding ran through its northern most edge and continued eastward over the coal drops.

4.5.2. In 1871, following an incident of 18 runaway wagons from the Dunford Bridge Station, Edward Sims, the night man at Penistone was contacted. He managed to divert the wagons along the warehouse siding preventing an accident on the mainline but resulting in *“a portion of the large goods warehouse [being] destroyed”* and colliding with a composite carriage (first and second class) three of the trucks *“laden with coal, grain and lime”* which were driven *“over the abutments of the bridge into the Huddersfield and Penistone turnpike”* (Liverpool Mercury 21<sup>st</sup> February 1871, 7). The Yorkshire Post elaborated on the damage done to the *“...the goods warehouse, a stone building close to the siding”*. *“The force with which they struck the building is seen by the wreck which remained. Part of one side and one end were for the most part destroyed, the shattered roof and the walls overhanging the men who were engaged in removing the debris”*.

4.5.3. OS Mapping from the 1950s specifically labels the goods shed and continued to do so until 1984 when *“works”* appears between the goods shed and the previously labelled assembly rooms. The goods shed was still standing in 1993 (**Figure 6**, Penistone History Archive images 7263 & 0423). The above mentioned crane was marked to the west of the shed on its own separate siding from the 1890s but had been removed by 1967.

#### 4.6. REGENCY HOUSE- STATION HOUSE

4.6.1. The 1854 six-inch map (**Figure 8**) marks the original Penistone station at this site. Its life as a passenger station appears to be short lived. By the time of White's 1862 directory the passenger station was situated at the junction of the Huddersfield and Bamsley and the London main line, the junction laying to east of the site investigated here (p498). The station master's house and

recorded refreshment rooms at the station in the census records from the 1860s also suggest their location to be closer to the east end of the town than the west, close to the area known as Spring Vale. On the 1854 mapping (**Figure 8**) two structures are shown at the western end of the station one to the north, the other to the south of the track. These had disappeared by 1893 (**Figure 9**).

4.6.2. In 1874 the Huddersfield Chronicle noted that the new station was a replacement of the old at the mainline junction noting that those travelling from London to Huddersfield and changing at Penistone had had but *“scant accommodation, the greatest of hardships have been endured for years, especially in the winter season”* but that on *“the first of this month the miserable old shed was closed, .... a handsome stone structure has taken its place, and for all purposes of traffic between Manchester appears complete...”*. This however was of little comfort for the London the Huddersfield passengers who were still *“landed on a platform which affords not the slightest protection from wind or rain”* (28<sup>th</sup> February 1874, 9). White’s 1879 directory identified William Vernon as the station master and J.H. Ormerod as the goods agent for both the Midland, Sheffield and Lancashire Railway and the Lincolnshire & Yorkshire Railway (p139). The National Archives hold records of railway workers from 1833-1956 but it has not been possible to search these for this research.

4.6.3. A plan of the Manchester to Sheffield line in the West Yorkshire Archives (QE20/1/1878/10) illustrated in research carried out by Archaeological Service Durham in 2012 (Archaeological Services University of Durham 2012), reveals that the house had been constructed by 1878. It is depicted as a simple square.

4.6.4. On the 1893 OS mapping (**Figure 9**) it is shown with the large, attached outbuilding as seen in the 1905 photograph discussed above. (**Figure 4**). It is unclear if it was ever occupied as a house in the later 19<sup>th</sup> century and early 20<sup>th</sup> century as it has not with certainty been identified in the census records. The name “Regency House” appears to be a modern construct. It seems likely that the building may have been used for administration of the goods station as access to the sidings was provided through the building.

4.6.5. In 1974 planning permission was granted for the building to be used as offices and in more recent times has been used for retail purposes (Planning statement 2013)

#### 4.7. LATER 20<sup>TH</sup> CENTURY HISTORY

4.7.1. In 1974 former railway buildings on the western part of the site were adapted for the maintenance of motor vehicles, storage repair and in 1995 for retail of agricultural machinery as well as machinery rental (Planning statement 2013).

4.7.2. In 1970 passenger services along the route were withdrawn. The Woodhead tunnel closed to freight in 1981 and the line between Hadfield and Penistone was closed and the tracks lifted. The drops can be seen in the mid 1980s in a photograph of the Penistone Gala (**Figure 5**, Penistone History Archive 7263). The photograph also shows Regency House, and the goods shed.

4.7.3. In 1988 the coal drops were listed (NHLE: 1314713). The entry reads:

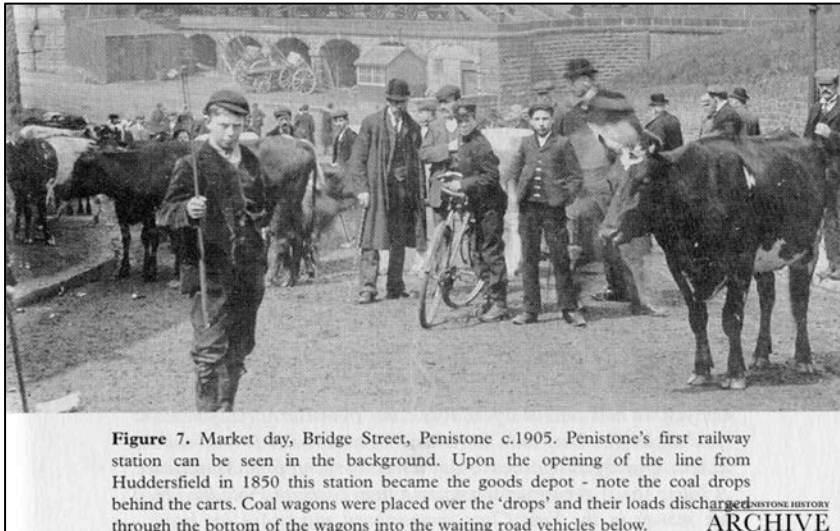
*Coal drops. Mid C19 (date of line 1845). Rock-faced stone, ashlar impost cornice and blocking course. Six segmental-arched openings with raised keystones. Later boarded doors to fifth. Wooden supporting beams for shutters extant across each opening.*

4.7.4. The HER entry includes other buildings on the site

*A row of 6 coal drops and a dwelling - Regency House - formerly the station house for the original 1845 station of Penistone. Also, a goods shed constructed c 1875 after a replacement station was constructed to the east of the town centre.*

4.7.5. In 1993 an image held in the (Penistone History Archive) shows the state of the site shortly before the TransPennine Trail granted access to the site in 1994. Work on the trail began in 1999 and was officially opened in 2001 creating a 215 walking and cycling route mile route from Southport to Hornsea. The 1993 OS mapping shows that the lines had been dismantled and the houses along the northern boundary of the site on Talbot Road had been erected. (**Figure 10**). By 2008 the former route of the railway line is marked as a cycle path. The 2008 mapping (**Figure 11**) also shows another large structure to the west of the former goods shed within the site boundary. This too has since been demolished.

4.7.6. In 2012 the *Archaeological Services, University of Durham, 2012*, carried out an assessment of the site. (*HER SSY2889*). This provides details of the buildings on site at that time, including of the former goods shed, subsequently removed, and Regency House – the station house, which is currently under renovation.



**Figure 7.** Market day, Bridge Street, Penistone c.1905. Penistone's first railway station can be seen in the background. Upon the opening of the line from Huddersfield in 1850 this station became the goods depot - note the coal drops behind the carts. Coal wagons were placed over the 'drops' and their loads discharged through the bottom of the wagons into the waiting road vehicles below.

**Figure 4:**  
Market day c1905 with coal drops in the background, the row of wagon wheels can just be made out along the top of the drops

(Reproduced with kind permission Penistone History Archive ref 6177)



**Figure 5:**  
The coal drops in the 1980s. By this date trees had already taken over the sidings

(Reproduced with kind permission Penistone History Archive -ref 7263)



**Figure 6:**  
The coal drops in 1993

(Reproduced with kind permission Penistone History Archive -ref 0423)



Figure 7:

1843 Ordnance Survey Map

(Reproduced under OS licence AC0000816635® Crown Copyright®)



Figure 8:

1854 Ordnance Survey Map

(Reproduced under OS licence AC0000816635® Crown Copyright®)

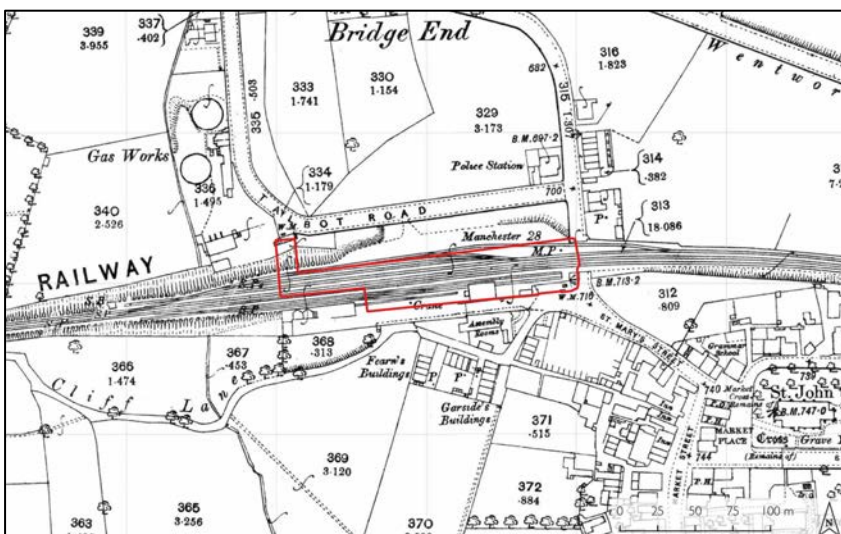
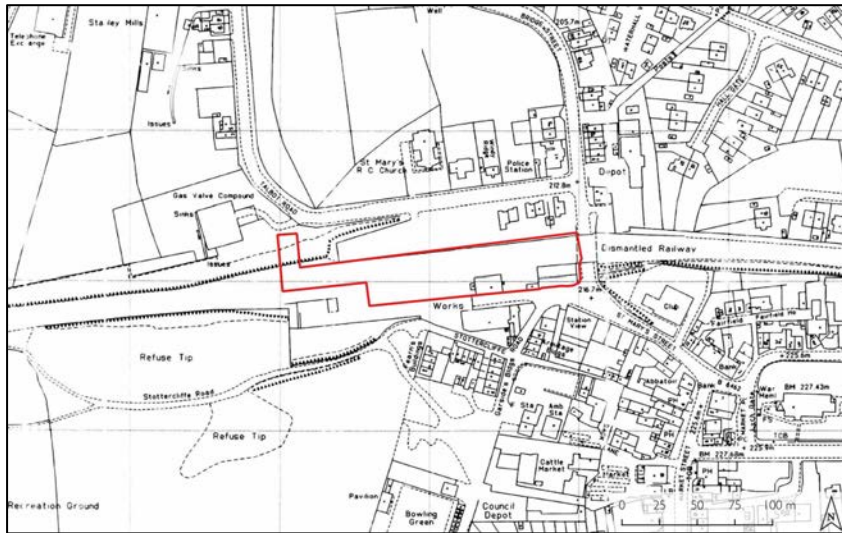


Figure 9:

1893 Ordnance Survey Map

(Reproduced under OS licence AC0000816635® Crown Copyright®)



**Figure 10:**  
1992 Ordnance  
Survey Map

(Reproduced under OS  
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**Figure 11:**  
2003 Ordnance  
Survey Map

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## 5 SITE APPRAISAL

### 5.1. LANDSCAPE SETTING

5.1.1. The site is located within and at the edge of the Penistone Conservation Area. No conservation area appraisal has been undertaken. The basis of the local road pattern is probably medieval or later. The 14<sup>th</sup> century parish church of St John, which possibly contains pre Norman Conquest fabric, and which is located on Market Place, (Grade I Listed Building, NHLE: 1314709) presumably formed at least part of the centre of the medieval town. The nearby thoroughfares of Church Street, Market Place, Market Street, perhaps Shrewsbury Road, and perhaps St Marys, may date from the medieval period. Bridge Street, leading to the crossing of the River Don, may also be an early creation. The former railway line, on which the site is located, is a 19<sup>th</sup> century creation. Several associated structures survive, including the track bed, some of which lies on an embankment, and the railway bridge, constructed in at least two phases (see **Appendix I.15**).

5.1.2. The wider area is now characterised by retail shops, with relatively small concerns located along Market Street, and St Marys. On the west side of this thoroughfare, number 8 Market Street comprises a shop, now shops, of the early to mid-18<sup>th</sup> century. The three storey remnant of a larger building is of coursed square stone with a stone slate roof, The building is listed at Grade II (NHLE: 1151831). Further listed buildings, each listed at Grade II, include 1 and 3 Market Street, the former Cloth Hall (List Entry Number: 1314710), and the adjacent 5 and 7 Market Street (NHLE: 1286806), while to the north is the Midland Bank and Bank Chambers (NHLE: 1286793), These buildings are all located on Market Place or Market Street, and, are divided from the site by St Marys, the length of which effectively forms the limit of their setting in the direction of the site. The narrowness of the road and the height of the building's opposite, also constricts the setting of these listed buildings (see **Appendix I.16**).

5.1.3. The area to the north of the site was historically occupied by fields and farmland, shown on the OS edition of 1854 (see **Figure 8**), and which had begun to be developed by the time of the OS edition of 1894 (see **Figure 9**). This area is now largely characterised by late 20<sup>th</sup> century residential development along Talbot Toad.

5.1.4. To the west of the site, and outside the conservation area, is a small industrial estate, associated with the former railway line. Along Market Lane to the south of the site is small part of the conservation area primarily comprising stone built terraced houses, with at least one larger stone built house (see **Appendix I.17**). To the south of these lies the Tesco superstore, and adjacent to this and to its east, the market building.

5.1.5. In the vicinity of the site, the conservation area includes the bridge, the area to its north and part of the sidings.

## 5.2. BUILDING APPRAISAL

5.2.1. The site contains two main buildings (**Figure 12**). These are the coal drops, a row of six coal drops and Regency House, the former station house for the mid 19<sup>th</sup> century station at Penistone. The southern side of the railway sidings is supported by a sandstone retaining wall.

5.2.2. The Coal Drops (see **Appendices 1.1 to 1.6**) comprise a the Grade II Listed Coal drops immediately west of bridge under Penistone Woodhead Railway, St Mary's Street (NHLE: 1214713).

5.2.3. The list entry describes the structure as follows: Coal drops. Mid C19 (date of line 1845). Rock-faced stone, ashlar impost comice and blocking course. Six segmental-arched openings with raised keystones. Later boarded doors to fifth. Wooden supporting beams for shutes [sic] extant across each opening.

5.2.4. The building comprises six stone arched bays. These reduce in height towards the west as the ground rises. There is a dressed stone plinth over the stone arched bays on the north side. The coal drops abut the retaining wall supporting Regency House. At the northern side of the coal drops is the railway embankment. Although at one time fitted with at least some timber doors, none currently survive.

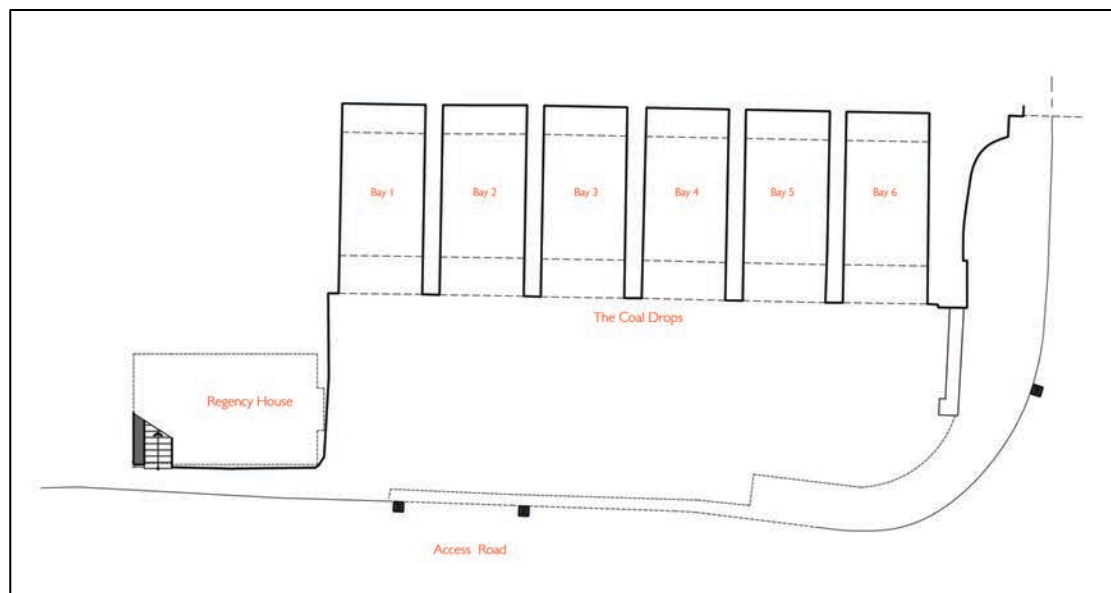
5.2.5. The structure has been described by a structural engineer as 'generally in a sound condition structurally apart from the front section of the east arch which springs off the east abutment. The arch has dropped and will require rebuilding' (Shaw 2013: 4).

5.2.6. Above the stone structure are several remaining large section timbers (see in particular **Appendices 1.3 to 1.6**). These are supported on brick levelling courses (see **Appendix 1.6**), and would have formerly carried the railway tracks over the coal drops. They are now in poor condition. Over one of the drops, the fourth from the western end, an iron chute remains in place. This would have allowed coal to be dropped from a waggon into the space below. The timbers contain several other small iron fittings.

5.2.7. At the eastern end of the coal drops is a buffer (see **Appendix 1.13**), presumably originally used to prevent railway vehicles rolling over the end of the tracks and onto Bridge Street below. The buffer is in a state of near collapse.

5.2.8. Regency House (see **Appendices 1.7 to 1.13**) is located on the retaining wall at the south side of the railway line, and comprises a two storey building of coursed sandstone, with sandstone lintels and cills. The windows were boarded up at the time of the site visit and new sash windows were stored inside the building awaiting fitting. The roof is of slate and is hipped. There is a chimney stack at the eastern end. The ground floor front door is accessed via a staircase leading through the retaining wall on its south side. An adjacent toilet on the left side of the external staircase has been demolished. The northwest corner of the building, adjacent to the front door, is supported on a cast iron column.

5.2.9. The interior of the building comprises a single room both at ground and first floor level. There is a chimney breast in each room. The fireplaces have been removed. The stair linking ground, and first floors has a modern replacement balustrade. The plaster cornices survive within each room, and at least some of the mouldings surrounding windows and doors remain.



**Figure 12:** Site plan (based on a survey provided by the client (mboothdesign))

## 6 STATEMENT OF SIGNIFICANCE

### 6.1. ARCHAEOLOGICAL REMAINS WITHIN THE SITE

6.1.1. There are no recorded remains within or near the site, with the exception of those associated with the railway. Any archaeological remains within the site are considered to be of **low heritage significance** unless directly related to the Listed Coal Drops.

### 6.2. THE COAL DROPS

6.2.1. The principal building on site is the former coal drops, a row of six railway coal drops of the mid-19<sup>th</sup> century. The structure is a Grade II Listed Building (NHLE:1314713).

- The stone parts of the coal drops remain intact, although much of the timber superstructure is either missing or in poor condition. The coal drops as remaining are of **high heritage significance**, deriving from:
- Their **architectural interest**, which makes a **high contribution** to its significance, as an example of a coal drop, representing railway architecture of the mid-19<sup>th</sup> century. No architectural drawings of the structure have been traced. The building retains some original details, although many have been lost.
- Its **historical interest**, which makes a **high contribution** to its significance, in relation to its association with known persons and organisations.
- Its **archaeological interest**, which makes a **medium contribution** to its significance, deriving from evidence for the previous use of the structure as part of the railway infrastructure.

### 6.3. REGENCY HOUSE

6.3.1. The subsidiary building on site is Regency House, the former station house for the mid 19<sup>th</sup> century station at Penistone, associated with the railway, and now slightly altered. Regency House is of **medium heritage significance**, deriving from:

- Its **architectural interest**, which makes a **high contribution** to its significance, as a slightly altered example of a railway building of the mid- 19<sup>th</sup> century. No architectural drawings of the building have been traced. The building retains some original details, but has been slightly altered, reducing the interest.
- Its historical interest, which makes a medium contribution to its significance, in relation to its association with known persons and organisations.
- Its archaeological interest, which makes a medium contribution to its significance, deriving from evidence for the previous use of the structure as part of the railway infrastructure.

#### 6.4. SETTING

6.4.1. The setting of the site primarily comprises the immediately surrounding built development at the edge of central Penistone. The site is located at the edge of the Penistone Conservation Area, and is described in detail in **Section 5.1**, above.

6.4.2. Although within a conservation area, the immediate setting of the site is of rather poor quality, and makes little contribution to its significance.

#### 6.5. CONTRIBUTION TO OTHER HERITAGE ASSETS

6.5.1. The nearest designated assets outside the site are each located on Market Place or Market Street, separated from the site by St Marys, the length of which effectively forms the limit of the setting of the Listed Buildings in the direction of the site. The narrowness of the road and the height of the buildings opposite, also constricts the setting of this heritage asset group.

## 7 HERITAGE IMPACT ASSESSMENT

### 7.1. PROPOSED DEVELOPMENT

7.1.1. The proposed development is to convert and extend the coal drops into retail and restaurant units. Regency House would be restored and converted, retaining its current appearance.

7.1.2. Further west, new build offices would be constructed and further west again, four hybrid business units would be constructed. These latter two new build structures would be constructed at scale with the existing structures on site, and would ensure that Regency House remains a prominent landmark.

7.1.3. Retail units would be formed within the arches, with curtain wall glazing to the frontage to provide the appearance of a light architectural intervention. One central arch would lead to a cocktail bar behind, and to a restaurant above. The restaurant would sit within a sensitive new- build single-storey pavilion over the Coal Drops, with glazed walls opening up to a terraced area raised above the Coal Drops. The pavilion design, using stone and glazing, is intended to allow the arches of the Coal Drops to remain the prominent feature of the site.

#### *Potential Effects Arising from the Proposal*

7.1.4. The principal attributes of the scheme which have the potential to affect heritage assets include:

1. **Groundworks** – e.g. Groundworks associated with the construction of foundations for the proposed development.
2. **Works Affecting Position, Scale and Mass** - e.g. Re-positioning and increase of development within the site, affects views and experience.
3. **Works Affecting Appearance** - e.g. Change in the appearance of development at the site in relation to architectural design, and materials.
4. **Works Affecting Historic Fabric** – Partial demolition, repair and preservation works are to be undertaken, with loss and change to historic fabric.

### 7.2. ARCHAEOLOGICAL REMAINS WITHIN THE SITE

7.2.1. **Groundworks** – There are no recorded remains within or near the site, with the exception of those associated with the railway. The proposal is anticipated to encompass a high potential for railway related remains of up to local significance, and a negligible potential remains pre-dating that period. Any impacts would be very small-scale in nature. Any surviving remains are likely to be wholly or partially destroyed by the proposed works, resulting in a **negative effect** to their significance.

### 7.3. THE COAL DROPS

7.3.1. The proposal includes the removal of timbers from the top of the coal drops, the probable rebuilding of part of the easternmost bay, and the construction of a new restaurant over the existing structure.

7.3.2. This would have an effect on historic fabric, and an effect on position, scale, mass, and appearance deriving from the removal of historic fabric, the probable partial demolition and rebuilding of the easternmost of the coal drops, and the development of a new restaurant above the existing structure. The proposals will better reveal the significance of the coal drops and contribute towards their conservation. This would result in a **limited positive effect** to their significance.

### 7.4. REGENCY HOUSE

7.4.1. The proposal includes the restoration of Regency House. This would involve the fitting of replacement timber sash windows and general upgrading.

7.4.2. This would have an effect on historic fabric, and an effect on position, scale, mass, and appearance deriving from the restoration of Regency House and the development of new structures nearby. The proposals will better reveal the significance of Regency House and contribute towards its conservation. This would result in a **limited positive effect** to its significance.

### 7.5. PENISTONE CONSERVATION AREA

7.5.1. The proposal includes the increase in massing and height of the coal drops, the restoration of Regency House, and the development of new units further west on the site.

7.5.2. The works would see the restoration and consolidation of the Coal Drops. There would be some loss of historic fabric, in the form of the timbers above the stone structure. Overall, however, the proposals would enhance the significance of the coal drops, as well as the settings of the wider Conservation Area and thus the significance of these assets.

7.5.3. The restoration of Regency House would see replacement windows of a suitable type installed in place of the currently boarded up apertures.

7.5.4. In addition, the replacement of the existing replacement front door with a more suitable example, any necessary consolidation of the exposed stone, would enhance the significance of Regency House, as well as the settings of the wider conservation area and thus the significance of these assets.

7.5.5. The new units in the western part of the site have been designed to respect the materials, scale, and massing of the coal drops and Regency House.

#### 7.6. OVERALL IMPACT

7.6.1. The development proposals would have an effect on historic fabric, and an effect on position, scale, mass, and appearance deriving from the loss of historic fabric, the restoration of existing structures, and the development of new structures. Overall, the proposals will better reveal the significance of the heritage assets and contribute towards their conservation. This would result in a **limited positive effect** to their significance.

## 8 DISCUSSION

### 8.1. SUMMARY OF SIGNIFICANCE

8.1.1. There is little, if any, evidence for the pre- 19<sup>th</sup> century use of the site, which was probably farmland.

The Manchester, Sheffield and Lincolnshire Railway was developed during the 1840s and the coal drops were probably developed around then, with Regency House being developed slightly later. Other structures within the site have been cleared.

8.1.2. The coal drops is a listed building, listed at Grade II (NHLE: 1214713) and is considered to be of **high significance** on account of its architectural and historical interest. Regency House is considered to be of **medium significance** on account of its architectural and historical interest. The Penistone Conservation Area is considered to be of **high significance** on account of its architectural and historical interest. The site makes a **low, positive contribution** to the significance of the nearby heritage assets.

8.1.3. The below ground archaeology within the site is considered to be of **low significance**,

### 8.2. SUMMARY OF IMPACT

8.2.1. The development proposals would see the reuse and restoration of both the coal drops, a Listed Building, and Regency House, a historic building within the Penistone conservation area, alongside the development of new structures. Overall, the proposals will better reveal the significance of the heritage assets and contribute towards their conservation. This would result in a **limited positive effect** to their significance.

### 8.3. CONCLUSION

8.3.1. The site contains no known archaeological remains, other than relating to the railway, contains the coal drops, a listed building, Regency House (a further historic building), and is situated within the Penistone conservation area. The proposals would see the reuse and restoration of the historic structures within the site the development of new structures, respecting those located adjacent.

8.3.2. The proposed development would result in some loss of historic fabric, but would contribute towards the conservation of heritage assets. This would result in a limited positive effect to their significance.

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Sheffield Independent: 5<sup>th</sup> September 1840, 12<sup>th</sup> July 1843, 28<sup>th</sup> September 1844, 19<sup>th</sup> July 1845

Sheffield Daily Independent 27<sup>th</sup> August 1927

Yorkshire Post and Leeds Intelligencer: 21<sup>st</sup> February 1871

#### **Picture Sheffield**

[S43081](#) Wilson Street Coal Drops, Neepsend 10<sup>th</sup> June 1981 SCC

[s43107](#) Wilson Street Coal drops, seen from Pitsmoor Road 10<sup>th</sup> June 1981 SCC

[s20991](#) Hoyland Road, Neepsend Sheffield H. Ainscough 8<sup>th</sup> October 1967 (thumbnail only)

#### **National Railway Museum Archives (Science Museum Group)**

No records identified

#### **The National Archives (not seen)**

Records of railway workers for the Great Central Railway (RAIL 226) and London North Eastern Company (RAIL 397) up until 1956 are located at the National Archives.

## APPENDIX I: PHOTOGRAPHY



### Appendix I.1

General view of the Coal Drops (NHLE: 1314713) looking south outside Site showing relationship with railway bridge.



### Appendix I.2

General view of the Coal Drops (NHLE: 1314713) looking south outside Site.



### Appendix I.3

View of interior of Coal Drops (NHLE: 1314713) looking south.

**Appendix I.4**

View of interior of Coal Drops (NHLE: 1314713) looking south, showing coal chute in situ.



**Appendix I.5**

General view of Coal Drops (NHLE: 1314713) looking east and showing timbers.



**Appendix I.6**

General view of Coal Drops (NHLE: 1314713) looking east and showing poor condition of timbers, overgrown nature of site, and brick levelling courses.





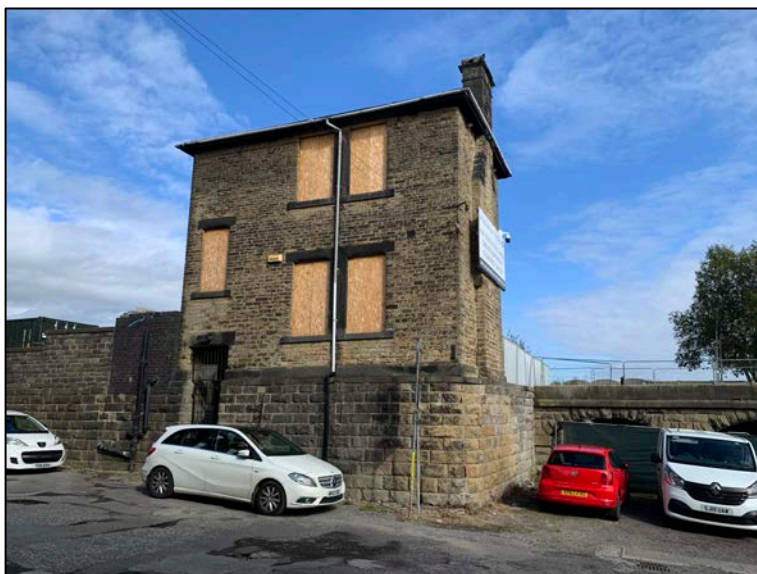
### **Appendix I.7**

General view of Regency House and the retaining wall on which it sits looking south-west.



### **Appendix I.8**

General view of Regency House and the retaining wall on which it sits looking south-east.



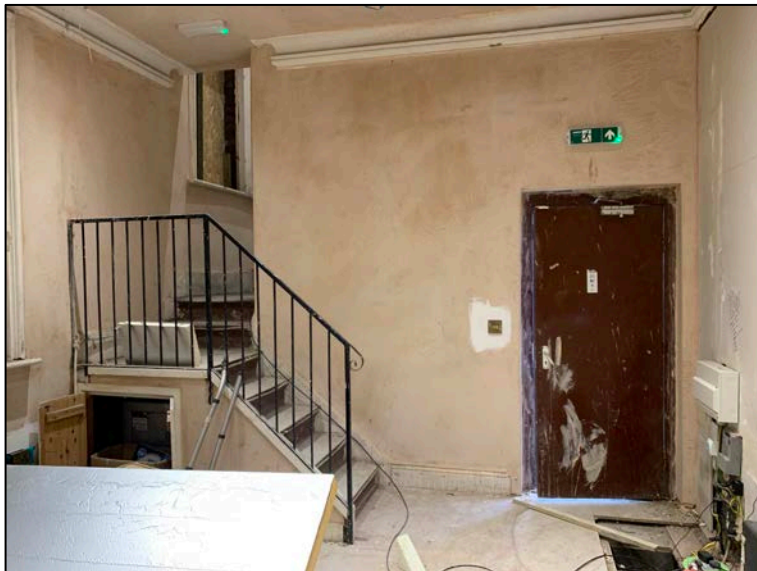
### **Appendix I.9**

General view of Regency House and the retaining wall on which it sits looking south-east.



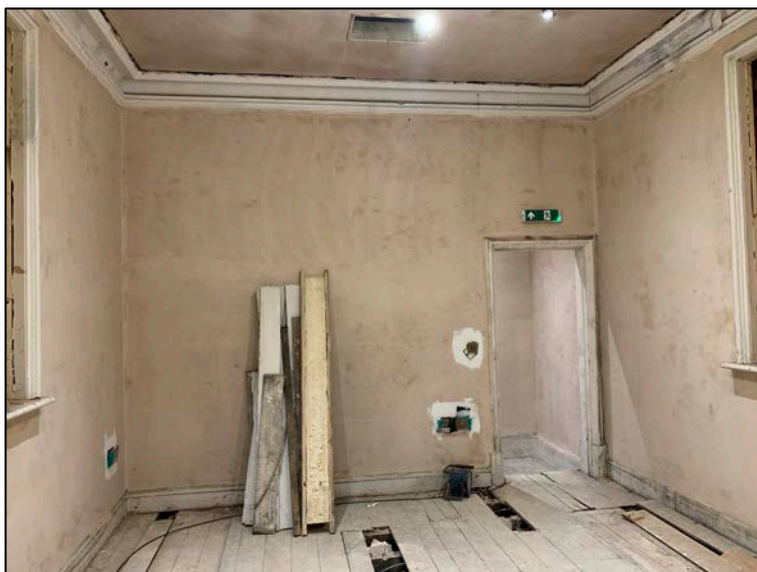
### Appendix I.10

View of Regency House looking north.



### Appendix I.11

View of Regency House ground floor interior looking east. Note the early cornicing, the replacement stair balustrade, and the replacement door.



### Appendix I.12

View of Regency House first floor interior looking east. Note the early cornicing, and the mouldings around the door (missing), and the windows.



**Appendix I.13**

View of timber buffers above the Coal Drops (NHLE: 1314713) looking southeast. In the background is a general view of Regency House and adjacent buildings within the Conservation Area.



**Appendix I.14**

General view of Regency House and nearby buildings within the Conservation Area.



**Appendix I.15**

View of railway bridge adjacent to Site looking south.



**Appendix I.16**

View looking north along St Marys from edge of Site.



**Appendix I.17**

View of large house to the south of Regency House looking west

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