



# Heritage Statement

Addendum

Wath Road, Elsecar

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# 1. Introduction

- 1.1 This Heritage Statement has been prepared by Bowman Riley on behalf of Oak Tree Developments to accompany a planning application to construct 9 no. terraced houses in two blocks, on vacant land in Elsecar that has formerly been used as a coach park.
- 1.2 This report is written by Joanne Harrison, a heritage consultant and RIBA registered architect. Joanne has experience in a wide range of project types, and is conducting doctoral research on late 19th century workers' terraced housing in Leeds. Her publications and conference presentations cover housing in numerous periods and include medieval shop-houses, an early post-medieval hall house, elite Georgian townhouses, and Victorian, Edwardian and early twentieth century terraced houses.

## Overview of the existing site

- 1.3 The site is on Wath Road opposite house numbers 90 – 136. It is in the Elsecar Conservation Area and the following listed buildings are nearby:

- ❖ Reform Row – grade II listed terraced houses
- ❖ Holy Trinity Church – grade II listed
- ❖ Elsecar Mill – grade II listed

In addition, Meadow Row terraced houses are recognized as a non-designated heritage asset.

- 1.4 The site has one existing building, a former ambulance store. There are numerous self-seeded mature trees on the site, mainly to the Eastern side. Much of the site is rough concrete hardstanding and unmade ground. Beyond the Eastern site boundary lies the canal embankment and Dearne and Dove Canal. The stanchions of a footbridge that crossed the canal remain on the banks.

## Overview of the proposals

- 1.5 A proposal was originally submitted to Barnsley MBC in early 2021 but the design was unsuitable and the application was not validated. The revised proposal is for a block of 6 no. terraced houses and a block of 3 no. terraced houses, a parking area, and conversion of the existing ambulance store.
- 1.6 This addendum to the original Heritage Impact Assessment produced by ID Planning draws on the information provided in that report, and the commentary and discussions with officers at Barnsley MBC (see Appendix). A site visit was also undertaken by Helen Walker on the 20th May 2021.
- 1.7 This report builds on the above to assess the suitability of revised proposals produced by Bowman Riley. It documents our supplementary assessment of the heritage significance of the conservation area and the listed buildings in close proximity to the site, and considers the impact the proposed development has on these. It also outlines the design decisions we have made and how these have been informed by the site context.
- 1.8 The conclusions made in this report relate to the impact of the development on the both the historic and natural environment.

# 2. Methodology

## Assessing heritage value

- 2.1 In order to understand the significance of the heritage asset, it is necessary to first understand the perceived "heritage interest" which contributes to that significance. In accordance with HEAG279 these heritage interest have been arranged into three groups:

|                 |                                                                                                                                                                            |
|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Archaeological: | There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point. |
|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Architectural & artistic:** 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 skills, like sculpture.

**Historic:** 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.

## Assessing the significance of the asset

2.2 Once the interest has been ascertained, the level of contribution the interest makes to the heritage significance of the asset can then be determined and used to guide the development of the scheme. This level of significance has been classified as follows:

**Negligible:** The element provides little or no contribution to the heritage asset.

**Slight:** The element provides some contribution to the heritage asset but not to the extent that any alteration will cause harm.

**Moderate:** The element is important to the significance of the asset and requires assessment with the assumption that any harm will be less than substantial and can be mitigated.

**High:** The element is very important to the significance of the asset and careful consideration is required to assess if the harm is substantial or less than substantial and whether the harm can be mitigated.

**Considerable:** The element is essential to our understanding of the significance of the heritage asset with the assumption that any harm to that element would be constitute substantial harm to the heritage asset and would require full justification.

## Assessing the significance of this value

2.3 The level of harm to the significance of the heritage asset can then be assessed by understanding the impact of undertaking the works and can range between major beneficial to major adverse. This impact is assessed as potential and final and takes into account the options for mitigation and public benefit.

2.4 In order to provide a succinct and accessible summation of the impact to the significance of the heritage asset, the impact has been displayed in table form as per the example below, with a summary as part of the conclusion:

| Element | Level of significance | What is the potential impact | Options for mitigation / enhancement                                                                                                                                    | Can the harm be mitigated against public benefit                                                                                                | Final Impact     |
|---------|-----------------------|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| Church  | High                  | Moderate adverse             | The extension should be sympathetic to the character and materiality of the church, and loss of fabric at the connection point between old and new should be minimised. | The extension will allow the building to continue in use meaning that it will continue to be maintained and its fabric will not be put at risk. | Major beneficial |

### 3. History of the village

#### Supplementary historical information

- 3.1 Extensive research has recently been undertaken on the village of Elsecar as part of the Heritage Action Zone project.
- 3.2 Elsecar, known as 'Elsicar Green' was first depicted on a colliery map in 1757. Already appearing as a partially industrialized landscape, the hamlet was small, but on the brink of substantial growth, initiated by the 4<sup>th</sup> Earl Fitzwilliam. Wath Road was one of a small number of roads at its core.<sup>1</sup>
- 3.3 Two terraced rows were initially built by the Fitzwilliam estate, and Reform Row was subsequently constructed in 1837. The houses were noted for their superior design and construction, and it is thought that they were built in part to commemorate the passing of the Reform Act 1832 and also to show allegiance to Queen Victoria as she came to the throne.<sup>2</sup>
- 3.4 The Simon Wood Colliery opened in 1853. It was served by both the canal, and the recently opened Elsecar branch of the South Yorkshire Railway, ensuring coal could be easily transported.<sup>3</sup> It closed in 1903 when production transferred to Elsecar Main Colliery.<sup>4</sup>
- 3.5 A pedestrian bridge called 'Wath Road Bridge' positioned to the East of the Wath Road site once allowed access over the canal<sup>5</sup> for residents of workers housing at Meadow Row, Reform Row and other housing in the village.

### 4. Review of the existing site and buildings

#### Supplementary information on the extant features and buildings

- 4.1 The site has a close relationship with the former collieries. The bridge abutment is still visible on the west bank of the canal to the East of the site.
- 4.2 The only extant permanent building on the site is the former ambulance store for the Elsecar Main Colliery constructed in 1927,<sup>6</sup> and it is included on the Elsecar local list. It is single storey, constructed of brick walls and it has a slate roof. A large window faces Wath Road, as does the adjacent double door. A South-facing window has been bricked up. It has a neglected appearance.
- 4.3 The self-seeded trees on the West bank of the canal, to the East of the site, are a natural significant feature when viewed from both the canal and the site.

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<sup>1</sup> The village of Elsecar, South Yorkshire: Historic Area Assessment p.19. Available at: <https://research.historicengland.org.uk/Report.aspx?i=16223&ru=/Results.aspx%3Fp%3D1%26n%3D10%26rn%3D6%26ry%3D2019%26ns%3D1>

<sup>2</sup> The village of Elsecar, South Yorkshire: Historic Area Assessment p.20

<sup>3</sup> The village of Elsecar, South Yorkshire: Historic Area Assessment p.33

<sup>4</sup> The village of Elsecar, South Yorkshire: Historic Area Assessment p. 156

<sup>5</sup> The village of Elsecar, South Yorkshire: Historic Area Assessment p. 147

<sup>6</sup> The village of Elsecar, South Yorkshire: Historic Area Assessment p. 235

## 5. Assessment of Significance

### Heritage values and associated significance

- 5.1 **Archaeological:** Although the site has remained mostly undeveloped, its former uses and associations with the Simon Wood and Elsecar Main Collieries mean that there is some potential for archaeological discovery.
- 5.2 **Architectural / Artistic:** The site itself offers little in the way of architectural or other aesthetic value, but it does facilitate views to buildings and other features that have architectural or artistic merit at the immediate perimeter of the site. Reform Row, and to a lesser extent, Meadow Row are the most significant of these as they have the closest relationship with the site. They are relatively unaltered examples of 1850s housing, and their significance is increased because of their group value. Elsecar Mill is also of significant visual interest. While the former ambulance store has some merit, this is minimal. The stanchion of the former canal bridge is not visible from much of the site as it is built into the embankment beyond the site boundary so its contribution to the wider setting is primarily experienced from the East side of the canal.
- 5.3 **Historical:** The historical interest of the site relates to its associations with the Simon Wood and Elsecar Main Collieries and the important route for the workers living in the existing houses on Wath Road, who walked across the site and over the canal bridge, to their place of work at the Simon Wood Colliery. The Elsecar conservation area is designated for the historic and architectural group value of its buildings and association with the Fitzwilliam family of nearby Wentworth Woodhouse, who developed the village.

### Significance summary

- 5.4 The buildings and features surrounding the site have high significance as a group because they tell the story of Elsecar's development and the importance of its industrial history focused primarily but not exclusively, on coal mining and the transportation of coal. The houses provide information about the lives of working residents in the village and add a significantly positive contribution to the character of the village. The overall significance is increased by the association with the Fitzwilliam family.

## 6. Heritage Impact Assessment

### Brief

- 6.1 The Wath Road site has long been a detractor in the conservation area, and with the loss of its use as a coach park, a new use is required to ensure its potential decline does not further impact the conservation area and the listed buildings nearby.
- 6.2 The brief was for family housing to be built upon the site. It is recognized that the location of the site means that any design proposal must be sensitive to the heritage and environmental values of the site and its surroundings.

### Proposals

- 6.3 The revised proposals are for a block of 6 no. terraced houses with small 'buffer' gardens facing Wath Road, and a block of 3 no. terraced houses facing Wath Road set back to accommodate larger front gardens which create distance between the new build houses and the listed houses forming Reform Row. In addition, there is a parking court for 16 no. cars. A further 2 no. car spaces are provided within the curtilage of the Northernmost terrace house. The enlarged grounds to this house accommodate the former ambulance store which is to be retained and converted to home office use.
- 6.4 The site layout and form is based on the following considerations:
- ❖ Reform Row and Meadow Row provide a strong edge to the West side of Wath Road, and in addition to their terraced form, appear on approach, to be a single, continuous row. This indicated that the treatment to the East side of Wath Road should take a similar approach, meaning that terraced houses

rather than detached or even semi-detached houses would be the most appropriate. In order to avoid a tunnel-like experience along the road however, it is considered important that the development is not constructed too close to the site boundary. The design therefore comprises two terraced blocks, the shorter of which, closer to the listed Reform Row, is set back from the road to create a 'breathable space' along the street scene. This extent of this is limited by both the need for the character to be retained along the road, but also the requirement for amenity space to the rear which is limited by the extent of the site (see below).

- ❖ The existing housing has small proportions, and notably, low floor to ceiling heights and correspondingly low roofs. The design of the new houses therefore seeks to keep floor to ceiling heights to a minimum, and to have a similar eaves height and roof pitch (albeit not quite as shallow as those of Reform Row and Meadow Row).
- ❖ There has always been an open view to the existing ambulance store on site, and it is considered important that this is retained. The position of the new houses therefore does not obscure this visual access, and more than that, allows the continuation of sightlines through to the trees beyond, at the canal edge. This existing ambulance store building needs a use to ensure its long-term maintenance and survival, and it is therefore proposed that it is placed within the ownership of the Northernmost terraced house. Its suggested use is as a home office, something that the other proposed houses have within the house.
- ❖ Barnsley MBC require 2 no. parking spaces per new house. In this development, 2 no. parking spaces are provided within the grounds of the end terrace as this minimizes the bounded size of the parking court, thereby allowing maximum visual connection with the existing ambulance store building. To further achieve this aim, 14 no. parking spaces are provided within the parking court. While this sees the development with 2 no. fewer parking spaces than strictly required, the benefit to the existing heritage and environmental assets is considered to be significant. Furthermore, the absence of dedicated parking for houses is characteristic of the conservation area.
- ❖ Barnsley MBC also require new houses to have at least 60m<sup>2</sup> of amenity space. The ownership boundary to this site is deemed to be the extent of the concrete hardstanding and therefore the rear gardens extend to this line. All but one of the houses achieves the required 60m<sup>2</sup> (one falling short at 56m<sup>2</sup>). These figures do not take account of amenity space at the front of the houses however, and furthermore, the smaller size of gardens is consistent with those of Reform Row, Meadow Row, and other terraced housing in the conservation area.

See concept sketch (Figure 1)

6.5 The plan layout of the houses is similar across the development, although variation is found in one of the houses adjacent the inner passage, and the end house to the North. The standard arrangement is as follows:

- ❖ To the ground floor: entrance hall giving access to stairs, a WC, store cupboard and open plan living / kitchen / dining room.
- ❖ First floor: landing area with stairs to ground and second floors, 2 no. bedrooms (one with en-suite), office and bathroom.
- ❖ Second floor: landing area with store cupboard, bedroom.

Variations include:

- ❖ House next to the passage: First floor has landing area with stairs to ground and second floors, 3 no. bedrooms / 2 no. bedrooms and an office (no en-suites), with a bedroom. The second floor has a landing area with store cupboard, and a bedroom with en-suite.
- ❖ End house to the north: larger footprint than the other houses; the first floor has a landing area with stairs to ground and second floors, 3 no. bedrooms (one with en-suite) and bathroom.

- 6.6 The aesthetic design of the houses reflects the character of the conservation area and notably, the two rows of terraced houses opposite the site. Elevations to Wath Road closely reflect the simple architectural language of the houses opposite, whereas to the rear, there is a greater degree of fenestration.
- ❖ The front and rear walls of the houses are to be constructed of coursed stone to match the colour of the existing houses as closely as possible. In common with the contrasting treatment found to the gable walls of houses in the village, the outermost gables of the two new blocks will have a cream render finish, while the innermost gables (those between the two new blocks) and the inner passage of the 6-house block will be constructed of a traditional-looking red brick.
  - ❖ The low-pitch slate roofs are consistent with those of the existing houses, though the new houses will have conservation-style rooflights to the rear elevation.
  - ❖ The windows will be a timber casement design, in a similar style to those in the existing terraced houses opposite, but to ensure that the design is not a pastiche of those and to ensure the new houses are seen as being of a later construction period, there will be no glazing bars.
  - ❖ The presence of stone lintels and mullions will reflect the architectural language of the existing houses opposite. Again, to ensure that they are understood as a modern interpretation, they will have a plainer design, and notably, have a flat rather than arched shape to the passage leading to the rear gardens.
  - ❖ Timber doors will continue the use of the traditional materials found in the conservation area.
  - ❖ Boundary walls to the front gardens and to the parking court will be constructed of stone to match the walls of the new houses. These also reflect the materiality of the boundary walls to Reform Row, but as with the house walls, a coursed rather than rubble construction reinforces the distinction between the construction periods.
  - ❖ Boundaries to the rear of the site will be made with timber fencing.
- 6.7 The existing ambulance store building will retain its original architectural language and traditional materiality, including the slate roof, brick walls, replacement timber windows (one of which is currently bricked up and will be reinstated) and replacement timber door.
- 6.8 It will be necessary to remove 3 no. trees from the site in order to construct the new development. This proposed loss has been kept to an absolute minimum, and the development potential of the site would be significantly impacted if these trees were to remain. The trees affected are numbered T1, T2 and T3 in the arboricultural survey, and are positioned to the Western boundary of the site, along the Wath Road boundary. The trees are early mature Sycamores with a category C1 (low quality with mainly arboricultural value). The drawing noting them as 'Tree which could be retained' implies that retention is not especially desirable.
- 6.9 The overall impact on the site resulting from the loss of these trees is considered to be minimal and justifiable. The more significant grouping of trees lies just beyond the Eastern boundary of the site. These will continue to provide an environmental amenity and provide a degree of screening from the canal towards the new development.

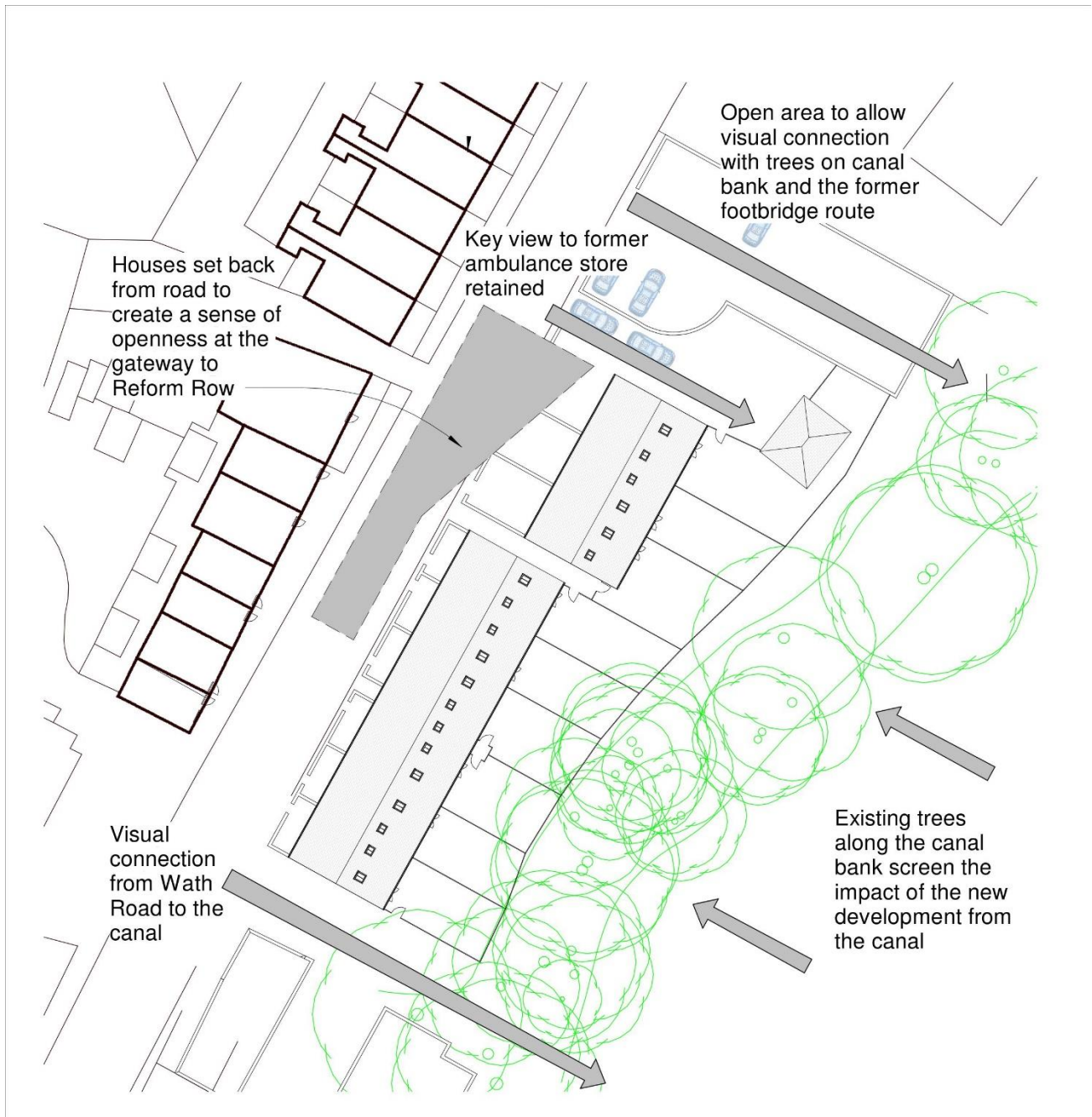


Figure 1 Site concept

# Table assessing the impact

6.10

| Element                             | Level of significance | What is the potential impact | Options for mitigation / enhancement                                                                                                                                                                                                                                                                                                                                           | Can the harm be mitigated against public benefit                                                                                                                                               | Final Impact     |
|-------------------------------------|-----------------------|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| Reform Row                          | High                  | Major adverse                | The site layout, design form and materiality will take their cue from the existing houses so that there will be a shared character, albeit with a clear distinction between the old and new.                                                                                                                                                                                   | Loss of the open site will be mitigated by the improved visual and environmental qualities of the site – it currently has an adverse impact on the houses.                                     | Major beneficial |
| Meadow Row                          | Moderate              | Major adverse                |                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                | Major beneficial |
| Holy Trinity Church                 | High                  | Minor adverse                | The church is not close enough to the site to be impacted by the loss of open space and the more restricted views to the ambulance store and canal.                                                                                                                                                                                                                            | Views to / from the church and the experience of traveling between the church and the site (or beyond) will be enhanced by the improved visual and environmental qualities of the development. | Minor beneficial |
| Elsecar Mill                        | High                  | Minor adverse                | The most significant elevation which faces onto Wath Road is unaffected by the proposed development, but the side elevation facing onto the site will be negatively impacted. At present, there are long distance views across the site to and from this aspect, but the development will block the visual connection.                                                         | Harm can only be mitigated by restricting development to the north of the site, but this would then have a greater impact on Reform Row and the ambulance store.                               | Minor adverse    |
| Ambulance store                     | Moderate              | Minor adverse                | Refurbishment of this building will enhance its appearance and protect it from ongoing decay and loss. The development layout is designed to retain a visual connection from Wath Road, so that it is still part of the public domain despite being in private ownership.                                                                                                      | Re-use of the building will ensure its long-term survival, both in terms of its physicality, but also its historical contribution to the community.                                            | Major beneficial |
| Elsecar conservation area           | High                  | Major adverse                | The site currently has a detrimental impact on the conservation area because of its poor condition and 'wasteland' appearance. Development will bring an aesthetic that is recognised within the conservation area.                                                                                                                                                            | The conservation area will benefit from the improved visual and environmental qualities of the site.                                                                                           | Major beneficial |
| Canal and access to former colliery | Moderate              | Moderate adverse             | The existing trees along the canal embankment will remain and will provide a degree of screening to the new development. The longer distance view beyond the site to the existing houses opposite will be lost but the form and materiality of the new development will be suggestive of the houses beyond and their historical connection with the canal and former colliery. | The development will not benefit the canal or historical associations with the former colliery.                                                                                                | Minor adverse    |

## 7. Summary/Conclusion

- 7.1 The proposed development impacts to different degrees on the identified heritage and natural assets on and around the site.
- 7.2 The high quality of the proposed new houses will bring a major beneficial impact for the existing houses on Wath Road because the site as existing is so detrimental to their setting, and indeed that of the conservation area.
- 7.3 For the same reason, the development will be beneficial to Holy Trinity Church, though the more distant location and absence of a direct relationship with the site, limits that impact.
- 7.4 There will be a major beneficial impact on the former ambulance store as it will be refurbished and maintained long term. The wider community will benefit from this as well because its improved appearance and purposefully defined visual connection with Wath Road and the canal will reinforce its historical significance.
- 7.5 As implied by the points above, the conservation area will benefit from a well-kept development of high quality design which replaces the 'wasteland' appearance of the site at present. Loss of the open feel will be more than offset by the beneficial gain.
- 7.6 There will be a minor adverse impact on Elsecar Mill, the canal and former colliery route because of reduced visibility to these assets from Wath Road caused by the development. The view from the canal will be impacted but retention of the trees along the embankment will minimise this as much as possible. The benefits brought by the development are therefore considered to be of greater importance than these losses.
- 7.7 The loss of three low quality trees is of limited importance given the benefits that will be brought to the site and conservation area.
- 7.8 Overall, the greater number and degree of beneficial impacts of the development outweigh the minor adverse impacts and support the case for the proposed development.

## 8. Appendix A – Barnsley MBC Conservation Officer guidance notes relating to the previous submission

Meeting 28/04/2021

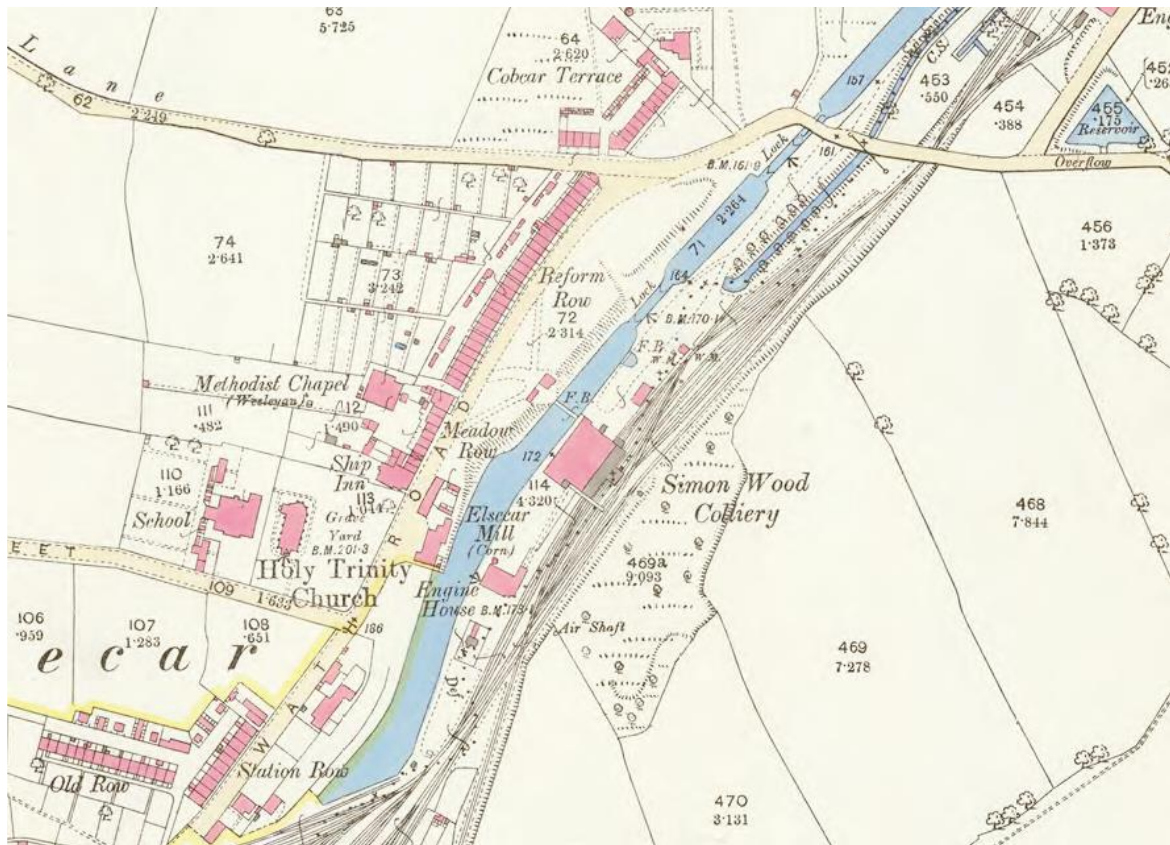
### Site Character, Constraints, Proposal Assessment, Site Analysis

The site is within the Elsecar Conservation area but is also a site that contributes to the setting of Reform Row (and other listed buildings in the vicinity). There is the potential to encounter archaeology on the land due to its relative undeveloped nature over time and the known uses and associations with Simon Wood Colliery\*. The Elsecar conservation area extends along Wath Road and includes this proposal site as well as the cottages at Reform Row across the road. These are listed at grade II. The conservation area is designated for the historic and architectural group value of the buildings and the association with the Fitzwilliam family of Wentworth. This site has never been extensively developed but we know it has had buildings on it that are visible on the 1892 map. There is also a later (1930's) red brick-built building on the site that was once the ambulance store for Simon Wood Colliery and this building is on the Elsecar Local List. The site has a close relationship with Simon Wood and a pedestrian bridge to the rear of the site once allowed access over the canal for residents of workers housing at Meadow Row and Reform Row. The bridge abutment is still visible on the west bank of the canal behind the site (see photo below). Today, the trees strongly inform the character of the rear of the site and these are likely to be another significant factor in considering what development may be appropriate.

\*Simon Wood opened in the 1850's and closed in 1903, when production transferred to Elsecar Main.



During the operation of the colliery many residents of this part of Elsecar would certainly have been employed at the mine. Looking at the 1892 map, footpaths were established across the site that converged on the footbridge (marked F.B). Two buildings also appear on the map in this area, but their exact function and extent is currently unknown.



1892

Currently, the site is relatively unkempt and does not contribute positively to the setting of the conservation area or the listed building. This said, any development of the site would need to respond sympathetically to all the constraints identified (**not just heritage**) to ensure it does not impact negatively. Physically, when travelling north the road narrows around Elsecar Mill and this constrains the view. Moving parallel with the proposal site the view opens out. This opening out of the view is part of the reason why the site analysis that Historic England undertook proposed development should be staggered and set back. This was in order to not restrict the setting and ensure development does not increase the sense of a tunnel or a restricted view to the north. This would be particularly important if a development was of two storeys or above.

In terms of setting the cottages at Reform Row are especially important. Reform Row is a long curving terrace but is a relatively low scale building. The building is both narrow in span and low to the eave's height, with individual properties being small scale. The building is constructed of locally occurring sandstone with natural slate to the roof and has a variety of window styles including Yorkshire sliding sash and some Georgian bar. There are also some 20<sup>th</sup> century replacements. The row is fronted by a low stone wall that encloses small front gardens for all residents. Originally, before Wath Road was straightened there were allotments both front and back.

### The Proposal

Three blocks consisting of a semi (unit 1 and 2) a terrace (3-7) and a northern pair / semi (8 and 9) set back from the building line. A parking court separates the two blocks.



The proposed buildings are deep on plan (front to back) but also high to the eaves to accommodate the attic storey lending a very top-heavy appearance. To the frontage there are low stone walls enclosing gardens as at Reform Row. To the rear are French doors at GF and gardens bound with fencing. I would suggest that this proposal does not respond to the setting of Reform Row well and does not defer in terms of scale and massing, typology or architectural style. Instead, the buildings appear overbearing and over large and have a high visual mass. This impinges on the setting of Reform Row and constrains a key view along Wath Road to the north. I understand the walls are proposed to be sandstone and the roof covering to be natural slate.

This is welcomed although the exact type of sandstone and roof slate would need to be agreed (likely secured via condition). I would suggest this would need to be blue / grey natural slate. Windows and doors, are I believe proposed in upvc but timber doors and windows would better reflect the setting (particularly that of Reform Row) and I would suggest this would also need conditioning. Overall, I feel the development is insufficiently deferential that uses some elements of Reform Row, but these are poorly scaled. The result is that this could become an overbearing pastiche the intrudes strongly into the setting.

**Site Analysis**



Local form: Looking along Wath Road with the site for potential development on the right-hand side. Meadow Row and Reform Row are on the left-hand side of Wath Road should be used as a precedent for scale and typology. Reform Row is grade 2 listed and its setting is be a material consideration.



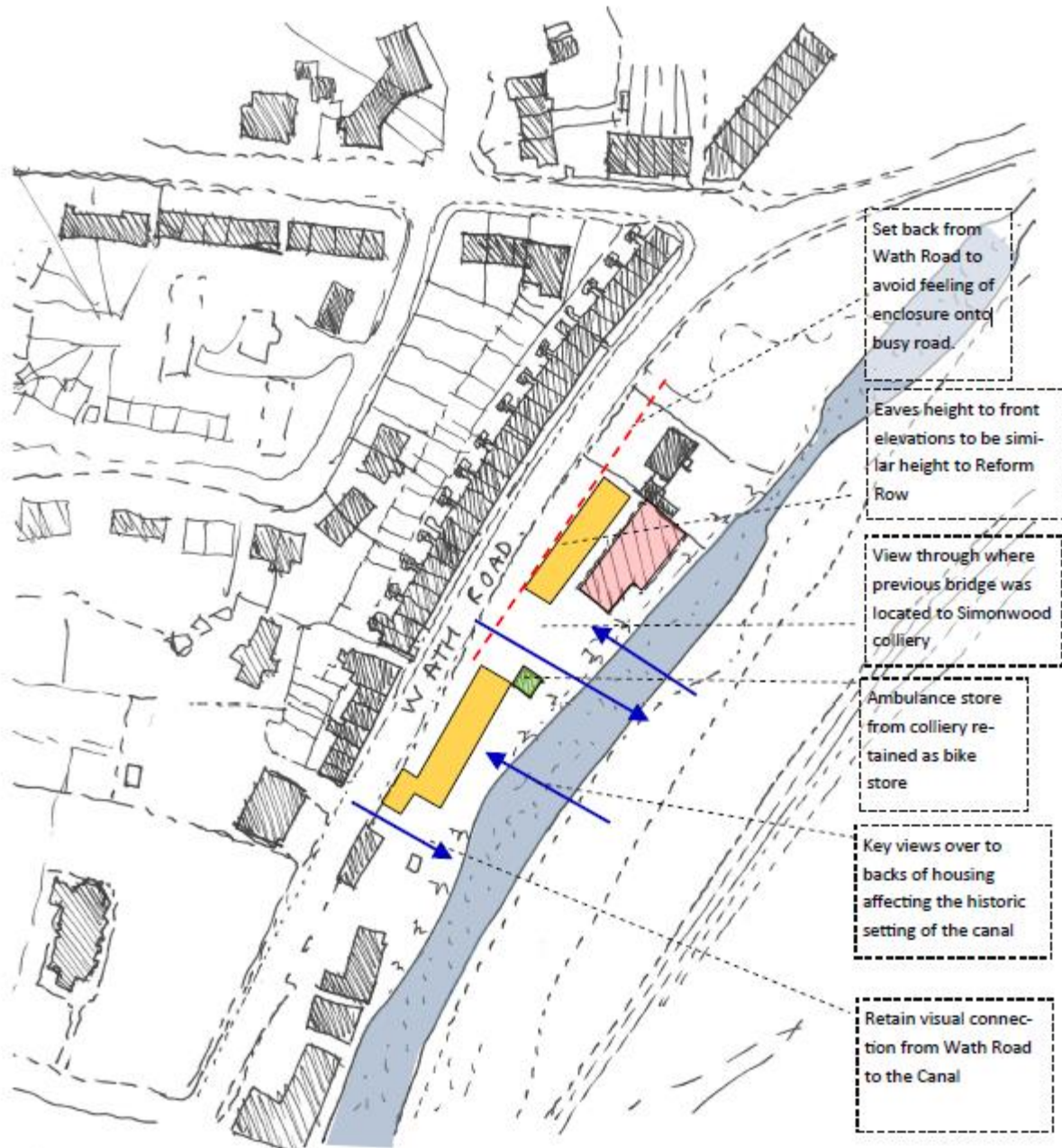
Keeping the story: The old ambulance store (1920's) is the last standing building of the former Elsecar Main Colliery and is on the local list. This should be retained within the new development and remain visible to the public as part of the shared history of the village. Re-use could take the form of a bike or bin store, or hobby space for newly built housing on the site. A bridge to Simon Wood Colliery also once stood close to the site, and the stanchions for it remain and should also be retained. A corresponding visible route/ view through the site should be considered that responds to this.



Setback: Looking towards the site from the North. Careful thought needs to be given to the distance new housing is set back from the pavement, it should leave enough space to retain the open feel of the road, whilst not being so back that it appears suburban. However, to the rear of the site are trees that will limit this and need to be protected.



**Backs as well as fronts:** An important aspect of any new housing will be how it backs onto the canal. The setting of this historically important waterway must be respected by the new housing.





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