

Conservation Area Appraisal and Management Plan: John Street Area

Draft Report

Sheffield City Council

March 2004



Conservation Appraisal Study for the John Street / Bramall Area, Sheffield.

Relating to the Proposed John Street Conservation Area

DRAFT FINAL

Building Design Partnership & ARCUS

For

Sheffield City Council

March 2004

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Executive Summary

The John Street area is located within the Sharrow ward of the City, some 1.2 kilometres to the south of the City Centre and adjacent to the Cultural Industries Quarter Conservation Area.

Historically, the area was a detached hamlet known as Little Sheffield. It's current plan was laid out in the first quarter of the nineteenth century, and progressively developed until the last decade of that century, by which time it was linked to the City Centre by continuous development.

Buildings originally comprised a mixture of back to back housing arranged around courtyards, together with cutlery and handtool workshops. The street pattern was a semi-formal arrangement of parallel east-west streets.

Most of the housing was cleared as part of city-wide slum clearance policies in the 1930's, the residents moving to new suburban estates. Cleared sites were developed for industrial purposes before the Second World War, and again in the 1960's following wartime damage. The area now accommodates a mixture of light industrial and retail uses.

The triangular-shaped area is generally flat, and bounded by radically dis-similar development to the east, west and north. Post-war development has eroded the character of the area, and frontages along Bramall Lane have been cleared along the entire length of the area. Tall single storey sheds with sheet cladding envelopes have been constructed on several sites.

However, there is a concentration of 11 former metal trades buildings in the area, including some of the most exemplary in the City (for example the Stag Works and Portland Works). These historic buildings are two, three and four storeys in height, constructed of common brickwork under pitched slated roofs and generally arranged around courtyards. Windows are small pane timber casement in long horizontal runs or segmentally-headed vertical sliding sash – many retain their historic glazing. Architectural devices, generally reserved for street frontages, include giant arcading, polychrome brickwork, and expressed cart entrances.

Another feature of the area are public houses, generally located at street junctions and exploiting these prominent positions. They vary in date and style from mid 19th to mid 20th centuries.

Extensive areas of historic pavings survive, sometimes exposed and sometimes beneath later macadam surfacing. These include sandstone setts and kerbs,

sandstone flags and setted cart entrances to premises, sometimes with paved wheelways

Views into and out of the area are generally unremarkable. The spatial character of the area is given by the dense development along the streets, helped by a consistency of building lines along the back of pavement. Other significant spaces include in the courtyards of the various former cutlery works, and in the walled enclosure off Reece Street.

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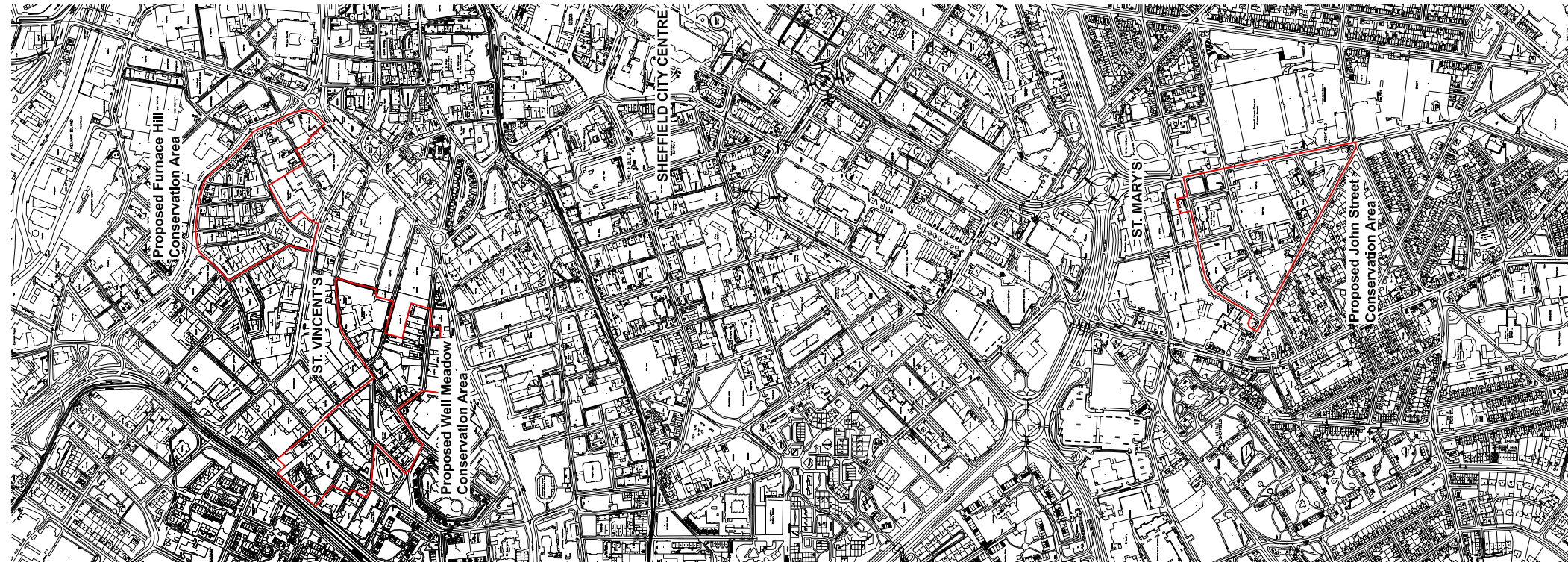
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PROJECT TITLE		
CITY OF SHEFFIELD CONSERVATION AREAS APPRAISAL		
DRAWING TITLE		SCALE @ A3
SITE LOCATIONS CONSERVATION AREA PLANS		1:10,000 (1:5000 @ A1)
		DATE Dec 03
PROJECT NUMBER	DRAWING No.	REVISION
MR 09480	FIGURE 1	-



1. Introduction

Purpose of appraisal

- 1.1 Building Design Partnership (BDP) and ARCUS have been appointed by Sheffield City Council (SCC) to prepare a Conservation Area Appraisal (CAA) Study for three separate proposed Conservation Areas located within the central zone of the city. These areas of the city are all associated to the growth and development of the Sheffield Metal Trades industry.
- 1.2 These include:
 - Proposed Furnace Hill Conservation Area
 - Propose Well Meadow Conservation Area
 - Proposed John Street Conservation Area
- 1.3 The location of the three proposed Conservation Areas in terms of the city centre context and indeed their relationship to one another, is illustrated at Figure 1.
- 1.4 This document is the specific Conservation Area Appraisal and Management Plan for the proposed John Street Conservation Area.
- 1.5 In terms of the overarching purpose of this piece of work, this can be considered at two different levels – both to collate and increase knowledge into the important industrial heritage of the city and more importantly in every day terms, to justify the statutory designation of each of the three areas in terms of their boundaries and to support the policies and design guidance developed for each of the three areas. This will enable a management framework that will facilitate the preservation and enhancement of the special architectural, historic and other significant character elements that are identified.
- 1.6 Each of the three areas is faced with the influence (and potential threat) of significant development pressures associated with the growth, development, renaissance and regeneration context that can be witnessed in the city. As they stand undesignated at present, there exists the threat that important built heritage assets will be lost or irreparably damaged (or 'intruded upon') by intrusive or inappropriate development. It is also important to note that even minor development when taken as a cumulative can have a significant negative impact.

- 1.7 Currently, development may well be acceptable to local planning policy as expressed in the Unitary Development Plan (UDP), yet it will not account for the special status awarded to a Conservation Area.
- 1.8 It is the recognition of the development pressures that exist by Sheffield City Council that is a primary reason for this study being instigated.

Process

- 1.9 The CAA study is programmed to be completed by mid to late March 2004, following a consultation process with interested stakeholders (via public meetings) and approval from the client team, which comprises both officers of Sheffield Council City Council's Conservation and Design Team and an English Heritage representative for the Yorkshire and Humber region.
- 1.10 These organisations will be brought together in the final week of January 2004 where the results of the draft CAA will be discussed. Two English Heritage designation meetings (by way of presentations), were made to SCC Councillors in the final week of January 2004 and these were met with positive response.
- 1.11 Following this process and approval of the draft CAA's by the above parties, the formal designation of each area will be made via a straightforward process. Following the appraisal of the proposed areas a report will be presented to Sheffield City Council (or via delegated authority to the appropriate committee) setting out the proposals for Conservation Area designation, including the proposed boundary and a summary of the justification for designation. The Council then has the authority to designate the Conservation Area as it sees fit.
- 1.12 There is also a statutory requirement for the Council to advertise the proposals for the Conservation Areas. The precise requirements are set out in the appropriate regulations.

Community involvement, role and perceptions

- 1.13 Community involvement in the process of designation of the proposed Conservation Areas is also considered important, not least in terms of raising the awareness of Sheffield's important built heritage (associated with the Metal Trades) to the local population.
- 1.14 It has been agreed between the study and client teams that this will most effectively be undertaken by way of attendance and presentations at public meetings by the study team. This will allow the findings of the study to be presented to all interested stakeholders and will allow feedback to be gauged and registered and built into the process. The material produced for the

manned exhibitions will also be able to be displayed ongoing at venues such as Library's and Howden House (Council Offices) for example.

- 1.15 Public Consultation by way of a presentation at a Public Meeting at 4.30pm on Thursday 1st April 2004. This will be undertaken at the St Mary's Community Centre located on Bramall Lane.

Status of appraisal

- 1.16 The Conservation Area appraisal set out in this report are in Draft and have been produced by the consultant team for Sheffield City Council, for the sole purpose of determining the potential for Conservation Area designation. The appraisal should not be used as the basis for any other work and comments made in the appraisal do not prejudice the proper decision making processes of the Council with regard to development control or other statutory activities.

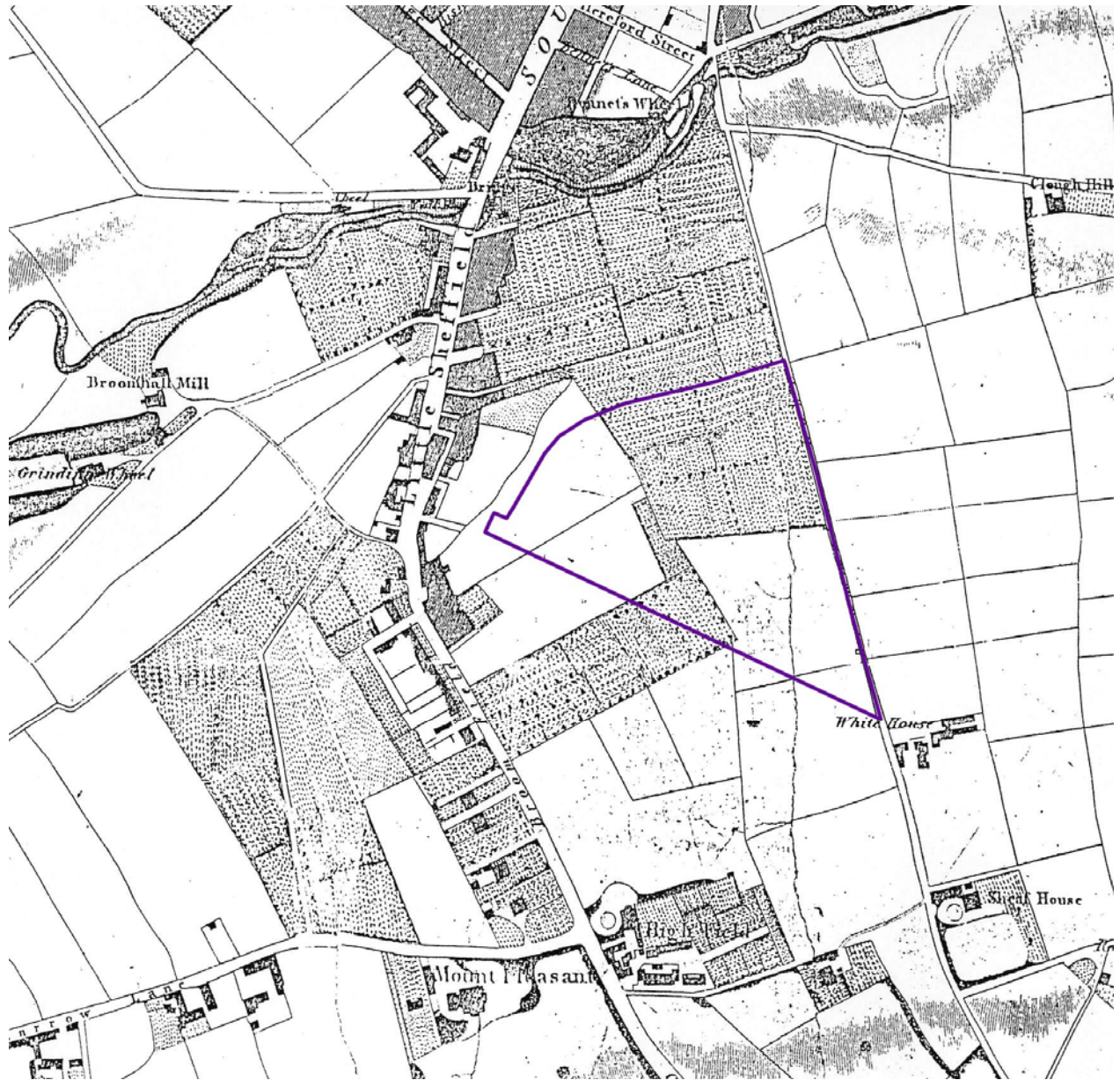
2. Historical Background

- 2.1 This section presents the historic context for the analysis and assessment presented in this study. As part of the research presented there are a variety of historic plans included at the end of this section at Figures 2 – 5 respectively, charting the evolution of the John Street area between 1808 and 1930.
- 2.2 This information is also held as a CD version and can be provided upon request.

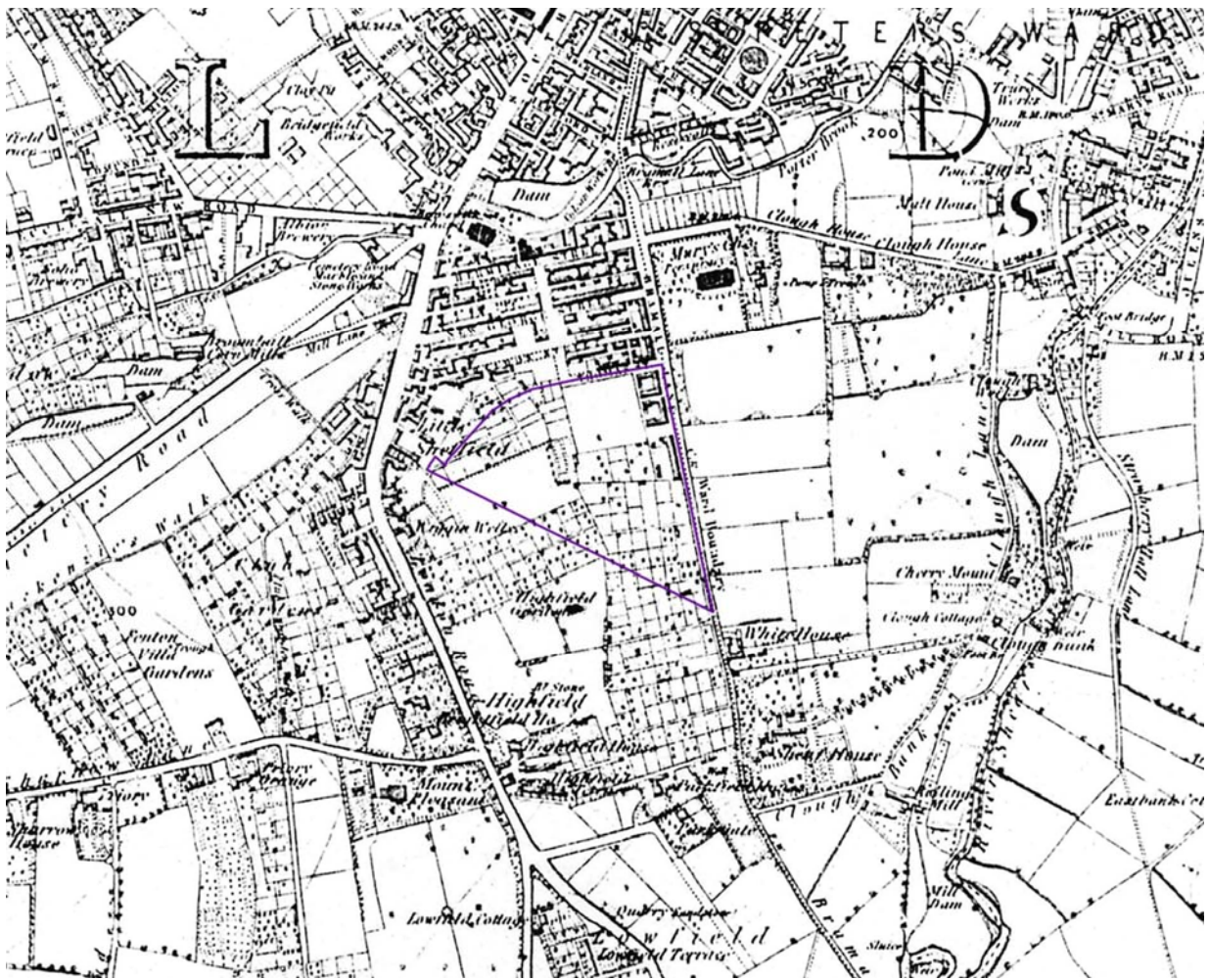
Origins and Historical Development – John Street Area

- 2.3 An analysis of the origins and historical development of the proposed John Street Conservation Areas is as follows:
- 2.4 The John Street area originated as fields associated with the hamlet of Little Sheffield, a mile to the south of the main town. The hamlet was first mentioned in the fourteenth century, but is likely to have been established earlier in the medieval period, and was arranged in a linear pattern along the road to Chesterfield and Derby. This road was turnpiked in 1756. The 1808 map indicates that no development had taken place within the proposal area by this date. A few streets at the northern end had been laid out by 1823, but the development had not extended greatly by 1850. St Mary's Church was constructed in the 1820s with money from the government. It was one of four Anglican churches constructed in Sheffield to address the population expansion of the previous century.
- 2.5 By 1890, the area had been completely developed, laid out in the grid system, although with several more irregularly-shaped streets probably following property divisions. The development consisted of housing and industrial works, mainly related to the cutlery and steel industries. The large, integrated cutlery works such as the Stag and Portland Works were typical of the late-eighteenth-century industrial buildings being constructed in Sheffield at the time. Housing consisted mainly of back-to-back housing arranged around courtyards, but of better quality than the older houses in the Crofts area.
- 2.6 By the 1930s, the houses were being cleared as part of the city-wide slum clearance programme, and the tenants were being moved to the new housing estates surrounding the city. Commercial and industrial buildings remained, and the cutlery industry continued to be significant in the area until the late twentieth century, peaking in the 1950s. There was some bomb damage in the area during the Second World War, particularly in the Bramall Lane and Denby Street areas.

2.7 Figure's 2 – 5 overleaf illustrate the development of the John Street between 1808 and 1930.

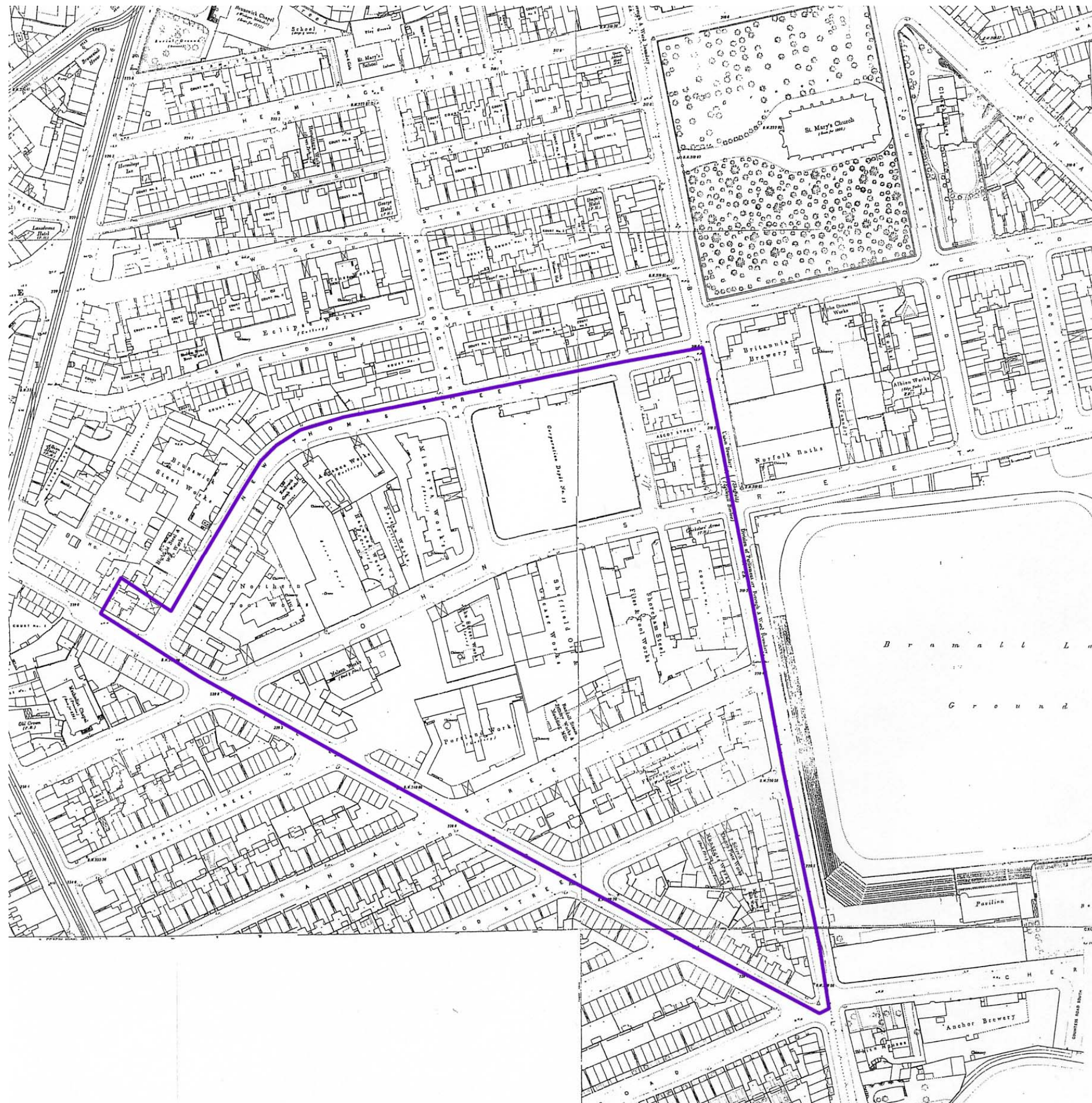


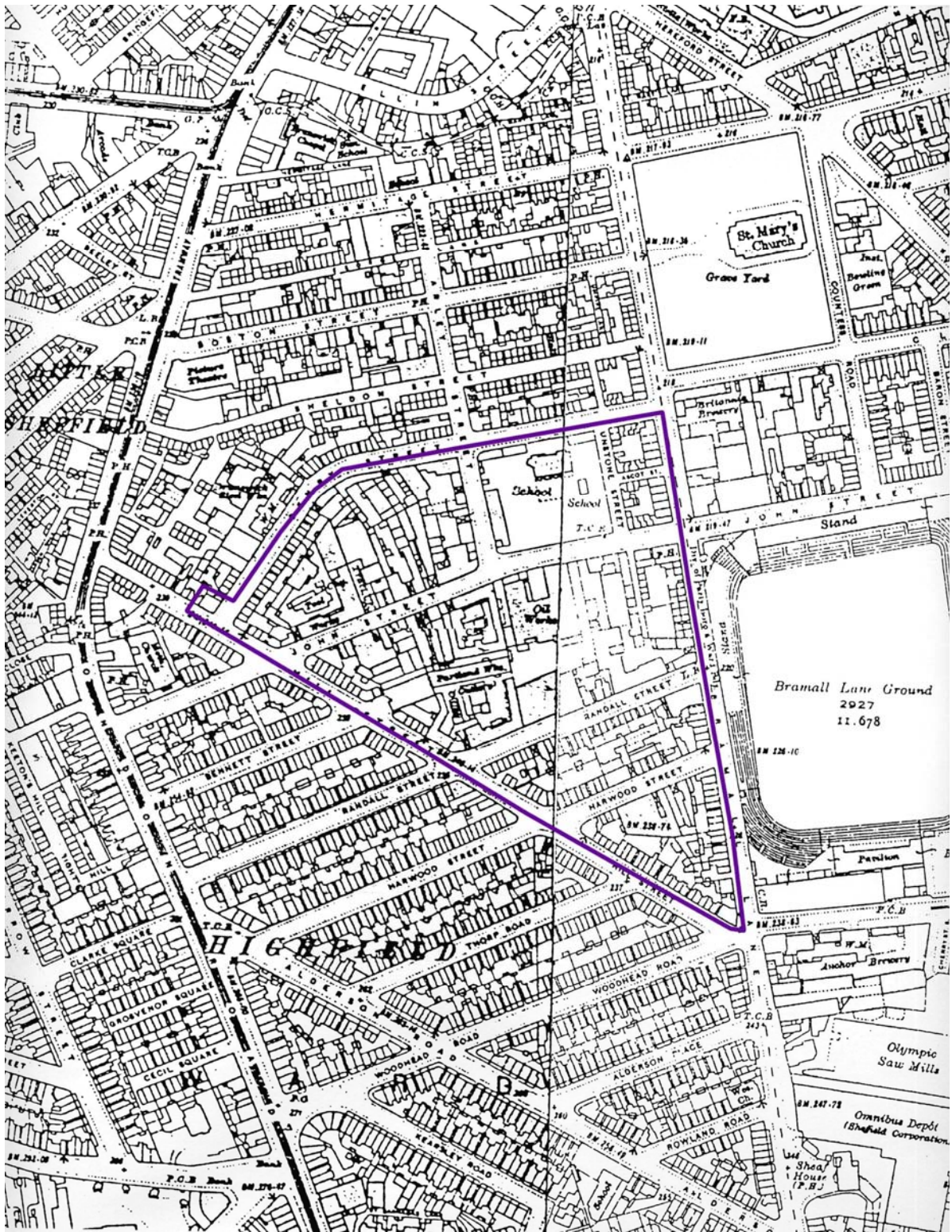
<p>Area outline is approximate Taken from Fairbank's 1808 map of Sheffield</p>	<p>Project: City of Sheffield Conservation Areas Appraisal</p>	<p>Area: John Street</p>
	<p>Title: 1808 map of Sheffield</p>	<p>Figure:2</p>



<p>Area outline is approximate Taken from the 1850 OS 6": 1mile map sheet 294</p>	<p>Project: City of Sheffield Conservation Area Appraisal</p>	<p>Area: John Street</p>
	<p>Title: 1850 OS map</p>	<p>Figure: 3</p>

Project: City of Sheffield Conservation Area Appraisal
Area: John Street
Title: 1890 OS map
Taken from the 1890 OS 60": 1 mile map sheets 294.11.10, 294.11.15, 294.12.6, 294.12.11 and 294.12.16
Figure 4





<p>Taken from the 1930 OS 25": 1 mile map sheets 294.11 and 294.12</p>	<p>Project: City of Sheffield Conservation Area Appraisal</p>	<p>Area: John Street</p>
	<p>Title: 1930 OS map</p>	<p>Figure 5</p>

3. Proposed John Street Conservation Area Appraisal

Introduction

- 3.1 The text in this section should be read with close reference to Figure 7 presented at the end of this section, which is a CAA Plan for the proposed John Street Conservation Area.

Proposed Conservation Area's Wider Character & Significance

- 3.2 In keeping with the City Council's format for undertaking the CAA as appended to this document, the wider character and significance of the proposed John Street Conservation Area is as follows:

Location and population

- 3.3 The proposed John Street Conservation Area is located within the south westerly portion of the city of Sheffield, as defined by the UDP. Specifically, the John Street area is located approximately 1.2 kilometres to the south west of Sheffield City Centre. A point of interest in location terms is that the John Street area lies adjacent to the recently designated Cultural Industries Quarter (CIQ) Conservation Area.
- 3.4 In terms of local resident population, the proposed John Street Conservation Area is located within the Sharrow Ward of the city. The population of this ward stands at 17,897 (2001 Census) and in terms of demographics, it again contains a younger age of resident compared to the Sheffield average (average age for the ward stands at 31.7 compared to 38.5 for Sheffield as a whole). This average age is indeed less than the average age for the Netherthorpe Ward.

Areas role and function, both then and now

- 3.5 Prior to the mid-late-nineteenth century, the St Mary's area mainly consisted of fields associated with the hamlet of Little Sheffield. The development of the area took place between the 1820s to the 1870s, with back-to-back and terrace housing, interspersed with industrial works, being the general pattern of development, as had become standard in Sheffield during the eighteenth to nineteenth centuries. Steel and cutlery works were the predominant industries in the area. Works tended to be purpose built structures, with less of the incorporation of earlier structures into the complexes as was found in the Furnace Hill and Well Meadow areas.

- 3.6 The housing was mainly cleared in the 1930s, as part of the Sheffield slum clearances. The cutlery industry became the predominant land use throughout the later twentieth century, until the industry began to decline in the 1970s.
- 3.7 Today it can be said that the area features a diverse array of businesses, varying from the traditional metal trades through to recording studios and rehearsal rooms for example. Other key influences on land use, certainly in terms of seasonal variation of uses are the impacts of sport and leisure – namely the Bramall Lane Football Ground / Sheffield United FC and of course an increase in focus for student accommodation in this area via Halls of Residences.
- 3.8 In terms of the UDP, the John Street area is characterised in its entirety (in terms of the initial boundary proposed by SCC), as a ‘Fringe Industry and Business Area’. By definition, these include uses that are considered appropriate to be located adjacent to housing areas.
- 3.9 There are also a range of surrounding uses indicated within the UDP that lie directly adjacent to the initial boundary for this proposed Conservation Area, as suggested by SCC. These include:
- Housing Area – found directly to the south and beyond Bramall Lane (Sheffield United FC).
 - Mixed Use area – Lying across Bramall Lane to the east and incorporating the leisure emphasis of Sheffield United FC.
 - District Shopping Centre – found directly to the west of the proposed area and extending in a linear fashion along the western boundary.
- 3.10 Whilst the UDP review process will not see any obvious changes of preferred use to those already allocated in the St Johns area, the aspiration is to strike a balance between B1 / B2 and non-preferred acceptable uses (such as residential) so that a ‘mixed’ and more flexible area can be created.
- 3.11 In terms of vacancy levels, SCC have indicated that the current rate of vacant units in this area stands at around 3% – 4%. SCC have agreed to forward a more detailed land use survey for interpretation and insertion into the final report.
- 3.12 An overview of the development pressures influencing the proposed John Street Conservation Area (in terms of the likely future roles and function of this vicinity) is presented at Section 4 below.

Relationship to Surrounding Areas

3.13 The John Street area lies to the south of the City Centre and is roughly triangular in shape, bounded by Bramall Lane to the east, Hill Street to the west and Denby Street to the north. To the east is the Bramall Lane Football Ground, a very large facility of a completely different form and scale to the John Street area. To the south east of Hill Street is a large housing development. To the north of Denby Street is an area of large light industrial units and cleared sites. The John Street area is therefore clearly defined, and of quite different character to the surrounding areas.

Routes

3.14 Bramall Lane is a main north/south route leading out of the City Centre from the inner ring road. This is a heavily trafficked route with pedestrian crossing points. Hill Street is a local route connecting Bramall Lane with London Road. The remaining routes within the area generally run east/west, connecting Hill Street with Bramall Lane and providing access to individual properties. Reece Street runs north/south between Boston Street and John Street giving access to individual properties.

Landmarks

3.15 The church tower of St Mary's Church which lies to the north east of the area is a significant local landmark. Boston Street is aligned with this tower. St Mary's Church is the most architecturally distinguished building in the general environs. The use of sandstone ashlar masonry together with strong perpendicular neo Gothic architectural forms add to the impact of this landmark.

Setting and Topography

3.16 The area is generally flat, and views to the surrounding areas are limited. The exception is the view to the south down Bramall Lane, which comprises open countryside rising to low-lying hills.

Panoramas and Views

3.17 There are no panoramic views from the area. The most significant views are the distant view of countryside to the south down Bramall Lane, the close view of St Mary's Church Tower to the east down Boston Street, and the view of Stag Works on John Street down Reece Street. General views into the John Street area are gained from the immediately surrounding routes.

Distinctive Sub-Areas

3.18 There are not considered to be any distinctive sub-areas within the proposed John Street area.

3.19 The CAA now progresses with an Assessment on each of the proposed Conservation Areas against the following criteria:

- Land-use phases and archaeology
- Spatial & townscape character
- Built character

Land-use phases and archaeology

3.20 Prior to the nineteenth century, this area was part of the fields associated with the hamlet of Little Sheffield, a small settlement nearly a mile to the south of the town of Sheffield. The hamlet was arranged in linear fashion along London Road, which led to Chesterfield and thence to Derby and London. This road became Sheffield's first turnpike road in 1756, but was later superseded when the superior Chesterfield Road route was created in 1795. The hamlet of Little Sheffield was probably established in the medieval period, and was first mentioned in the fourteenth century. It remained a small, rural settlement at the beginning of the nineteenth century, as demonstrated by the 1808 map.

3.21 Streets began to be laid out to the west of London Road around 1818. The first streets were mainly to the north of Boston Street. The 1823 map shows the extent of the early development as confined to this area. By 1850 the development had extended slightly further south, but the majority of the proposed Conservation Area still consisted of fields and gardens. The remaining development took place during the second half of the nineteenth century, and by 1890 the street layout had been completed. The street pattern was mainly based on a grid system, and was far more regular in nature than the eighteenth-century Crofts development.

3.22 The development mainly consisted of industrial works established in amongst the predominant housing. Houses were generally back-to-backs, constructed around central courtyards as was typical of eighteenth- and nineteenth-century development in Sheffield. The nineteenth-century houses were generally of a superior quality of construction than the eighteenth-century back-to-backs. The works were mainly metal trades and associated industries, including horn and handle works. Industry in Little Sheffield had traditionally been dominated by the cutlery and hand tool industries during the post-medieval period. Large,

integrated works such as the Stag and Portland Works were characteristic of the standard late-nineteenth-century metal trades buildings constructed in Sheffield.

3.23 As in other areas of Sheffield, the twentieth century saw the clearance of much of the city's back-to-back housing, which by that date was no longer considered as suitable for accommodation, with many houses in very poor condition. The area was mainly cleared in the 1930s, and the inhabitants moved to new housing estates outside the heavily industrial areas of the city. New developments tended to be mainly light-industrial or commercial in nature. The cutlery industry continued to be an important part of the character of the area around John Street, remaining a significant employer into the mid-twentieth century. Several firms continued in the area until the present day, although many of the remaining industrial buildings have been converted for other purposes or are at risk. Some housing has been reinstated into the area following the clearances of the 1930s, although mostly on the outskirts of the proposed conservation area.

3.24 Figure 6 overleaf illustrates a table containing details of the gazetteer for SMR sites and find-spots in the wider Bramall area as located in Appendix 1. The full description of land use phases and archaeology is presented at Appendix 5.

Spatial & townscape character

3.25 Spatial and townscape considerations have been assessed under the relevant criteria as listed in Appendix 4.

3.26 The area is roughly triangular in plan, each side of the triangle being some 300-350 m in length. It is traversed in a generally east-west direction by three streets at intervals of 50, 100 and 80 m. Post-war redevelopment has seriously eroded the historic character of the area. Frontages onto Bramall Lane have been cleared along the entire length of the area. Large post-war buildings in the form of tall single-storey industrial sheds have been constructed between Harwood Street and Randall Street, Randall Street and John Street and John Street and Denby Street. However, there is a concentration of some 11 former metal trades premises within the area and these, together with the historic street pattern and group value, give a definable and significant character to the area.

3.27 Buildings are two, three and four storeys in height, with modern industrial premises being tall single storey. The cleared sites along Bramall Lane and at the junctions of John Street/Hill Street and Randall Street/Hill Street have a negative impact.

- 3.28 The area is permeable with good north/south and east/west linkages.
- 3.29 There is a consistency of building lines along the back of pavement. Where this is broken, for example at the southern end of Hill Street or on the south side of Randall Street this has a negative impact. The spatial character of the area is given largely by the dense development along the streets. However, other significant spaces occur, for example in the courtyards of Stag Works and Portland Works, and in the walled enclosure between Reece Street and Unstone Street; however, none of these are public spaces.
- 3.30 Views into and out of the area are generally unremarkable. Within the area the termination of Reece Street by the Stag Works is of interest. The scale and dominance of the Bramall Lane Football Ground, particularly as seen from Randall Street, Harwood Street and Bramall Lane itself is striking but neither attractive nor complimentary to the character of the proposed conservation area.
- 3.31 Extensive areas of historic paving survive, sometimes exposed and sometimes beneath later macadam surfacing. These are generally sandstone setts, occasional granite setts, short sandstone kerbs and sandstone paving flags. Setted cart entrances to premises are generally setted, sometimes with defined paved wheelways.
- 3.32 The block defined by Denby, Reece, John and Unstone Streets is enclosed on three sides by a tall rubble masonry wall, which adds to the character of the area. Behind this wall are mature trees, which is an uncommon sight in the City Centre. More mature trees stand on the southern edge of the adjacent plot along John Street.
- 3.33 The mix of historic and modern premises leads to a consistently high level of both pedestrian and vehicular activity. Most premises are in use for light industrial and retail uses, and the area has an established if low key economy. Traffic, particularly along Bramall Lane and to a lesser extent Hill Street, provides the main background noise.

Built character

- 3.34 Factors regarding the Built Character of this area have been assessed under the relevant criteria as listed in Section 3 above.
- 3.35 Buildings in the area fall into two types – 19th and early 20th century industrial vernacular and 20th century light industrial.
- 3.36 The 19th century buildings are two, three and four storey, generally built in common brickwork under pitched slated roofs. On some of the smaller

buildings the brickwork has been painted or rendered over. Windows comprise small pane timber casement or vertical sliding sash. Buildings display both horizontal and vertical emphasis. Architectural devices which have been noted in other former metal trades buildings are seen to best advantage in two buildings in this area – Stag Works and Portland Works. Stag Works presents a four storey frontage to John Street. The ground and first floor windows are located within two storey giant arcading with semicircular heads. Windows are timber casement and vertical sliding sash. At second floor level is a range of smaller casement windows with a continuous cill line forming a string course, and so giving a strong horizontal emphasis. This is reinforced by the roof eaves line, which in turn is surmounted by a continuous range of attic windows. The courtyard to the rear is generally three storeys in height, but with consistent ranges of original segmentally headed timber casement windows, most retaining their original glass. (The retention of these windows, complete with historic paintwork colour and original glass, is of the utmost importance, both in terms of the character of the building and the character of the proposed conservation area.) The adjoining Portland Works is of two storeys. The ground floor window openings have segmental heads in polychrome brickwork, and the first floor windows have semicircular heads, again in polychrome brickwork. The window cills have relief panels of patterned brickwork. The effect is of a giant arcade. Windows are vertical sliding sash. Architectural flourishes are provided, for example at the cart entrance, which is defined by pilasters rising above eaves level and surmounted by ball finials on stone bases framing a pedimented name panel. Behind this decorative frontage, the courtyard reverts to simple unadorned brickwork, but with a regular and consistent pattern of fenestration in segmentally headed openings, the windows in this case being timber casement. The courtyard also houses a boiler house and tall octagonal brick chimney stack. The Randall Street frontage retains basement-light stone surrounds and iron gratings in front of blocked semi-basement windows.

- 3.37 Other metal trades buildings in the area display similar details on a smaller scale – for example the Kenilworth Works on Denby Street, currently unlisted but surely of listable quality. Most also retain cart entrances and long narrow ranges behind street frontages, in turn defining long narrow yards. The area contains later metal trades buildings from the late 19th and early 20th century, the latest being the Dominion Steel and Tool Works on Hill Street dating from the 1930's. Together these 11 former metal trades buildings form a significant group from both historic and urban form viewpoints. The extremities of the area are defined by public houses, these at the junctions of Denby and Hill Streets, Denby and Unstone Streets, John Street/Bramall Lane and Hill

Street/Bramall Lane. Ranging from mid 19th to mid 20th centuries in dates, these buildings add considerably to the character of the area.

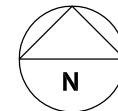
- 3.38 The later 20th century industrial buildings are generally nondescript and, whilst less damaging than cleared sites, do not add to the quality or historic character of the area.
- 3.39 The historic buildings in this area generally survive intact. Cuthbert House on Arley Street has recently been refurbished and converted to offices. The building has been significantly damaged as a result of these works and its historic and architectural value seriously diminished. Specifically, the building has been carelessly cleaned, causing damage to masonry, has been badly and possibly unnecessarily re-pointed in inappropriate mortar and has lost all of its original windows which have been replaced by poor quality casement windows. The nature and quality of the works to this building should not be repeated on other historic buildings in the area.
- 3.40 A series of photosheets illustrating key points of the appraisal are contained overleaf.

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KEY

- Proposed Conservation Area Boundary**
- Grade II* - Metal Trades**
- Grade II - Metal Trades**
- Metal Trades**
- Grade II**
- Positive*Building**
- Neutral Building**
- Negative Building**
- Positive Space**
- Negative Space**
- Key Views**
- Glimpsed Views**
- Local Landmark Building**
- Primary Traffic Route**

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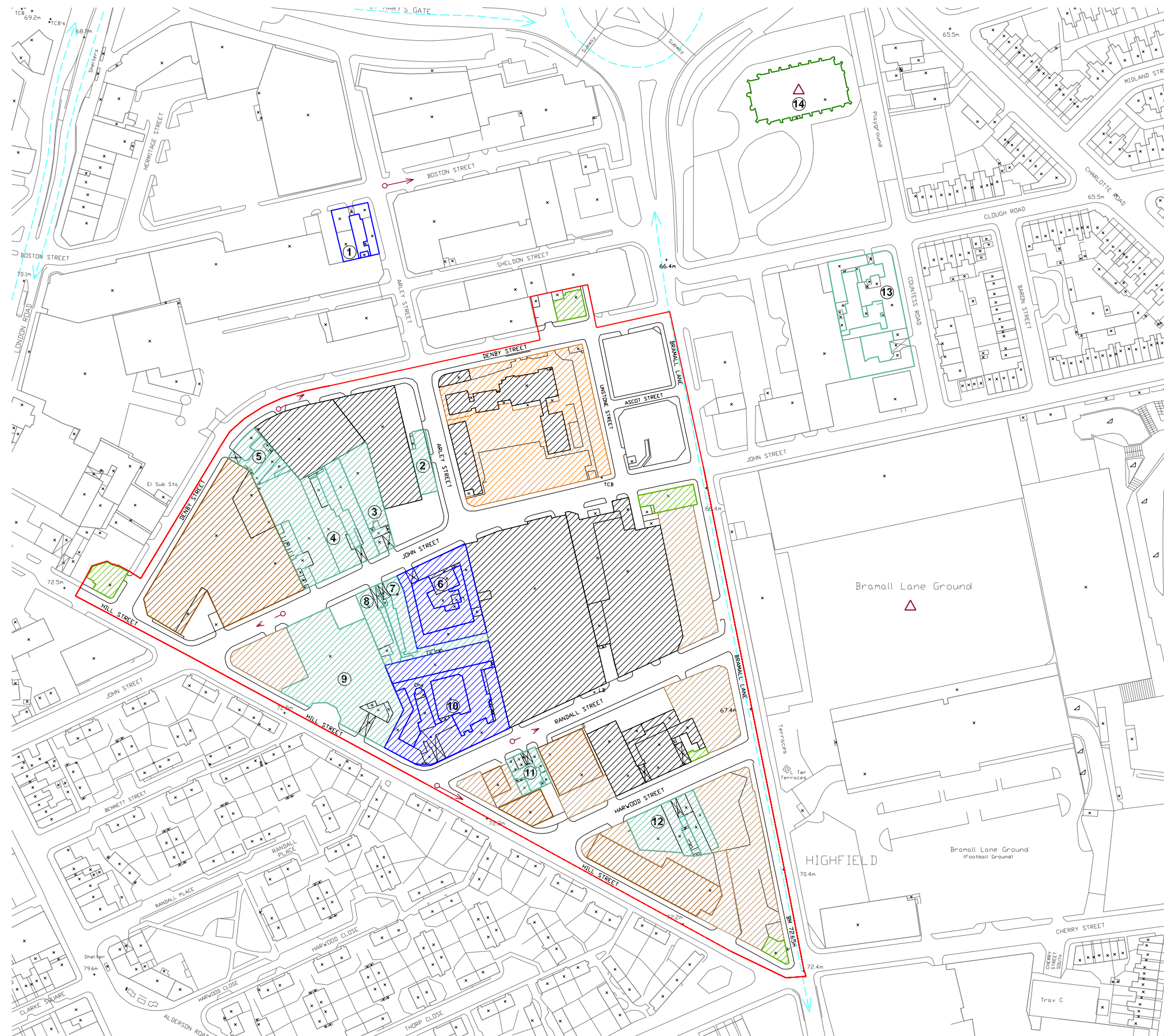
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PROJECT TITLE
**CITY OF SHEFFIELD
 CONSERVATION AREAS APPRAISAL**

DRAWING TITLE JOHN STREET CONSERVATION AREA PLAN	SCALE @ A3 1:2000 (1:1000 @ A1)
DATE Dec 03	

PROJECT NUMBER MR 09480	DRAWINGS No. FIGURE 7	REVISION -
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| <ul style="list-style-type: none"> ① S Murray & Co, Boston Street ② Cuthbert House, Arley Street ③ Wheatsheaf Works, 59-61 John Street ④ Freedom Works, John Street | <ul style="list-style-type: none"> ⑤ Kenilworth Works, Denby Street ⑥ Stag Works, John Street - 6/454 ⑦ Harland Works, John Street ⑧ Clifton Works, John Street | <ul style="list-style-type: none"> ⑨ Domlnlon Steel & Tool Works (CCC), Hill Street ⑩ Portland Works, Randall Street - 6/612 ⑪ 84-90 Randall Street ⑫ 78-88 Harwood Road (Montrose Works) | <ul style="list-style-type: none"> ⑬ Chaucer Yard (Wardonia Works), Clough Road ⑭ Church of St. Mary, Bramall Lane - 6/95 |
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78. S. Murray and Co. (1) on Boston Street (listed Grade II) - an almost text-book example of a metal trades factory.



79. Looking back along Boston Street towards St. Mary's Church (14) in the background.



80. The east elevation of S. Murray and Co. on Arley Street.



81. Surviving flagstone footpath on Arley Street.



82. Cuthbert House (2) on Arley Street - recently converted, but sadly lacking its original windows.



83. Street view and courtyard view of the impressive Stag Works (6) on John Street (listed Grade II) - substantially all of its original windows are intact.

PROPOSED JOHN STREET CONSERVATION AREA





84. View looking east along John Street - note the mature trees adding considerably to the quality of the streetscape.



85. Harland Works (7) and Clifton Works (8), adjacent to Stag Works - both make key contributions to John Street.



86. Courtyard to rear of Harland Works (7) and Clifton Works (8) - the rear face of Portland Works (10) can be seen in the background.



87. Freedom Works (4) and Wheatsheaf Works (3) on John Street, featuring extensive painted brickwork.



88. Looking east along John Street - more recent development is now visible in the foreground.



89. Further east along John Street, approaching Bramall Lane.

PROPOSED JOHN STREET CONSERVATION AREA





96. Looking north-west along Hill Street - the adjoining housing estate is to the left of the photograph.



97. 84-90 Randall Street (11) - the brickwork is now rendered over and the windows replaced inappropriately.



98. Randall Street looking east - Portland Works (10) is just visible on the left.



99. Portland Works (listed Grade II) - the wagon entrance leads to a complex of linked courtyards.



100. Brickwork detailing to Randall Street elevation of Portland Works.



101. Internal courtyard of Portland Works (10), the buildings retaining many original windows.



90. Vacant land and mature trees on the corner of John Street and Bramall Lane.



91. Looking across Bramall Lane towards St. Mary's Church (14) - an area discounted from the Conservation Area.



92. Looking south along Bramall Lane, with the imposing football ground on the left and vacant land to the right.



93. The Railway Hotel on the corner of Bramall Lane and Hill Street - defining the corner of the Conservation Area.



94. Looking east along Harwood Street towards the football ground.



95. 78-88 Harwood Street (Montrose Works) (12).

PROPOSED JOHN STREET CONSERVATION AREA





102. Dominion Steel & Tool Works (9) on Hill Street (now CCC).



103. The corner of Hill Street and John Street, currently used for parking.



104. Kenilworth Works (5) on Denby Street echoes the pattern of other metal trades workshops.



105. Key landmark building of the area - St. Mary's Church (14) (listed Grade II*).



106. Chaucer Yard (Wardonia Works) (13) on Clough Road - these buildings, a prime example of metal trades workshops, lie outwith the Conservation Area.



107. Internal courtyard of Chaucer Yard, the buildings retaining many original windows.

PROPOSED JOHN STREET CONSERVATION AREA



4. Identification of Trends, Opportunities, Constraints and Threats

Introduction

- 4.1 This section of the report considers in summary the key development pressures of influence on the proposed John Street Conservation Area at the overarching level. Ultimately these pressures have been a primary reason for this study being instigated. Without an appreciation and understanding of these issues, proposals to preserve and positively enhance the proposed Conservation Areas, whilst striking a sensitive balance with appropriate development being enabled, would not be manifested.
- 4.2 The content contained below has been informed by ongoing consultations and information exchange with the client team during the course of this commission, as well as further detailed consultations being undertaken with key Sheffield City Council Officers with a remit in each of the three proposed areas. A meeting held with Forward Planning and Development Control Officers on 16th January 2004 particularly contributed to these findings.
- 4.3 This chapter is viewed as a stepping-stone between the CAA and the Management Plan presented at section 5 below, as it provides key information as to how the area might and should evolve in the future. For example, it is known that SCC intend to feed the results of this study into the draft Design Guidance that is currently being produced for the Bramall Area. The process of this guidance being produced has in itself been brought about in part due to the significant pressure placed on the area from development – particularly that associated with student halls of residences. Indeed the draft Bramall Design Guidance lists development pressures as one of the key drivers for change within the proposed John Street Conservation Area.
- 4.4 The Bramall Design Guidance is however believed to be currently be on hold.
- 4.5 English Heritage have indicated that they would like this study to clearly establish which areas within the vicinity of the proposed Conservation Areas suffer from the most development pressure. Associated objectives as this study progresses will therefore be to identify which areas could be sensitively developed and which areas should strictly not be developed.

Development Pressure Overview in the John Street Area

- 4.6 The starting point for considering the development pressures influencing the John Street area has been an analysis of both currently submitted and recently approved planning applications (at December 2003). Whilst only major applications have been considered it is important to note that the cumulative impact of many smaller scale proposals can be significant.
- 4.7 The list of approved or currently undetermined planning applications is highlighted below and illustrated at Figure 8 as part of the Management Plan. This plan is especially useful in terms of highlighting the location and site footprint of each proposal.
- 4.8 At December 2003, there were three key applications influencing the John Street area:

Ref. on Fig 8	Applicant	Address	Summary of Proposal
H	Unite Group PLC	Former Car Workshop site, Sheldon Street, Denby Street, Arley Street and Bramall Lane	Erection of buildings for student accommodation (300 beds) with ancillary facilities, erection of buildings for business (class B1) and the provision of car parking Approved
I	TC Harrison Group	Land and Buildings, Former Dixon Motors Site, London Road	Erection of buildings for student accommodation (863 beds) with ancillary facilities, erection of buildings for retail (class A1) and Leisure (class D2), extension to existing retail (Class A1 units) and provision of parking accommodation Approved
J	Sylvester Properties Ltd	Land and Buildings at Bramall Lane, Arley Street and Boston Street	Demolition of existing buildings and erection of 10 independent office units Undetermined

- 4.9 Whilst the John Street area is allocated in its entirety as a 'Fringe Industry and Business Area' in the UDP, two of the three major proposals outlined above are for significant Student Halls of Residence developments, to the effect of over 1,000 bed spaces. However these and the third application for Office development are located outside the boundary suggested for the John Street Conservation Area and so the impacts in this instance are associated with the setting of the Conservation Area. Obviously, proposals of this scale within the proposed Conservation Area would impact significantly on the character of the area. These proposals continue a recent trend in this area, which has seen an emphasis on residential development, mainly associated with the student market, appearing in this area.

4.10 It is therefore a key aim of SCC as part of the UDP review process to strike a balance between B1 / B2 uses and the currently non-preferred acceptable uses (residential), to attempt to create a more mixed and flexible area in land use terms.

Summary and Key Issues

4.11 A summary of the key Development Pressure Issues affecting the John Street Area is as follows.

- Further pressure from Student Halls of Residence development within the boundary of the proposed Conservation Area, at a scale similar to the applications presented above.
- Major transport proposals will also impact heavily on the proposed Conservation Area should they come to fruition. The Supertram route with associated bus priority is envisaged to run along the linear length of the proposed Conservation Area boundary, along Bramall Lane. Ransom strips of land will be required to the effect of some 15m of land, which will result in the loss of historic buildings along the Bramall Lane frontage, notably Public Houses. A decision will be made on this major proposal towards the end of 2004, although it is expected to be approved.
- There are obviously associated issues with the Supertam proposal, such as the location of platforms, street lighting and associated infrastructure and to a lesser but important degree – noise.
- SCC planners recognise that many residential developments, particularly those tied to student accommodation, are generally gated by their very nature. This means these developments do not integrate fully into the public domain but instead turn their back on the local environment. This is an important consideration in terms of movement through the proposed Conservation Area. SCC officers are therefore trying to influence developers to proposed semi-private spaces at the very least around these additions to the local built environment.

5. Policies for Control and Enhancement

Summary of Issues

- 5.1 John Street is a well defined area, radically different from adjoining areas to the east, west and north. The area contains two of the most significant and exemplary metal trades buildings in the City – Stag Works and Portland Works. Several large post-war steel framed and sheet-clad light industrial premises detract from the character of the area. Almost the entire eastern edge of the area is made up of cleared sites, and those buildings which survive on this edge are threatened by the proposed tram system. Mitigation of this necessary but potentially damaging project by careful and sensitive design is essential.

Proposed Policies

- 5.2 The following policies generally follow the English Heritage Guidance on Conservation Area Management. They set out to control the loss or erosion of the area's special interest and guide the form of new development.
- 5.3 This section should be read with reference to Figure 8 – Management Plan overleaf.

General Policies

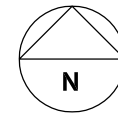
- 5.4 **Policy 1:** Application of current general policies – There is a presumption against the rigorous application of general planning and highways policies where they would be in conflict with the preservation of the area's character or appearance.
- 5.5 **Policy 2:** Historic street pattern – There is a presumption against the alteration of the historic street pattern, and the removal of historic pavings, gratings and gulleys.
- 5.6 **Policy 3:** Demolition and alteration of buildings – There is a presumption against the demolition or damaging alteration of buildings, both listed and unlisted, which have been identified as making a positive contribution to the special architectural or historic interest of the area. Damaging alteration includes the removal or replacement of historic window frames and their glazing where these are repairable, as these are a distinctive feature of historic buildings in general and metal trades buildings in particular.
- 5.7 **Policy 4:** Demolition of unlisted buildings – Applications to demolish unlisted buildings which have been identified as making a positive contribution to the character of the area must be tested against the criteria for listed buildings consent for demolition set out in PPG15.

BUILDING DESIGN PARTNERSHIP SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.

ALL DIMENSIONS SHOULD BE CHECKED ON SITE.

DO NOT SCALE FROM THIS DRAWING.

ANY DRAWING ERRORS OR DIVERGENCES SHOULD BE BROUGHT TO THE ATTENTION OF BUILDING DESIGN PARTNERSHIP AT THE ADDRESS SHOWN BELOW



KEY

- Conservation Area Boundary
- Listed or Positive Building (Including curtilage) with Development Potential
- Neutral or Negative Site with Re-development Potential
- Listed or Positive Building with Current Development Proposals
- Neutral or Negative Site with Current Development Proposals

PLANNING APPLICATIONS

- H** Sheldon Street/Denby Street - offices and student accommodation (300 beds) - approved
- I** Boston Street/Denby Street - student accommodation (863 beds) and retail/leisure - approved
- J** Boston Street - offices (10 independent units) - undetermined

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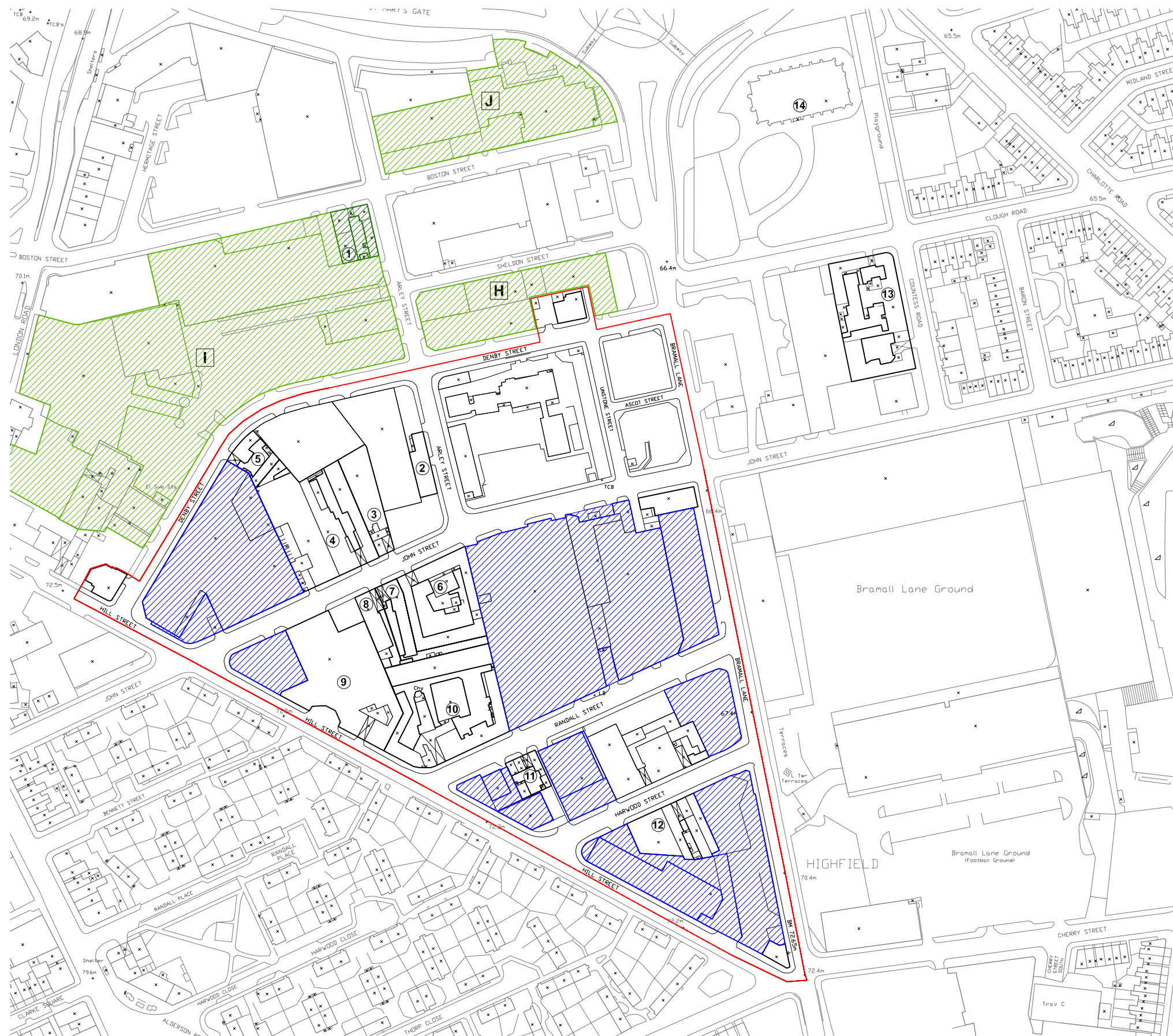
Building Design Partnership

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PROJECT TITLE
**CITY OF SHEFFIELD
 CONSERVATION AREAS APPRAISAL**

DRAWING TITLE JOHN STREET MANAGEMENT PLAN	SCALE @ A3 1:2000 (1:1000 @ A1)
PROJECT NUMBER MR 09480	DATE Mar 03

DRAWINGS NO. FIGURE 8	REVISION -
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| <ul style="list-style-type: none"> ① S Murray & Co, Boston Street ② Cuthbert House, Arley Street ③ Wheatsheaf Works, 59-61 John Street ④ Freedom Works, John Street | <ul style="list-style-type: none"> ⑤ Kenilworth Works, Denby Street ⑥ Stag Works, John Street - 6/454 ⑦ Harland Works, John Street ⑧ Clifton Works, John Street | <ul style="list-style-type: none"> ⑨ Domlnlon Steel & Tool Works (CCC), Hill Street ⑩ Portland Works, Randall Street - 6/612 ⑪ 84-90 Randall Street ⑫ 78-88 Harwood Road (Montrose Works) | <ul style="list-style-type: none"> ⑬ Chaucer Yard (Wardonia Works), Clough Road ⑭ Church of St. Mary, Bramall Lane - 6/95 |
|---|---|---|---|

- 5.8 **Policy 5:** Historic Fabric & Form – the retention and reinstatement of the plan form, roof form, external historic floorscape and overall architectural integrity of historic buildings and areas will be encouraged within the conservation area.
- 5.9 **Policy 6:** Demolition consents – Demolition consents will only become valid following the letting of the associated redevelopment construction contract.
- 5.10 **Policy 7:** Repair and reuse of existing buildings – The careful repair and adaptive reuse of existing buildings, both listed and unlisted, which have been identified as making a positive contribution to the architectural or historic interest of the area is encouraged. In such cases buildings should be repaired using matching materials and details. Missing elements may be reinstated where this can be done without conjecture. Significant interventions and extensions should be of a contemporary design which respects the area context.
- 5.11 **Policy 8:** Development of opportunity sites – The sympathetic redevelopment of opportunity sites which detract from the character or appearance of the area is encouraged. In such cases new development should be contemporary in design and appropriate to its context in scale, massing, form, materials and quality. Pastiche design and historicism will not be permitted in the conservation area.
- 5.12 **Policy 9:** Development adjoining the conservation area – Development adjacent to or affecting the setting of the conservation area must respect the historic context in massing, scale and form and preserve significant views into and out of the area.
- 5.13 **Policy 10:** Changes of use – Changes of use will be permitted where they support the viability and character of the area.
- 5.14 **Policy 11:** Environmental issues – There is a presumption against development which would generate traffic or environmental problems detrimental to the character of the area.
- 5.15 **Policy 12:** Advertisements – Advertisements must properly relate to the design of the building on which they are displayed. Freestanding advertisements will not be permitted.
- 5.16 **Policy 13:** Planning applications – Outline applications will not normally be considered. All applications must be accompanied by detailed drawings including contextual elevations, sections and photographs. A written design rationale must be provided.
- 5.17 **Policy 14:** Development affecting setting of listed buildings, buildings that

contribute to the character of the conservation area and landmark buildings must respect and defer to the architectural and historic importance and landmark status of these buildings.

5.18 **Policy 15:** Development affecting key and glimpsed views of buildings, sites and landmarks within the conservation area will be discouraged.

5.19 **Policy 16:** Development will be discouraged on spaces which make a positive contribution to the conservation area.

5.20 **Policy 17:** Materials used in and around new developments or relating to alterations or extensions, should be based on the prevailing palette of natural materials within the conservation area:

- Pitched and flat roofs: natural slate, lead or zinc.
- Rainwater goods: timber or metal.
- Walls: red brick, sandstone and grit stone.
- Masonry details (cills, heads, lintels, jambs, copings, plinths, string courses, archways, voussiors etc): sandstone and grit stone.
- Window and door frames: timber or metal.
- Floorscape: natural stone setts, cobbles, flags and kerbs.

Any proposals to change or develop a listed building in the area must be accompanied by a Conservation Plan.

Article 4(1) Directions

5.21 We do not propose seeking Article 4(1) Directions on the basis that the key non-domestic buildings are listed.

Article 4(2) Directions

5.22 We do not propose seeking Article 4(2) Directions as the key domestic buildings are listed.

Enhancement

5.23 As development proceeds, the opportunity should be taken to carefully remove later macadam surfaces from historic pavings, which should be carefully repaired and re-bedded if required. Where historic pavings are missing or new paving is required, this should be in natural stone to match the historic form and pattern.

Key Buildings and Sites

- 5.24 It should be a requirement that development proposals for any listed building in the area are accompanied by a Conservation Plan to be prepared in accordance with the HLF guidance note Conservation Plans for Historic Places.

Management of archaeological issues:

- 5.25 Archaeological and cultural heritage forms an important aspect of the Conservation Areas. The management of this resource contributes directly to the preservation and enhancement of the character of the Area. Policies outlined in the Sheffield City Council Unitary Development Plan (UDP) contain guidelines for the treatment of archaeological remains and buildings of historic significance. The most relevant policies are BE15: Areas and buildings of Special Architectural and Historic Interest, BE16: Development in Conservation Areas, BE19: Development affecting Listed Buildings, BE20: Other Historic Buildings, and BE22: Archaeological Sites and Monuments (see Appendix 6).

- 5.26 Policy BE22 states that:

- *Development will not normally be allowed which would damage or destroy significant archaeological sites and their settings.*

- 5.27 Where disturbance of an archaeological site is unavoidable, the development will be permitted only if:

- *an adequate archaeological record of the site is made; and*
- *where the site is found to be significant, the remains are preserved in their original position.*
- *Statements on how the policy will be put into practice include:*
- *Encouraging developers to consult the South Yorkshire SMR at an early stage for advice on whether developments will affect archaeological sites and landscapes.*
- *Monitoring planning applications submitted to the City Council (carried out by the South Yorkshire Archaeology Service).*
- *Requiring the developer to submit an archaeological site evaluation where a development may affect archaeological remains. This will help decide the planning application.*

- 5.28 This approach is in line with national planning guidance, specifically PPG16.

Policy BE22 does not emphasize, however, that the SMR only includes known archaeological sites and find-spots, which may not always correspond with areas where unknown archaeological sites survive. Within an urban landscape, the potential for significant archaeology is not always easily recognisable. It should be stressed that developers should be encouraged to undertake detailed archaeological assessment at an early stage to establish the potential for the disturbance of unknown archaeological sites and landscapes, and the associated ramifications for the development proposal.

- 5.29 In addition, the policies tend to refer to the sub-surface archaeological remains and standing buildings as separate entities, whereas in many cases standing buildings have associated sub-surface features which may be threatened by renovation or demolition. Also open ground, considered as 'unsightly' in terms of area character, often offers a good opportunity for the survival of sub-surface features associated with buildings previously demolished structures.
- 5.30 It would be useful to have additional tools available to the planning officers and developers to assist in identifying areas where archaeological sites are likely to survive. A possible approach would be to identify zones of historic and archaeological potential, both in terms of standing buildings and sub-surface deposits. Zoning could utilise previous archaeological work undertaken within the city, including desk-based assessments, to establish areas of potential. This could consist of:
- *zoning in terms of function (i.e.: principally metal trades, housing, large quotient of eighteenth-/nineteenth-century buildings, open ground offering potential for extensive survival of sub-surface features, etc); and/or*
 - *zoning in terms of high, medium or low archaeological potential, using previous fieldwork carried out within the city as a guideline. Again this would probably refer to existing buildings, known areas where archaeological deposits have survived, historic maps, etc.*
- 5.31 The zones could then be used to supplement the SMR to assist in identifying areas where archaeological evaluation is appropriate prior to development. In addition, research frameworks could be formulated to establish the local and regional significance of archaeological sites, such as structures and deposits associated with the metal trades. This could highlight the types of sites and structures which would add to the historical and archaeological resource and character of the Conservation Area and the wider city, and identify key themes for research and conservation.
- 5.32 In areas where archaeological evaluation is considered necessary, a standard, staged programme of works should be adopted.

- 5.33 The initial stage should involve desk-based assessment and archaeological building appraisal. In sites where no standing buildings, or modern standing buildings are located, only a desk-based assessment would be required. Where buildings of potential historic value are within the proposal area, archaeological building appraisal would be included with the desk-based assessment.
- 5.34 The desk-based assessment should conform to the standards and guidance set down by the Institute of Field Archaeologists (IFA). This states that *“the definition of a desk-based assessment is a programme of assessment of the known or potential archaeological resource within a specified area or site on land, inter-tidal zone or underwater. It consists of a collation of existing written, graphic, photographic and electronic information in order to identify the likely character, extent, quality and worth of the known or potential archaeological resource in a local, regional, national or international context as appropriate.”* A walk-over survey would also normally be undertaken for the assessment. The desk-based assessment would then used to formulate a strategy for any further archaeological work necessary, in consultation with planning officers.
- 5.35 Archaeological building appraisal should be undertaken in association with a desk-based appraisal, and on similar lines. It should involve a site visit and walk-over survey of the building, including the exterior and, where possible, the interior, to identify key features and phasing, with record photographs and illustrative material, possibly including basic phasing plans to demonstrate the complexity of the site. The appraisal would establish the archaeological and historical significance of the building, and include recommendations for further work needed to mitigate against damage or alterations. This is envisaged as a primary appraisal, not a full-scale building recording exercise, and would follow many of the conventions of a RCHME basic Level 2 survey. It would be used to formulate a strategy for any further archaeological work necessary, in consultation with planning officers.
- 5.36 This primary stage is envisaged as being undertaken prior to planning consent being awarded, to allow planners to make informed decisions on conditions for further archaeological work, and to afford the developers an idea of the potential archaeological implications of the development proposal.
- 5.37 The secondary stage would incorporate recommendations arising from the desk-based assessment and building appraisal, and would follow a strategy agreed with the planning officers. In areas with the potential for the survival of sub-surface archaeological remains this would normally include intrusive field evaluation, such as trial trenching, to evaluate the nature and extent of surviving features and deposits. Based on the results of this, further mitigation strategies may be devised in consultation with the planning officers. Where historic standing buildings are involved, more detailed archaeological building

recording may be recommended, in line with IFA and RCHME standards and guidelines. Such recording would normally include floor plans, elevations and sections (measured where this would contribute to an understanding of the building's construction, design and use), and record photographs of significant interior and external features. It should be noted that, where necessary, recording may also include evaluation of sub-surface features associated with the standing building.

Appendices

Appendix 1 Gazetteer of SMR Sites and Find-Spots

Gazetteer Of SMR Sites And Find-Spots – John Street Area

John Street SMR sites – Cross referenced to Figure 6 in Section 2

Site no	Description	NGR	SMR no
1	Clough Wheels. Site of a cutler's wheel with 2 hulls, one for a forge, the other a tilt in 1834. Wheel was pre-1637 in date.	SK 3563 8619	1738
2	Site of the Rolling Mill. Constructed in 1837. Known as Cooper Wheel. Silver and plated metal rolling.	SK 3550 8570	1737
3	Site of Cinderhill Wheel/New Pond Mill. First mentioned in 1581. Became a corn mill in 1753. In 1796 it had 2 wheels and 5 pairs of stones. Building demolished in 1866 and dam filled in.	SK 354 864	1620
4	Site of Sylvester Wheel. Edge tool works, first recorded in 1650, but probably in existence earlier as one of the 'wheels in the pastures'. By 1794 the wheel had been developed to support 20 troughs. Dams filled in by 1864 and property divided by for redevelopment. The extant buildings are a late 1830s/early 1840s workshop range and later front range (1875).	SK 352 865	1619
5	Site of Bennett's Wheel. Pre-1700-1860? Known originally as Sheffield Moor Wheel and Vulcan Dam. Converted to a rolling mill by 1824. Built over after 1853, and Chambers Brewery built on site.	SK 3510 8642	1618
6	Site of Norris Wheel. Undershot wheel. The Albion Brewery was constructed on the site.	SK 3474 8637	1617
7	Site of Broomhill Corn Mill. Pre-1630. Dam and mill entirely disappeared under tool works. Originally two wheels, reduced to one.	SK 3456 8616	1616
8	Site of Broomhill Wheel. Pre-1600 to late-1800. Dam for wheel stretched from the junction of Napier Street to Parliament Street. Built over completely. The mill was sited under the Eclipse Street Works second building.	SK 3456 8616	1615

Appendix 2 Bibliography used in the Archaeological Survey & Historic Overview

Bibliography:

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- May, R 2003c Archaeological Desk-Based Assessment of a Car Park at Furnace Hill, Sheffield, South Yorkshire. Unpublished ARCUS report 791.1.
- Walton, M 1968 *History of the Parish of Sharrow*. Pamphlet.

Appendix 3 – Boundary Definition: Proposed John Street Conservation Area

Proposed John Street Conservation Area – Boundary Definition

A3.1 There are four questionable areas which have been considered with regard to boundary definition:

- The properties fronting onto the southern end of Hill Street.
- The area bounded by Denby Street, John Street, Reece Street and Bramhall Lane.
- The western side of Reece Street to the north of Denby Street.
- The area to the east of Bramhall Lane bounded by John Street, Countess Road and St Mary's Gate.

A3.2 Following due consideration, we recommend that areas a) and b) be included in the proposed John Street Conservation Area, but that areas c) and d) be excluded.

A3.3 Overall, the John Street Area has a consistent street pattern and urban form. The triangle defined by Bramhall Lane, Hill Street and Denby Street is traversed by parallel streets. Eleven metal trades premises are located within this area, interspersed by more modern light industrial premises or cleared sites. Whilst the properties fronting the southern end of Hill Street are modern and nondescript, their exclusion would be inconsistent with other parts of the area and would confuse the definition of an otherwise well-defined area. For these reasons we recommend the inclusion of these properties.

A3.4 The area bounded by Denby Street, John Street, Reece Street and Bramhall Lane exemplifies the grid-iron layout of late Georgian urban development. The western block is bounded by an attractive rubble boundary wall, similar to the churchyard wall of St Mary's. Mature trees within this block and also in the smaller block to the east add to the quality of the area. For these reasons we recommend the inclusion of this area in the proposed Conservation Area.

A3.5 The western side of Reece Street between Denby Street and Boston Street is the location of one former metal trades workshop – S Murray & Co. This is a Grade II listed building. The adjoining area is about to be re-developed. Our view is that the listed building needs no further legislative protection, and that it is better to more tightly define the proposed Conservation Area to the line south of Denby Street.

A3.6 The area to the east of Bramall Lane bounded by John Street, Countess Road and St Mary's Gate contains St Mary's Church and Churchyard, the Wardonia

Works at Chaucer Yard, a petrol filling station and some light industrial buildings. St Mary's Church is listed Grade II * and so, together with its curtilage, enjoys statutory protection. The Wardonia Works is a former razor blade factory. The building is not listed, but it is substantially intact and in good condition. It exhibits many of the classic features of edged tool works, including a two storey courtyard form with buildings within the courtyard, a cart entrance to the courtyard, bridge links between buildings, office and workshop accommodation and converted housing. We recommend that an application be submitted to list this building. However, we feel that the barrier created by Bramall Lane together with the character of development fronting the east side of Bramall Lane do not merit the inclusion of this area within the proposed Conservation Area.

Appendix 4: SCC Format of Character Assessment

Introduction

A4.1 The format for this report is in keeping with the proposed format suggested by Sheffield City Council, which the study team have followed based on the initial CAAs that were undertaken in accordance with the guidance provided within English Heritage's document, 'Conservation Area Appraisals – Defining the Special Architectural or Historic Interest of Conservation Areas'.

Areas Wider Character and Significance

A4.2 These sections have been structured under the following headings:

- Location and population
- Areas role and function, both then and now
- Relationship of area to surrounding urban/rural areas and similarities/differences in visual and land use terms
- Important routes / access pattern (roads, footpaths) into, within and through CA
- Major landmarks/focal points/streets/spaces/edges/ancient monuments
- Setting and topography in urban / rural landscape
- Important topographical features panoramas, views into CA
- Distinctive sub-areas within CA

Land-use phases and archaeology

A4.3 Land use and archaeological matters are considered against the following key elements:

- The range, scale, mix and transparency of prevailing (or former) uses, their historic patronage and their influence on layout / morphology of an area, plan forms and building types over time.
- Archaeological significance and potential - scheduled ancient monuments (SMR) and local sites which indicate significant archaeological potential.

Spatial & Townscape character

A4.5 Spatial and townscape considerations have been assessed under the following key criteria where relevant for each of the proposed Conservation Areas:

- Grain and density
- Street pattern, hierarchy of spaces, permeability/ease of movement
- Spatial enclosure/variety/sequence
- Important local focal spaces and open spaces
- Key vistas, views
- Important building lines
- Surface materials prevalence, variety, origin, textures, colours and their condition
- Important walls, fences, railings etc their condition or loss
- Contribution of important trees, tree groups (inc TPOs), hedges, verges, greens, greenery and landscaping and other cultivated/uncultivated areas & their condition
- Characteristic use of space and activity levels (public/private, pedestrian/car movement and amounts; busy, quiet, speedy, variety during day/week)
- Sounds and smell
- Poor, neutral, lost or damaged spaces

Built Character

A4.5 The built character of each of the proposed Conservation Areas has been assessed under the following key headings where appropriate:

- Dominance or variety of styles/periods/vernacular/polite
- Characteristic form, layout, scale, height, mass, rhythm, verticality, horizontality
- Typical construction, roof pitch, colours, decoration, detailing, window proportions, fenestration

- Materials – prevalence, variety, origin, textures, colours
- Key buildings - local landmarks, listed/unlisted, architectural quality, historic interest and significance to local land-use or key events/periods, people, social/community significance
- Group interest
- Relationship to topography and spatial quality
- Skyline interest
- Poor, neutral, lost or damaged buildings
- Building condition and retention of original features

Appendix 5 – Land Use Phases and Archaeology

Introduction

A5.1 This Appendix presents the full descriptions of land use phases and archaeology in the John Street area, as presented in summary within Section 3 of the CAA.

Medieval

A5.2 The area to the east of London Road was laid out in the mid nineteenth century. Prior to the development, it was part of the fields associated with the hamlet of Little Sheffield, a small settlement nearly a mile to the south of Sheffield. The hamlet was arranged in linear fashion along the road leading to Chesterfield, and thence to Derby and London. Little Sheffield was first mentioned in the fourteenth century, although it is likely to have been established earlier in the medieval period. The open fields associated with the hamlet were to the north west, leading up towards Sharrow Head. The area to the east of London Road also consisted of fields, although it is not clear if these were part of the common field, or privately worked land. It is possible that much of the land was used as pasture. Some of the land at Little Sheffield was owned by Worksop Priory, which had a grange and tithe barn at Sharrow. There is, however, no surviving record of the lands held by the Priory.

Eighteenth Century

A5.3 The 1808 map of Sheffield indicated that Little Sheffield remained a small, rural settlement at the beginning of the nineteenth century. There had been some planned development to the southeast of Sheffield, covering the former Alsop Fields, and part of the Sheffield Moor. The London Road was the first turnpike road to be created leading out of Sheffield. The Turnpike Act for this road was passed in 1756, covering the road leading from South Street (now the Moor), through Little Sheffield, to the county boundary at Heeley and on to Chesterfield and Derby, where it joined the Manchester to London turnpike. It followed the route of the old highway, and was described in 1768 as 'very bad, exceedingly hilly and disagreeable in every respect' (Hey 1997, 79). The present Chesterfield Road was created by an act of 1795, with a much more direct route from Heeley Bridge to Chesterfield.

Nineteenth Century

A5.4 Streets began to be laid out in the Bramall Quarter around 1818. A Fairbank plan of proposed streets shows Hermitage Street, George Lane and New George Street (later Boston Street). Sheldon Street, named after John Sheldon, one of the landowners in the area, was laid out at about the same

time, and the new streets were shown on John Tayler's map of 1832. By 1850, Cross George Street (later Arley Street), and Thomas Street had been laid out, but the rest of the area was still undeveloped. The likelihood is that some of the area was still used as pasture, with William Simpson listed as a cowkeeper in New George Street in a trade directory of 1862.

- A5.5 By 1890, the area had been completely developed, with industrial works established in amongst the predominant housing. By this point, the suburb had become linked to the town centre by continuous development, and its character had completely changed from the previous small rural settlement. Several buildings along London Road appear to date from the late-eighteenth century, and are survivals from the hamlet. Most other pre-twentieth-century buildings in the area date from the mid- to late-nineteenth century. The street layout is in the grid system favoured for late-eighteenth- and early-nineteenth-century development in the city.
- A5.6 Industries in the Little Sheffield area had traditionally been dominated by the cutlery and hand tool industries during the post-medieval period. Other industries, including tanneries, were also known (Hey 1997, 130). During the nineteenth century, the cutlery and steel industries were well represented in the area, and the streets to the east of London Road are still reflective of this. Large, integrated works such as the Stag and Portland Works, were typical of the late-nineteenth-century industrial buildings constructed in Sheffield. Smaller works, such as the Kenilworth Works, were often involved in some of the ancillary trades to the cutlery industry, such as grinders' workshops and bone and horn works.
- A5.7 The Church of St Mary's was constructed in the 1820s, one of the new churches built in response to the expansion of Sheffield. It was one of four Sheffield churches constructed at the time with state funds provided for new Anglican churches in poorly provisioned areas, as part of the 'Million Act' (1818). All were built in the fashionable neo-Gothic style.
- A5.8 Housing in the area consisted mainly of back-to-backs, constructed around courtyards in the traditional Sheffield style. The houses were probably of a superior quality to those of the Crofts area, and the streets more orderly and planned.

Twentieth Century

- A5.9 The 1930s saw the clearance of most of the back-to-back housing, as in other parts of the city. Many of the houses had been allowed to fall into a state of disrepair, and were no longer seen as suitable for accommodation. In association with the demolition of the existing back-to-backs, thousands of

new houses were built in Sheffield between the wars. Housing was moved out of the heavily industrial areas, with new estates built at the Manor, Southey Green and Parson Cross, all semi-detached and with gardens. The inter-war years were a time of high unemployment, but the city's public health provisions were drastically improved.

- A5.10 The Bramall quarter remained a significant industrial area, with the cutlery and related trades continuing to flourish into the mid-twentieth century. Several firms continued in the area to the present day, although many of the remaining industrial buildings have been converted for other purposes or are at risk. Unlike the Crofts area, housing has been reinstated in the Bramall Quarter, although mostly on the outskirts of the proposed conservation area.
- A5.11 The area suffered some bomb damage during the Second World War, with the industrial works probably the main target. Many of the steel works and smaller cutlery and associated works were converted to the production of armaments and military equipment during the war, as in other areas of the city. There was a spate of re-building in the 1950s and 60s, but some of the areas cleared through slum demolition and bomb damage have not seen major development. These areas offer the potential for the survival of nineteenth-century archaeological remains below the current ground surface. This should be taken into consideration when new development is proposed.
- A5.12 Surviving historic industrial buildings, including the Stag and Portland Works, represent the late-nineteenth-century style of Sheffield construction, and are examples of the type of integrated, purpose-built works predominant at that date. There are fewer examples of the incorporation of earlier buildings than in the Furnace Hill and Well Meadow areas, mainly due to the later date of the buildings in the St Mary's area.

Appendix 6 - UDP Policies Relating To The Archaeological And Built Heritage:

BE15 Areas And Buildings Of Special Architectural Or Historic Interest

A6.1 Buildings and areas of special architectural or historic interest which are an important part of Sheffield's heritage will be preserved or enhanced. Development which would harm the character or appearance of Listed Buildings, Conservation Areas or Areas of Special Character will not be permitted.

BE16 Development In Conservation Areas

A6.2 In Conservation Areas permission will only be given for proposals which contain sufficient information to enable their impact on the Area to be judged acceptable and which comprise:

- (a) development, including erection of buildings and changes of use from originally intended uses of buildings, and built development in open spaces; or
- (b) demolition of buildings, walls and other features; or
- (c) proposals involving the felling or lopping of trees; or
- (d) advertising;

A6.3 Which would preserve or enhance the character or appearance of the Conservation Area.

A6.4 Buildings which make a positive contribution to the character or appearance of a Conservation Area will be retained.

A6.5 These principles will also be material considerations in considering proposals which would affect the setting of a Conservation Area or significant views into, or out of the Area.

A6.6 Redevelopment of sites which detract from a Conservation Area will be encouraged where it would enhance the character or appearance of the Area.

BE19 Development Affecting Listed Buildings

A6.7 The demolition of Listed Buildings will not be permitted. Proposals for internal or external alterations which would affect the special interest of a Listed Building will be expected to preserve the character and appearance of the building and, where appropriate, to preserve or repair original details and features of interest.

A6.8 Proposals for change of use will be expected to preserve the character of the building.

A6.9 Proposals for development within the curtilage of a building or affecting its setting, will be expected to preserve the character and appearance of the building and its setting.

A6.10 The original use of a Listed Building will be preferred but other uses will be considered where they would enable the future of the building to be secured.

BE20 Other Historic Buildings

A6.11 The retention of historic buildings which are of local interest but not listed will be encouraged wherever practicable.

BE22 Archaeological Sites And Monuments

A6.12 Scheduled Ancient Monuments and their settings and other sites of archaeological interest will be preserved, protected and enhanced.

A6.13 Development will not normally be allowed which would damage or destroy significant archaeological sites and their settings.

A6.14 Where disturbance of an archaeological site is unavoidable, the development will be permitted only if:

- (a) an adequate archaeological record of the site is made; and
- (b) where the site is found to be significant, the remains are preserved in their original position.