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DARFIELD-UPON-DEARNE ENHANCEMENTS

ARCHAEOLOGY STATEMENT

May 2009

Jerome Masters (Fisheries Technical Officer)

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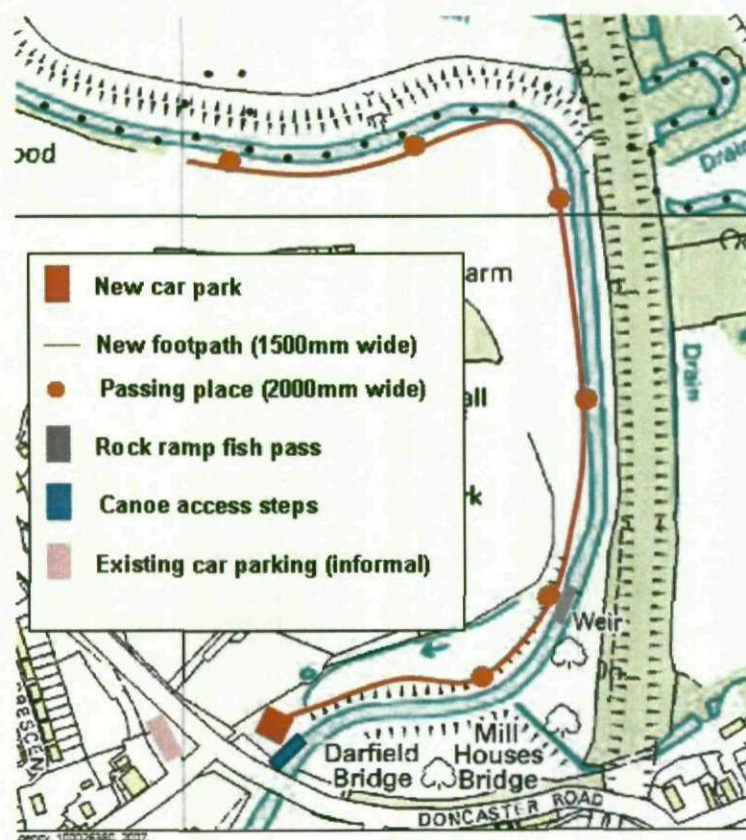
ARCHAEOLOGY STATEMENT

1.0 INTRODUCTION

Our planning application, sketched in Figure 1, is for:

- An 11-space car park
- 900m of footpath
- A canoe launch / recovery point
- A rock ramp fish pass

Figure 1. The project site alongside the River Dearne at Darfield, showing indicative locations of car park, footpath, passing places and rock ramp fish pass.



2.0 LANDSCAPE HISTORY

The River Dearne around Darfield has been much modified from its original course. Historically, the river took a meandering course to the east of the railway line before rejoining the modern channel just upstream of where the A635 road bridge now stands (Figure 2). This original course is marked by a series of pools and possibly the Parish boundary.

The river was not diverted from this course when the railway line was originally built (around 1840). The river passed under the railway line at the top of the present straight section and returned under a bridge near the Doncaster Road. This bridge still exists and a small watercourse passes under it today (Figure 3).

A mill was operating to the east of the railway line at the time the railway was built. The river was apparently realigned to run parallel to the railway line after this mill was closed (date unknown). Structures associated with this mill appear to still be present, associated with the residential site to the east of the railway line.

A second mill might have stood on the straightened section of the river, to the west of the railway line. The river was diverted away from this structure during the most recent river realignment, which occurred in the 1950s or 1960s, when the section of river approaching Darfield bridge was moved away from the straight course alongside the railway, to its current location.

Figure 2. The River Dearne north of Darfield Bridge, showing the locations of the original course of the river (- - -), the first realignment (- - -), the most recent realignment (- · -), the existing Darfield weir (solid red circle) and the two former mill sites (broken red circles).

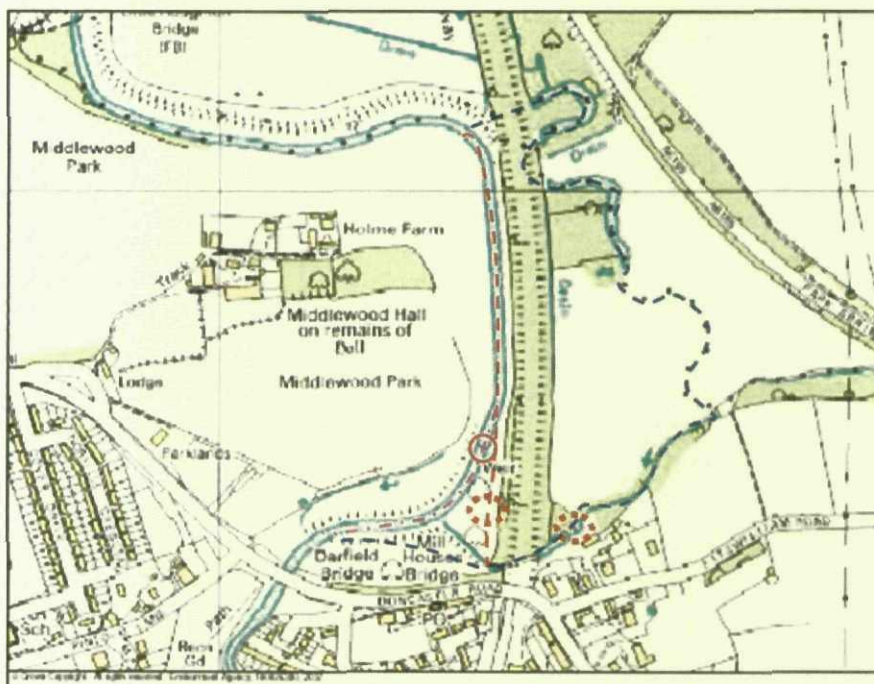


Figure 3. The bridge near Doncaster Road, through which the Dearne used to flow.



3.0 ARCHAEOLOGY ASSOCIATED WITH THE PROJECT

Andrew Lines of South Yorkshire Archaeological Services (SYAS) has been consulted about our project and has advised that there will be minimal archaeological impact associated with the works.

The weir we are converting to a rock ramp fish pass stands within the most recently diverted section of the River Dearne. It is a modern structure, not of historic significance and is not associated with any former mills (Figure 4). Prior to the 1950s there was no river here.

None of our work will be taking place near the historic mill sites.

SYAS have identified a linear feature of 'minor interest' which crosses the area of the proposed car park. This feature was depicted on the 1st Edition Ordnance Survey map of 1854. It is not clear what the feature is, but it may be a goit, drainage feature or ha-ha (a fence or wall set in a ditch so as to hide it from view). The feature is thought to be associated with Middlewood Hall and the park.

If construction in this area is limited to the topsoil, then the feature might not be disturbed. However, if construction requires excavation to a greater depth then some limited recording may be required. Contractors will be made aware of the feature and will notify the Project Manager (Jerome Masters, Environment Agency) if it is discovered. A decision on what recording will be required will then be made, in consultation with SYAS.

Figure 4. Darfield weir SE 42300 04713

