

PURCELL

**Informing the Conservation and Long-term
Management of Barnsley Main Colliery**

CONSERVATION MANAGEMENT PLAN

November 2015



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DOCUMENT ISSUE

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| Issue 1 | (October 2015) - | Barnsley Metropolitan Borough Council
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SUMMARY

THE CONSERVATION MANAGEMENT PLAN

The Conservation Management Plan (CMP) for Barnsley Main provides a robust and consensus-based strategy for the site. This will ensure that change is considered within a practical framework of conservation policies that balances the protection and enhancement of the place's significance with the very real and practical need to maintain its operational and financial viability into the future.

HISTORY

Barnsley Main is a rare survivor of South Yorkshire's rich mining heritage. It represents a nationally important industry that once shaped the lives of people and fuelled the technological innovation of the British Empire.¹

The colliery is situated within the wider landscape of the Dearne Valley; an area of natural beauty that has been scarred by intensive mining, glass and ironwork industries in the 19th and 20th centuries.

The surviving site has always been subsidiary to the main colliery, which was further south and included no.1 shaft. The southern site was adjacent to the railway while the northern site was bound by the canal. The two sites were connected by a railway link. The main southern site has been redeveloped into a business park and the pit head structures demolished.

19th Century – The original shafts on the site are associated with the Oaks Colliery Disaster of 1866, an explosion that killed over 360 miners in England's worst mining accident.

1900s – Mining of the Barnsley Seam, one of the most significant in the country reached its zenith in this period. The earliest surviving fabric within the structures dates from this period.

1940s-1960s – The coal mining industry was nationalised in 1947 and the site was substantially renovated, with periods of rebuilding in 1956 and 1965. Much of the surviving fabric dates from this period, including the machinery, windows, high-level brickwork and headstocks.

1968 – The colliery was closed in 1968 as part of the accelerated pit closure programme and the site was mothballed (closed with the anticipation that it could be reopened at a later date).

1980s – Barnsley Main was reopened between 1982 and 1985 as part of a £25 million refurbishment while many other collieries in the country were being shut down.

1991 – The site was closed for the last time and the majority of the structures associated with the colliery were cleared, the spoil heap landscaped and the land eventually reclaimed by nature.

SIGNIFICANCE

PRIMARY SIGNIFICANCE

Barnsley Main is a rare survivor of Britain's industrial heritage and the once ubiquitous collieries within the South Yorkshire Coalfield. Regionally, no comparable colliery structures have survived and nationally, the remains are a rare example of what is essentially a 19th century arrangement of winding shaft structures, modernised by the National Coal Board in the mid to late-20th century.

SUMMARY OF SIGNIFICANCE

- Barnsley Main is a poignant monument to the coal mining industry of Britain, in contrast to the complete loss of structural remains across the South Yorkshire Coalfield.
- The colliery has communal significance locally as a representation of this lost industry.
- The site also stands as a tangible reminder of the Oaks Colliery; the site of England's worst mining disaster in 1866. The site has long been perceived as a memorial to those who lost their lives in the disaster.

¹ Barnsley Main listing submission (120709), Tom Wiles and Richard King, 2012

- The site was one of the longest-lived collieries in the country and is unique for the completeness of the headstocks, headstock building and winding engine house and internal machinery.
- Survival in-situ of the 20th century equipment, machinery, headstocks and winding-shaft structures is of high technological value.
- The severe, functional form of Barnsley Main and its layers of physical modifications reflect the context of its construction and use.
- Views of the site within its post-industrial landscape and its setting within the reclaimed natural environment of the Dearne Valley are significant.
- Barnsley Main has low ecological value due to the intense former use of the site. However, there are many opportunities to increase biodiversity through habitat management, strengthened connections to the wider Dearne Valley and improved roosts for birds and bat species.

DETRIMENTAL ELEMENTS

- The immediate context of the structures has been lost, as all ancillary buildings and transport links have been removed, and the area substantially re-landscaped.
- The presentation of the site as a derelict structure in the landscape, and its isolated location, has contributed to anti-social behaviour and vandalism on the site.
- The site is in slow decline as no sustainable solution for its future has been agreed.

SUMMARY ACTION PLAN

ACTION PLAN	RESPONSIBILITY	PRIORITY
Action 1: Connect Barnsley Main with the wider Dearne Valley network	DVLP and BMBC	A
Action 2: Increase intellectual access for visitors	DVLP and BMBC	A
Action 3: Address anti-social behaviour and the presentation of the building	DVLP and BMBC	A
Action 4: Address structural condition inside and out	DVLP and BMBC	A
Action 5: Increasing Biodiversity	DVLP and BMBC	A
Action 6: Conserve and enhance the significance of the heritage asset	DVLP and BMBC	A
Action 7: Consider the future sustainability of the site	DVLP and BMBC	C
Adoption and Review	DVLP and BMBC	A

ABBREVIATIONS

DVLP	Dearne Valley Landscape Partnership
BMBC	Barnsley Metropolitan Borough Council
HLF	Heritage Lottery Fund
NUM	National Union of Mineworkers

PRIORITY CATEGORIES

- A Duration of the Dearne Valley Landscape partnership (2014 to December 2016)
- B Mid-term future of the site, 3-5 years
- C Long-term future of the site, 5-10 years

HOW TO USE THIS DOCUMENT

This CMP is intended to be a viable report contributing to the successful future management and use of Barnsley Main. It can be used to provide baseline information that contributes to an overall understanding of the place, as well as highlighting areas where they could be improved; not only as part of planned works forming part of further funding applications, but also in the longer term future of the place.

The CMP analyses the historic development of Barnsley Main, its setting, context, management, use and what makes it important: its heritage value or significance. This overall understanding of Barnsley Main provides evidence and helps set precedents for the future management, maintenance and development of the site, helping to ensure that the overall vision for the site is fully understood, appreciated and maintained by all stakeholders.

The following table outlines what information can be found where in the CMP, based on three main aims:

1. **Orientation and getting to know the place**
2. **Gaining a more detailed understanding**
3. **Creating a positive future**

<p>Summary</p>	<p>This provides an overview of the CMP, including a summary action plan</p>
<p>Introduction (Section 1)</p>	<p>This outlines what the scope of the CMP is, who wrote it and why, what information about Barnsley Main exists and what the overall vision is.</p>
<p>Understanding (Section 2)</p>	<p>This is where to find out about the heritage context, ecology, setting and important associations Barnsley Main. It also provides overview descriptions of the site's components as well as its condition, and how it is managed and used.</p>
<p>History and Development (Section 3)</p>	<p>This outlines the history and development of Barnsley Main, and key people and events associated with it. It also identifies similar sites and lists mining heritage attractions.</p>
<p>Policy and Guidance (Appendix A)</p>	<p>Guidance on the national and local planning policy that is relevant to the Barnsley Main site.</p>
<p>Significance (Section 4)</p>	<p>This provides an understanding of what makes Barnsley Main important, why and to whom. It is directly linked to the historic development and heritage context of the site.</p>
<p>Options for Re-use (Section 5)</p>	<p>Assessment of the options for reuse and detailed assessment of the preferred option, chosen to improve management and use and enhance heritage value.</p>
<p>Conservation Framework (Section 6)</p>	<p>The overarching framework for the future of Barnsley Main, developed in line with the overall vision and the information developed in the sections above. It includes issues, opportunities, recommendations policies and actions.</p>

ORIENTATION AND GETTING TO KNOW THE PLACE

A MORE DETAILED UNDERSTANDING

CREATING A POSITIVE FUTURE

I INTRODUCTION

I.1 VISION OF THE DEARNE VALLEY LANDSCAPE PARTNERSHIP

I.1.1 BARNSELY MAIN CONSERVATION MANAGEMENT PLAN

This Conservation Management Plan was commissioned as part of a longer term strategy to improve the management of the Dearne Valley and the historic structures contained within it.

The purpose of this Conservation Management Plan is to establish good conservation practice and to put recommendations in place for a sustainable future for the Barnsley Main Colliery site. The report will focus on the building, its immediate setting and how our understanding of this structure and its associated ecology can be integrated into the wider offering of the Dearne Valley.

In compliance with the HLF Conservation Plan guidance, this report sets out the current understanding of the site and its setting; its heritage value and significance; and the key issues and opportunities that may either threaten or potentially enhance significance. In the context of this knowledge, this report sets out a number of recommendations as a Conservation Framework for addressing the identified issues and opportunities.

I.1.2 DEARNE VALLEY LANDSCAPE PARTNERSHIP

The Dearne Valley Landscape Partnership (DVLP) project is now in its second year, having secured £1.9m of funding from the Heritage Lottery Fund for a five year programme of projects focusing on the heritage, environment and biodiversity of the Dearne Valley area of Barnsley, Doncaster and Rotherham.

Landscape Partnerships are Heritage Lottery Funded grant programmes based round a portfolio of smaller projects, which together provide long-term social, economic and environmental benefits for a rural area. Between 2014 and 2019 the Partnership will fund a range of projects involving a combination of physical improvements to the area as well as working with local people on a range of events and activities. It aims to:

- Conserve, protect and enhance the built, natural and cultural heritage of the Dearne Valley.
- Increase people's understanding, use and enjoyment of the heritage of the Dearne Valley
- Improve the economy of the Dearne Valley by making it a place where people want to live, work and visit.
- Support the local community by providing a range of training, skills and volunteering opportunities.
- Establish a long term partnership that continues to have a positive impact on the area after the initial five years of the programme.

1.1.3 BARNESLEY MAIN COLLIERY SITE

The protection, conservation and preservation of Barnsley Main as a key piece of cultural heritage within the Dearne Valley is central to the DVLP. This project aims to increase understanding, improve management and maintenance of the structure and increase usage of the wider site. The project aims are:

- To consolidate the structure and surrounding site to prevent any deterioration.
- To carry out path, signage and interpretation improvements to make the site more accessible.
- To establish a friends group to support the protection of the site.
- To produce and implement a site management plan.
- To establish this site as a key entry point and destination within the Dearne Valley.
- To integrate the site into the work of the rest of the DVLP.
- To make more people aware of the site and use this as a way of engaging them with the DVLP.
- To mark the loss of life in the Oaks disaster and the loss of life through mining accidents in the Dearne, South Yorkshire and beyond.

1.2 EXISTING INFORMATION AND GAPS IN KNOWLEDGE

Our understanding of the development and history of Barnsley Main has drawn on a variety of sources in order to better inform the decisions for its future. Previous studies, websites and literature relating to the site include:

- DVLP, Building Review and Conditions Survey, 2014
- DVLP, Heritage Audit, 2013
- DVLP, Interpretive Plan, 2013
- DVLP, Landscape Conservation Action Plan, 2014
- Old Pictures of Barnsley, Facebook group
- Various Barnsley and coal mining publications at Barnsley Archives and Local Studies
- Primary sources within national archive collections
- List description, Barnsley Main Colliery Engine House and Pithead Structures, 1413541

There is a high level of interest in the site and a strong collective memory, with many online forums and social media groups dedicated to the Barnsley collieries. However, there is no published history specifically relating to Barnsley Main colliery. .

The detailed phases of development and alterations to the built structure are currently unclear. As there are few records relating to this information, the collective knowledge of people who worked at the site may be captured to help fill in the gaps. Many still live locally and a call for information may yield excellent results. This is a recommended action, set out within policy 9 of the Conservation Framework.

The interior in particular has been inaccessible since the site ceased production in 1991. Alterations to, and the history of the surviving machinery and equipment is not fully understood and the internal spaces remain unrecorded and undocumented due to a lack of safe access.

1.3 AUTHORSHIP

This CMP has been prepared to support the Dearne Valley Landscape Partnership. This report has been prepared on behalf of Barnsley Metropolitan Borough Council (BMBC) and the Dearne Valley Landscape Partnership (DVLP) by Rebecca Burrows (BA (Hons), MSc, IHBC) Heritage Consultant and Owen Plummer (BA(Hons) BArch), architect, Purcell. Copyright will be vested with Purcell, with BMBC and DVLP given rights to distribute this report to relevant stakeholders.

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2 UNDERSTANDING

2.1 IDENTIFYING THE SITE

Barnsley lies to the north of Sheffield and to the south of Wakefield, on the south-west bank of the River Dearne, in the heart of the South Yorkshire coalfield. The town grew rapidly during 19th century industrialisation from a population of 3,600 in 1801 to over 10,000 by 1831.¹ The heritage of the town is strongly linked to its coal mining past but the rapid expansion corresponds not just to establishment of the Oaks Colliery, but also other areas of industry such as breweries, glass works and stone quarries. Following decline in the late 20th century, the population of the town now stands at 80,000.



Baseplan © 2015 Infoterra Ltd & Bluesky

 Site

¹ The River Dearne rises south of Dewsbury and east of Huddersfield, and flows east through Barnsley before joining the River Don at Conisborough between Rotherham and Doncaster.

2 UNDERSTANDING

Barnsley Main is the name given to the surviving structures at the pithead of the no.2 shaft of the colliery to the north-east of Barnsley town centre. The address is Oaks Lane, Barnsley, S71 1HU. The site has expanded and contracted over the centuries and is often referred to in historic documents under different names:

- **Oaks Colliery** – The site formed part of the Oaks Colliery in 1850, although the main site was to the south of the surviving structures.
- **Rylands Main** – The site becomes known as Rylands Main in 1892, following purchase of the site by Dan Rylands. The industrial magnate also owned the adjacent glass works.
- **Barnsley Main** – The entire site is known as Barnsley Main by 1902, following the death of Rylands and sale of the site.
- **Barrow Main** – Following an amalgamation of companies, the northern site becomes known as Barrow Main in the 1980s and until the site ceases production in 1991.
- **Barnsley Main** – The colliery is now known as Barnsley Main, following its closure in 1991.

The surviving site has always been subsidiary to the main colliery, which was further south and included no.1 shaft, pithead structures and administrative buildings. The southern site was adjacent to the railway while the northern site was bound by the canal. The two sites were connected by a railway or tram link and for a time, an aerial ropeway. The main southern site has been redeveloped into a business park and the pit head structures demolished, although some ancillary structures still survive.

'The site' or 'Barnsley Main' referred to within this report therefore relates to the surviving structures adjacent to the canal at the pit head of shaft no.2. The site is made up of the following heritage assets:

- Winding engine house
- Steel headstocks
- Headstocks building
- Railway lines
- Shaft markers

See the glossary for further information on individual elements.

Ancillary structures surviving to the south of Oaks Lane (not included within the site):

- General office buildings (and possible winding engine house) associated with shaft no.1
- Ancillary mid-20th century sheds
- Two steel winding wheels incorporated into modern landscaping



2 UNDERSTANDING

2.2 DESIGNATIONS

2.2.2 HERITAGE ASSETS

Barnsley Main Engine House and Pithead Structures were listed Grade II, following designation by Historic England in 2013. The list description is included at the end of this document in Appendix A.

The plan on page 13 shows Barnsley Main within its wider setting of the historic environment, particularly the nearby listed buildings and scheduled monuments. The site is not within the visual setting of any other designated heritage assets but has close associations to the Oaks Colliery Disaster Rescuers Memorial to the south. It is also associated with the Oaks Colliery Disaster Memorial to the south-east within the churchyard at Christ Church, Ardsley (image 1,, unlisted).

2.2.1 NATURAL DESIGNATIONS

There are no statutory designated sites (Ramsar, Special Protection Area (SPA), Special Area of Conservation, National Nature Reserve (NNR), Site of Special Scientific Interest (SSSI), Local Nature Reserve (LNR) etc) or non-statutory (Site of Nature Conservation Interest, County Wildlife Site etc) within or adjacent to the Barnsley Main site boundaries.

The closest designations are the Dearne Valley Park (a Local Nature Reserve) and Stairfoot Brickworks (a Site of Special Scientific Interest).²



- 1 Christ church Memorial, Ardsley, unlisted
- 2 Oaks Colliery Disaster Rescuers' Memorial, Barnsley, Grade II



² Barnsley Main, Ecological Assessment, Barrett Environmental, 2015



- 1** Barnsley Main Colliery Engine House and Pithead Structures
- 2** Priory Mill
- 3** Monk Bretton Priory remains
- 4** Gatehouse to Monk Bretton Priory
- 5** Administration Building at Monk Bretton Priory

- 6** SAM Monk Bretton Priory Cluniac and Benedictine Monastery
- 7** Two Lodges and Gateway linking wall and railings to Barnsley Cemetery
- 8** Linking Arcade to Former Barnsley Cemetery Chapels
- 9** Oaks Colliery Disaster Memorial

- Grade I
- Grade II
- Scheduled Ancient Monument
- Site Boundary
- Dearne Valley Country Park

Baseplan © 2015 Infoterra Ltd & Bluesky

2 UNDERSTANDING

2.3 ARCHAEOLOGY

The Dearne Valley Heritage Audit (DVLP, 2013) collated all known Historic Environment data, including the National Heritage List for England and the local Sites and Monuments Record. This will not be reproduced here; however, the relevant entries that are within the immediate setting (500m) of Barnsley Main are listed below:

- 311 - Barnsley Main Colliery – Grade II listed
- 498 – Nos. 8-10 Regent Street, Barnsley – Built 1895, free classical style, Grade II
- 356 – Post-medieval bell pit – Marked as a stone pit on the 1892 OS map.
- 388 – Ardsley Hoyle Mill – possible origins as early as the 12th century, a corn mill was rebuilt here between 1813 and 1817. Chemical works followed by bleaching and calendaring works in 1841. Demolished in 1866 with houses and cottages surviving until 1958. Excavated 1985.
- 337 – Hoyle Mill bleach works – On site for former corn mill, in use in 1648, no surviving buildings. Bleach works established 1820, park landscaping may have removed traces of the structures.
- 225 – Hope Glass Works – established 1867 by Ben Rylands, and later run by his son Dan Rylands. Closed in 1927 following automation of processes. New glasshouses building 1929, closed in 2006.

The site of Barnsley Main has been in use since at least the 1820s in connection to the Oaks Colliery, but it appears that the existing structures date to the early to late-20th century. There is great potential for archaeological finds across the site due to the continuous coal mining activity on the site and mothballing in the 1960s and 1990s. Railway tracks, bridges and other features associated with the site appear to have been retained, or in some cases, merely buried.

However, the main colliery site to the south (shaft no.1 and associated structures) has been largely erased from the landscape, with the development of the Oaks Lane business park. Some administrative structures have been incorporated into the Con-Tech Ltd (reconstituted stonework suppliers) site, directly to the south.

2.4 MANAGEMENT AND USE

Barnsley Main Colliery site is owned and maintained by BMBC. The site falls within the boundary of the Deane Valley Landscape Partnership scheme but is situated just outside the Dearne Valley Country Park. It is separated by the A628 Pontefract Road, dense planting and the disused canal. This disassociation has made it difficult for the site to be fully integrated into the post-industrial landscape of the wider Dearne Valley offering, with car parking, walks, trails, wildlife and activities. Partly due to this disassociation, the buildings are suffering from ongoing vandalism and anti-social behaviour. The buildings have seen graffiti at low level and there is ongoing concern with unauthorised access and drug use. The aim of the Landscape Partnership project is to draw Barnsley Main back into the Dearne Valley through stronger pedestrian links, allowing this monumental structure to be appreciated for its heritage and aesthetic appeal.

The management strategy since closure in 1991 has been to retain the structures in a weatherproof condition, but with no identified future use. This has resulted in permanently bricked up windows and doors. Unfortunately this presents an abandoned appearance to visitors, increasing the likelihood of vandalism and causing further damage as people attempt to force entry. The lack of internal ventilation is also a concern, although blocking the openings has ensured that the building has remained weatherproof and in a relatively good state of structural repair, which is to be commended.

While CCTV and signage has been installed on the site, this does not appear to be a deterrent to anti-social visitors. Informal pathways also appear to be well used across the site, by visitors and for pedestrians connecting between the town centre and Monk Bretton.

There does not appear to be a regular maintenance plan or defects inspection programme in place at the current time.

As part of the DVLP, Barnsley Main has been identified as one of the key structures requiring regeneration. A Steering Group has been formed to manage and inform the future use of the site, made up from with Councillors and Officers within Barnsley Council, community members and the National Union of Mineworkers.³

3 DVLP, Landscape Conservation Action Plan, 2013

2.5 COLLECTIONS

A key element of the significance of Barnsley Main is the survival of the heavy machinery and equipment in-situ. These fixtures and fittings are extremely interesting and help to explain the previous uses of the site.

However, unlike some collieries that have closed in the recent past, there are no collections of mining artefacts or memorabilia associated with Barnsley Main. A call for items will be made in late 2015 in association with the Experience Barnsley exhibition that will run at the Town Hall in 2016-2017.

2.6 DESCRIPTION

The Barnsley Main site has been described in the Buildings Review document (DVLP, 2014):

Barnsley Main consists of two detached brick built buildings, the colliery winding engine house and the shaft head building, which are linked by a bridge at first floor level and the steel headstocks. The engine house has a high ground floor level and a high first floor level. The windows and openings have been infilled with blockwork and brickwork and has a pitched corrugated steel roof. The shaft head building also has a high ground and first floor level, completed in later brickwork than the engine house. Window openings have also been infilled with blockwork. Extending upwards from the flat roof of the building is a steel enclosure which houses a pair of cages above the shaft. Above this are the steel headstocks and two pit winding wheels.

The descriptions on the subsequent pages give a more detailed overview of the physical structures that make up the site.



- 1 South-west elevation of the site
- 2 North-west elevation
- 3 South-east elevation
- 4 Winding house and headstocks building, looking south

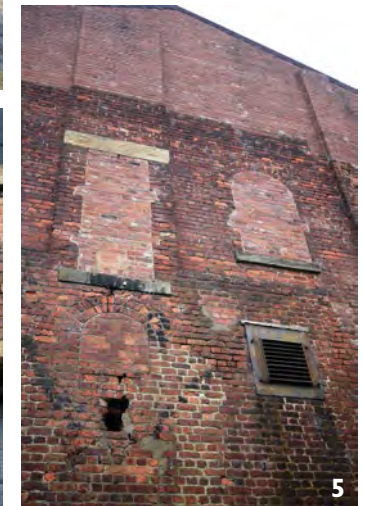
2 UNDERSTANDING

2.6.1 WINDING ENGINE HOUSE

The winding engine house is constructed of brick concrete lintels and steel window frames with a corrugated steel roof topped with two ventilators. The south-eastern end elevation appears to contain the oldest fabric, relating to the earlier c.1900s structure on the site. This is evident by the round arched openings (later blocked) and stone lintels. The south-west and north-east elevations are largely blind at ground floor level, with windows and a recessed panel with dog-tooth detailing above at first floor level.

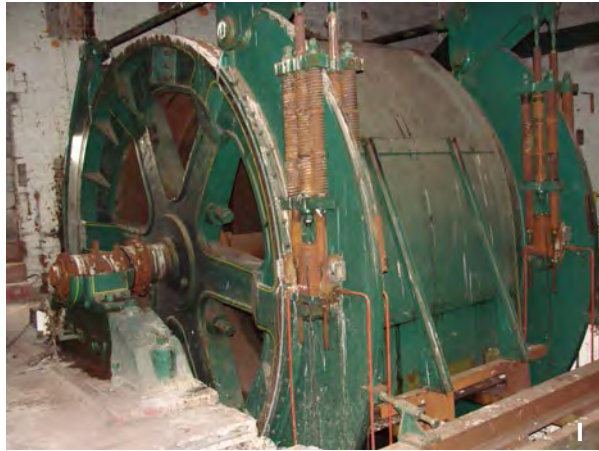
Internally the winding engine house retains the electrically powered drum winder, hydraulics for the breaking system, control cabin, and an overhead travelling gantry crane. The internal spaces cannot be safely accessed due to debris and large unprotected openings in the floors.

On the ground floor the entrances to the site have been blocked with steel doors or block-work. There is low level graffiti and CCTV has been installed in an attempt to curb anti-social behaviour.



- 1 North-east elevation of the winding house
- 2 View of the winding house north-west gable (© BMBC)
- 3 Brickwork rebuilt at first floor level in 1956
- 4 Date stone of 1956
- 5 Early details on the south-east elevation
- 6 Controls for the winding wheel





- 1 Winding wheel inside the winding engine house (© BMBC)
- 2 Electrical distribution and fuse cupboard (© BMBC)
- 3 Electric motor associated with the winding wheel (© BMBC)
- 4 Trackways at first floor level (© BMBC)
- 5 First floor gantry between the two buildings
- 6 Connection between the steel framework and the building (© BMBC)
- 7 View of the first floor gantry from below

2 UNDERSTANDING

2.6.2 HEADSTOCKS BUILDING

The two brick buildings on the site are linked by a bridge/gantry at first floor level and both are battered outwards slightly, to support the headstocks above.

The headstock building is smaller and of a similar construction to the winding house; built in brick of various dates, surmounted by the steel headstocks and lift structure. The brick structure is buttressed and forms part of the structural support for the headstocks above. Internally the shaft retains its cages, gates and other control and maintenance equipment.

The headstock itself has a steel enclosure for a pair of double deck cages, two pit winding wheels and a third, smaller, emergency winding wheel. Features also include maintenance gantries and walkways.



- 1 South-west elevation showing the early 20th century brickwork and later brickwork associated with raising the roofline
- 2 North-west elevation showing the mid-20th century brickwork above the earlier arched entrance for tubs and the railway tracks.
- 3 Winding wheels of the headstock (© BMBC)
- 4 Unprotected drop from the first floor (© BMBC)
- 5 Headstock lift structure (© BMBC)
- 6 View of the brick arched opening within the headstock building (© BMBC)
- 7 View upwards towards the headstocks within the lift shaft (© BMBC)

2.6.3 FEATURES OF INTEREST

- Early brickwork, arches and lintels to the south-east
- 1956 date stone on the north-east elevation
- 20th century crittall-style steel framed windows
- Internal machinery and equipment
- Steel framed headstocks, winding gear and lifts

2.6.4 OTHER HERITAGE ASSETS ASSOCIATED WITH THE SITE

To the south of Oaks Lanes the majority of features associated with the colliery have been demolished. However the general offices and other ancillary structures do survive.



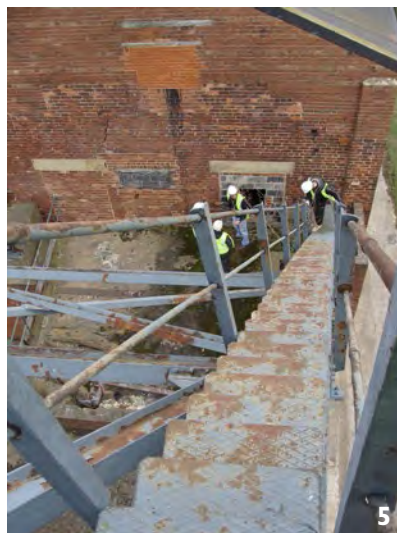
- 1 Transport department of the National Coal Board
- 2 Underground training buildings

2 UNDERSTANDING

2.7 CONDITION

The Building Condition report (DVLP, 2014) contains a summary of the site's condition. This current condition report, whilst identifying key issues, is brief and is based on limited visual ground level surveys without internal access, however it does indicate that the buildings are in a stable condition, but with evidence of deterioration and decay. In addition, it is noted that the reports carried out to date confirm that the structural integrity is unknown but appears to be sound. The current report summarises the following:

There is vegetation growth around the building, in particular to the base of the structure, the face of the brickwork and larger vegetation growth on the roof of the shaft head building. The steelwork has corroded in various places and is contributing to the erosion of the brickwork. There are areas of walls that have been damaged due to water ingress. There are various patch repairs to the brickwork in places. The south elevation of the engine house appears to be bowed and warped. There are various cracks to the buildings and the brickwork is damaged in places, particularly to the corners of the buildings. The roof appears to be intact, however there is evidence of moss and vegetation growth in the gutters and downpipes are missing. The base of the structure appears stable and there is a concrete base around the whole of the structure with no evidence of damage or vegetation growth.⁴



- 1 Corroded steelwork internally (© BMBC)
- 2 Corroded steelwork to the floor internally (© BMBC)
- 3 Winding engine house roof (© BMBC)
- 4 Corrosion of the steel headstocks (© BMBC)
- 5 View down the headstock gantry towards the winding house gable (© BMBC)

⁴ DVLP, Landscape Conservation Action Plan, 2013

Following our initial site visits, the above summary has been expanded based upon our own visual inspection.

General condition: Based on the previously supplied information and our own findings, the buildings would appear to be in good/fair condition, although deterioration is evident and structural investigations have not been undertaken.

Ecology: The site and buildings are heavily overgrown with vegetation and trees which would require a degree of clearance to make good the building perimeter and wider site. It is likely that small openings within the building fabric are allowing access for wildlife and thus it would also be recommended that a full bat survey is carried out prior to any repair works. The Phase 1 habitat survey has already identified a high risk of protected species on the site.

Archaeology: An allowance for undertaking an archaeological watching brief and recording during the course of any ground disturbance should be taken into consideration due to the abundance of buried structures and building remains likely to be present. A measured survey of the buildings and site has been undertaken and these drawings could be utilised as a basis for identifying areas of work and for record purposes.

Access: The site is open to the public and can be accessed by pedestrians via a number of informal footpaths throughout the site, via the Trans-Pennine Trail, and also directly from the adjacent Oaks Lane which runs parallel to the southern boundary of the site. Vehicular access could be reinstated via the currently barriered entry point from Oaks Lane. The buildings are closed and openings bricked/ blocked up.

Health and Safety risks: The site is overgrown and not overlooked with limited CCTV coverage and evidence of antisocial behaviour. Whilst the buildings are closed and locked, it would appear as though unauthorised access has been gained and thus falls from heights, fragile roofs and injury resulting from internal items should be considered. The presence of hazardous materials such as asbestos is unknown. Deterioration of the external fabric is evident, including spalling brickwork and fragments of the vaulting between the two main buildings. Consolidation of these areas would be required in order to reduce the risk of injury from loose or falling materials.

Unknowns: These findings, as with previous surveys are based on ground level visual inspections and as such do not comment on internal or high level condition. In light of this uncertainty, we recommend that a full structural report is procured alongside a full condition report of the buildings in order to be confident in their state of repair and identify potential hazards to the public. It is also recommended that further surveys such as ecology, damp, infestation and asbestos are carried out in order to inform and prioritise future repair works as well as allocating budgets to the areas of the building which are in need of repair.

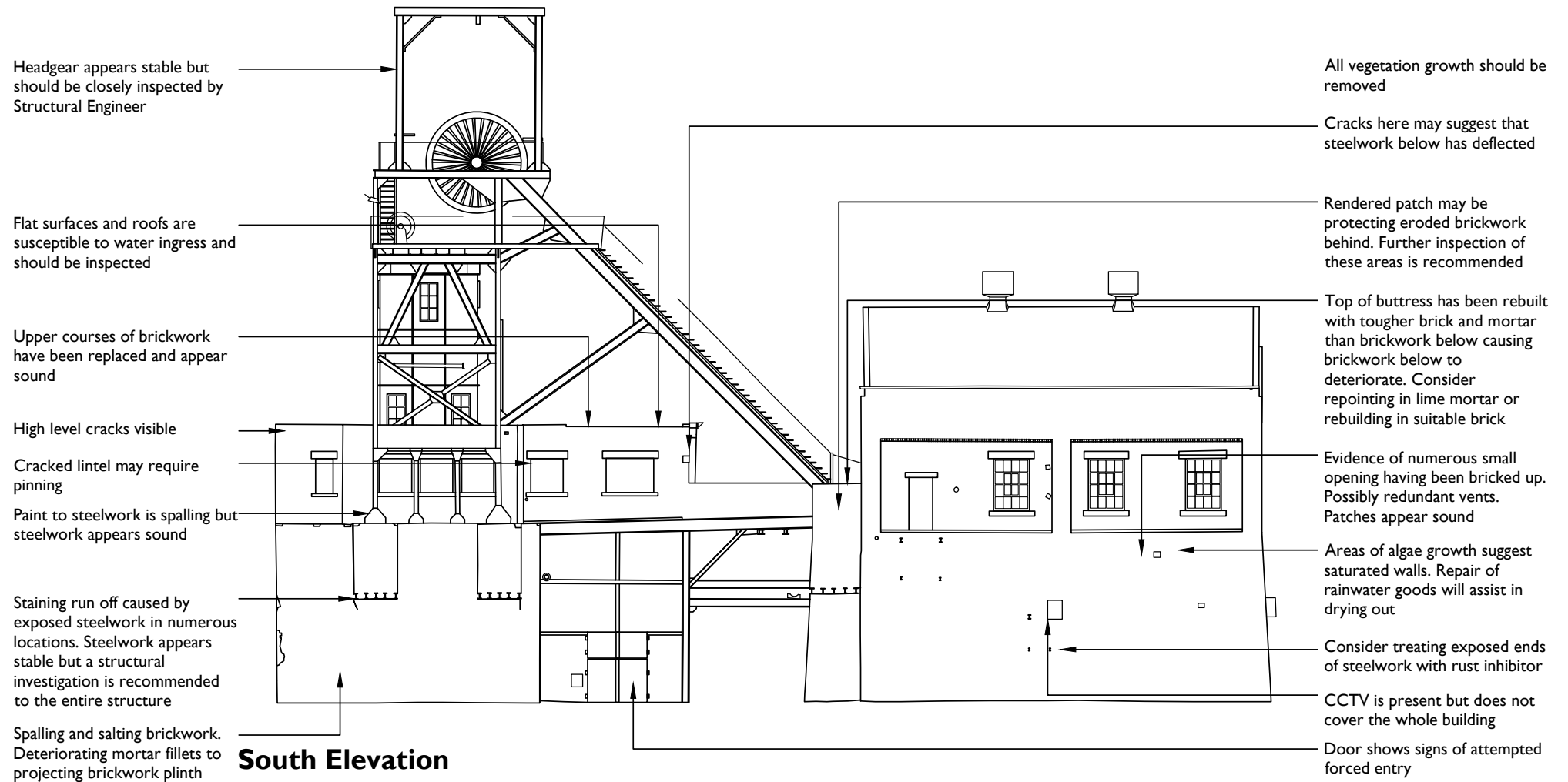
Defects: The annotated elevations on the pages 23 and 26 identify our observations regarding the defects currently present within the building fabric. These findings would form a basis upon which a full condition survey and recommendations could be produced in due course.

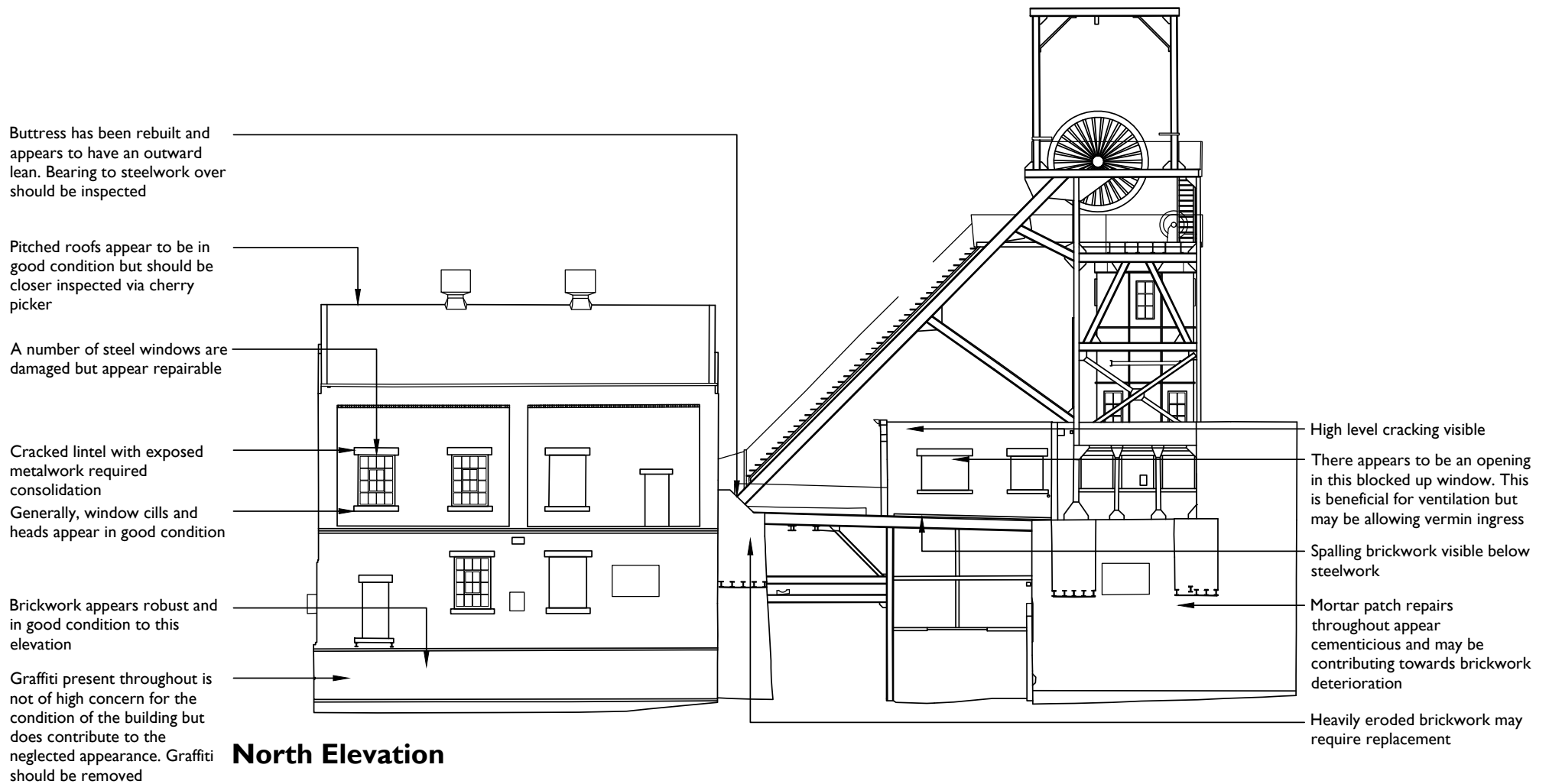
2 UNDERSTANDING

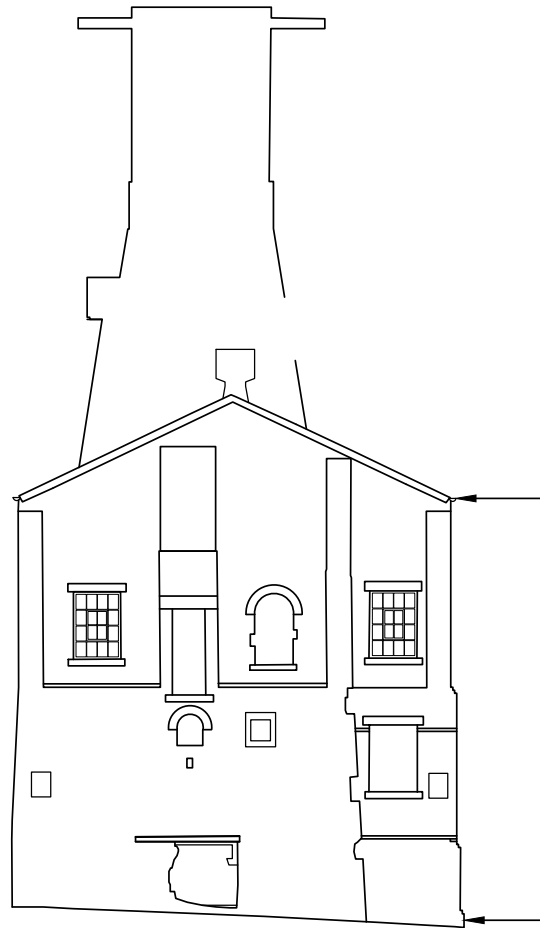


- 1 Spalling of the early 20th century brickwork
- 2 Graffiti on the north-east side of the winding house
- 3 Blocked entrances to the building
- 4 Plant growth at high level
- 5 Brickwork in need of repointing

ELEVATIONS SHOWING CONDITION AND DEFECTS, BASED ON AN INITIAL VISUAL INSPECTION



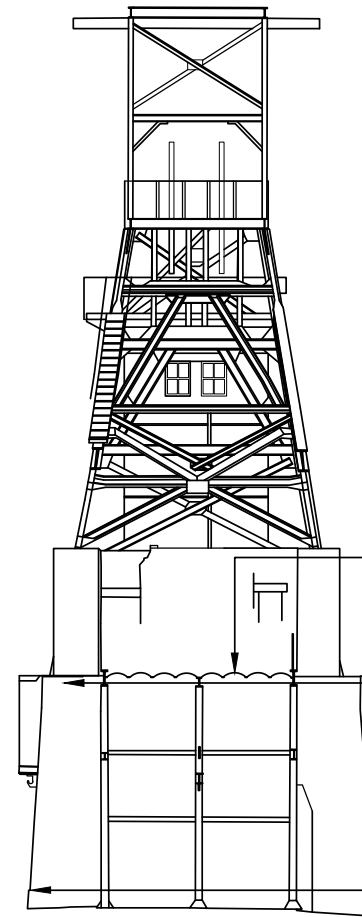




East Elevation

Clear vegetation from all gutters and reinstate downpipes. Cast iron rainwater goods would be preferable but care should be taken to adequately secure against theft

Consideration could be given to cutting back the concrete slab around the perimeter of the building and installing a French drain in order to assist with alleviating damp

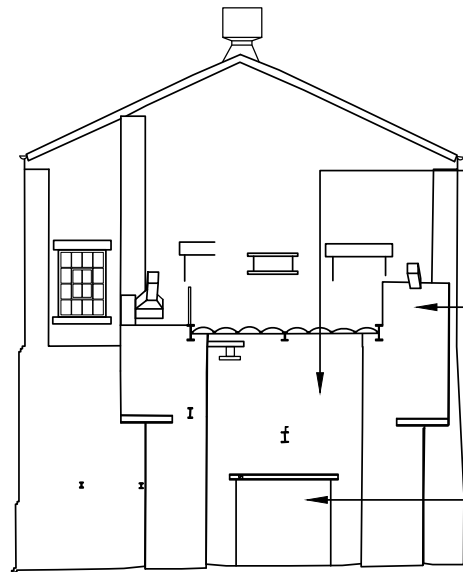


Inner East Elevation

Spalling to underside of vaults could be due to expansion of saturated metalwork. Review and consolidation advisable

Upper course of brickwork is missing and courses below are showing signs of eroding

Corner of plinth has deteriorated and may be allowing water ingress

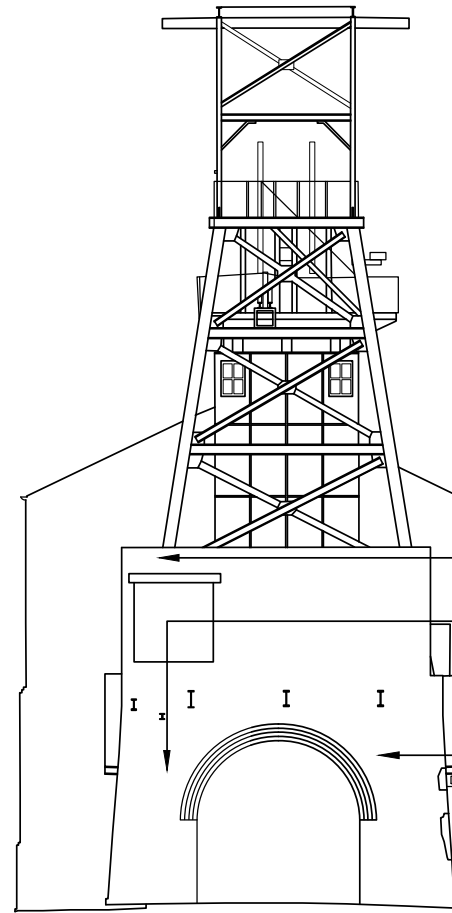


Previous repair to crack is evident and may require further investigation

Eroded brickwork is likely due to cementitious mortar repointing. Consider raking out and repointing in lime mortar. Isolated brickwork replacement may be required.

Bricked/blocked up openings throughout are not toothed in and could be reopened with minimal damage to surrounding fabric

Inner West Elevation



Crack visible at high level

Render patch may be protecting eroded brickwork behind. Further investigation is recommended

The lower section of this elevation is in poor condition compared to the remainder of the building with eroded brickwork and patch mortar repairs. Consider consolidating this elevation and repointing in lime mortar

West Elevation

2.8 SETTING AND LINKS

Barnsley Main is within a landscape defined as the 'sub-rural zone' within the South Yorkshire Characterisation study.⁵ It occupies an essentially rural setting within the Dearne Valley, isolated from the town by industrial estates, business parks, the railway to the south, and the canal to the north. However, the site is no more than half a kilometre from suburban housing.

The contrast between the severe industrial structure and its natural setting is strong, and is highly representative of the post-industrial landscape of the Dearne Valley. The Dearne Valley is an area of natural beauty that has been scarred by the intensive mining, glass and ironwork industries for at least the past two centuries.

2.8.1 SETTING

The immediate setting of the site consists of self-seeded plants and shrubs, hard standing and areas of meadow or grassed banks that are maintained and cut periodically by BMBC. Dense trees and planting to the north, shields the site from the redundant canal, where the bank drops steeply down. To the south a bank rises up from the site to Oaks Lane, formed when the spoil heap was landscaped in the late 20th century. This is thought to be backfill that was added following closure of the site, as the road originally ran over a high level bridge to the south. Some railway tracks can be seen running across the site but the majority have been removed or covered over; there is no visible evidence of the track that linked shaft no.2 with the main structures at shaft no.1.

The site is utilised to some extent by local people as an informal route across the area and is popular with dog walkers. The plan in section 2.8.3 shows the existing footpath connections with the Barnsley Main site, indicating the formal pedestrian routes and the informal ones that have been created over time.

The plan on page 28 identifies the setting and viewpoints for the immediate area surrounding Barnsley Main. On pages 29-31 are photographs of setting.

2 UNDERSTANDING



Baseplan © 2015 Infoterra Ltd & Bluesky

The numbers on this plan are associated with the views on pages 29-31

WIDER SETTING



- 1 View east along the A628
- 2 Pedestrian access from the A628 to Oaks Lane
- 3 View west along Oaks Lane
- 4 View north across the Deame Valley from Armin's Bridge
- 5 View approaching the site from the west
- 6 The site from Oaks Lane

2 UNDERSTANDING



- 7 Entrance to the site from Oaks Lane
- 8 View from the northern edge of the spoil heap
- 9 View of the colliery from the spoil heap
- 10 View of the Dearne Valley from the spoil heap
- 11 Trans-Pennine Trail on the eastern edge of the spoil heap
- 12 Trans-Pennine Trail as it crosses the railway line
- 13 Site of the main colliery, now a business park



- 14 View north-east across the site
- 15 View west across the site
- 16 View east across the site
- 17 Surviving tub trackways running west

2 UNDERSTANDING

2.8.2 VIEWS

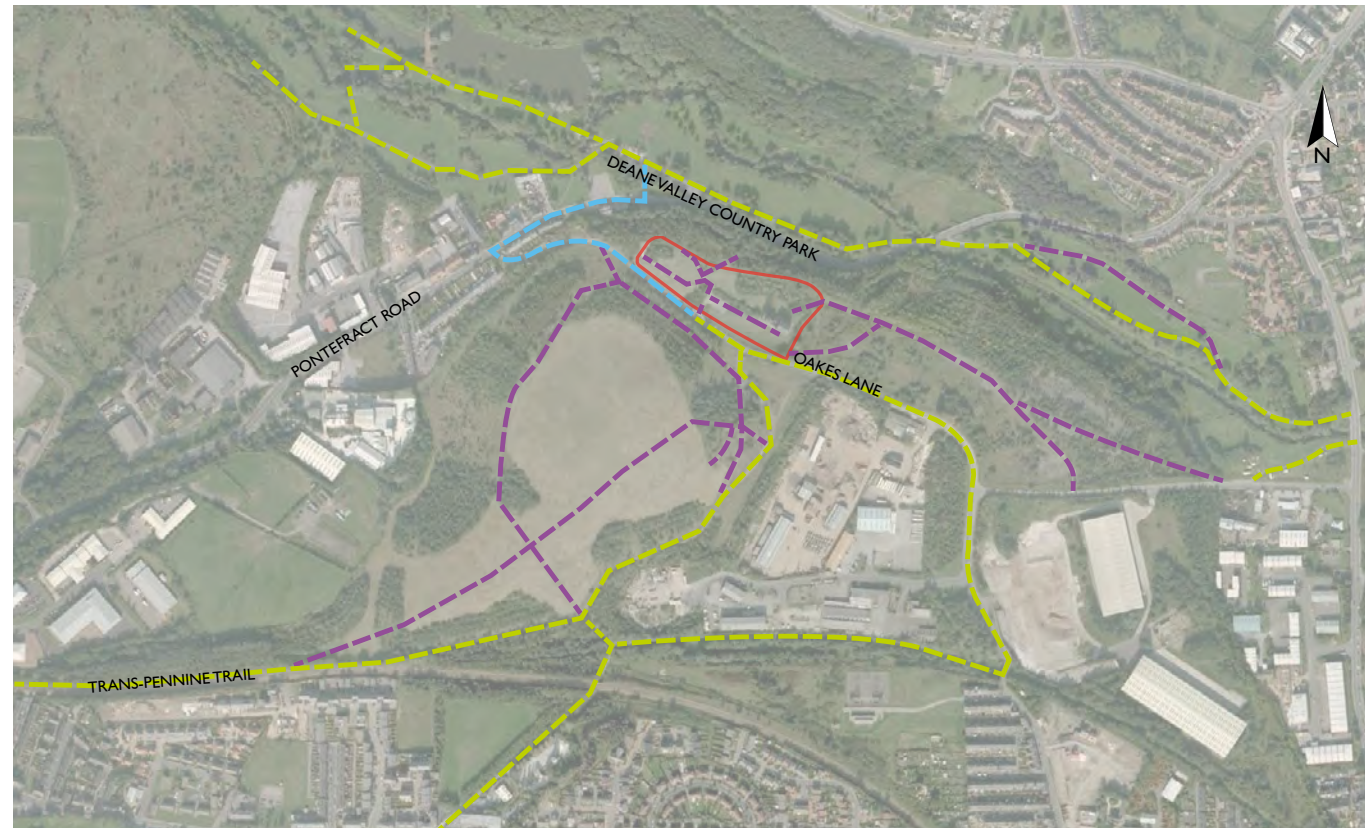
The most significant view of the site is seen when travelling along Oaks Lane. The structures are monumental in scale and dominate the skyline when approaching the site from the north-west along Oak Lane (views 5 and 6). Views are less pronounced when travelling in the other direction due to the bend in the road and the steep fall of the bank.

Views from the top of the spoil heap to the south are also important (view 9) as the headgear and structures can be seen in context with the surrounding landscape of the Dearne Valley, the neighbouring villages and the densely populated town centre. Panoramic views here are significant.




However, views of the site are restricted to its immediate setting from most locations. For example the structure cannot be seen at all from the nearby A628 Pontefract Road (view 1), or the Dearne Valley Country Park to the north. Only those travelling along Oaks Lane will generally be aware of the sites existence. The Trans-Pennine Trail passes very close to the site but again, most visitors are unaware of the buildings, set within an enclosed rural environment.

2.8.3 LINKS

The plan below shows the existing footpath links that connect the site with the wider area.



Baseplan © 2015 Infoterra Ltd & Bluesky

-  Formal Footpaths i.e. Dearne Valley and Trans-Pennine Trail
-  Informal Footpaths i.e. dog-walkers tracks and shortcuts
-  Current Route to Barnsley Main from the Country Park

2.9 ECOLOGY

As part of this Conservation Management Plan, a Phase 1 Habitat Survey was carried out on the site in September 2015 by Barrett Environmental. No rare or unusual habitats or plants were found as these would have been destroyed during the operation of the colliery. Locally notable species that may have colonised the site since its restoration are likely to be highly mobile and include bats, birds, invertebrates and west European hedgehogs. The legislation relating to the natural environment can be found in section 4.1.

Data was obtained from the following sources:

- Site survey, September 2015
- Multi Agency Geographical Information for the Countryside (MAGIC) website
- Barnsley Biological Records Centre (BBRC), supplied by BMBC
- South Yorkshire Bat Group

2.9.1 HABITATS

The site is occupied by 6 habitat types, the largest of which are plantation woodland and semi-improved neutral grassland. The woodland canopy is diverse, but is lacking in ground cover, whilst the grassland is species-poor and rank, due to regular mowing in the past, which has not been implemented for at last two years.

Semi-improved neutral grassland – Seeded as part of the restoration programme following closure in 1991. The land has previously been mown but there are signs of a lack of recent management.

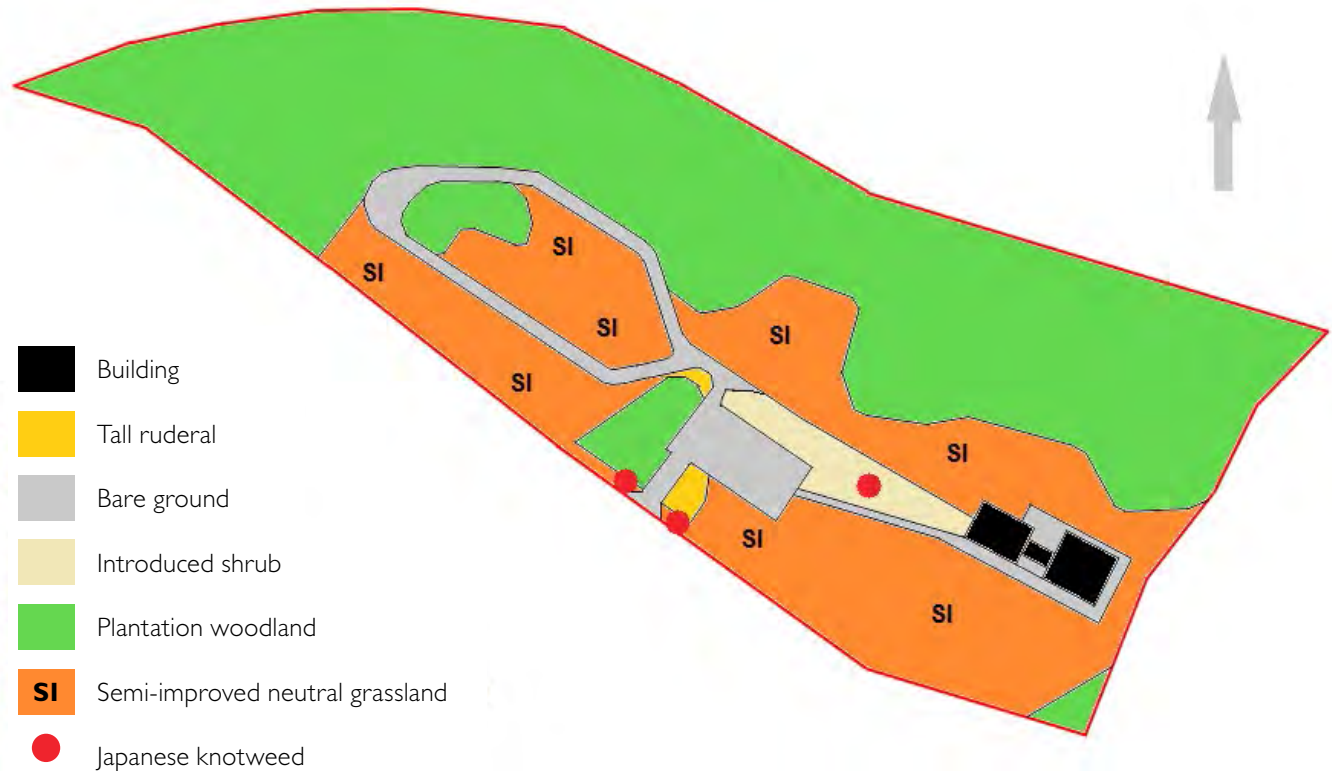
Plantation woodland: Steeply sloped and running down to the canal, there is no dominant species and a uniform canopy. Trees include silver birch, elder, sweet chestnut, hazel, ash, oak, alder, field maple, goat willow, willow, poplar, and sea buckthorn. Dense vegetation near the edges includes Nettle, ivy, creeping thistle and bramble.

Introduced shrub: A belt of introduced shrub including Laurel, buddleja, willow and bramble are locally dominant within this habitat with occasional elder, dog rose and silver birch.

Tall ruderal: Several areas of dense bramble with nettle can be found on the site. A dense stand of Japanese Knotweed should be noted.

Bare ground: Hard surfacing, some containing steel rails. Some asphalt and re-enforced concrete.

Buildings: Door and window apertures have been sealed to prevent unauthorised access, but small gaps in the walls provide potential access for bats and birds to the interior, and in the absence of full surveys, occupation by roosting bats and breeding birds is presumed.



Schematic plan showing the various habitats on the site © Barrett Environmental, 2015

2 UNDERSTANDING

2.9.2 PROTECTED SPECIES

Badgers

There is no sign of badgers within the site. Field signs searched for included sett entrances, latrines, paths, snuffle holes and hairs caught on fences etc.

Bats

There are no records of bats within the site but the common Pipistrelle, Daubenton's and Noctule have all been recorded within the same kilometre square. The Noctule is locally listed as 'scarce', while the others are 'common and widespread'. During the site survey, no evidence of bat activity was seen on the external surfaces of the buildings. However there are some opportunities for bats to gain access into the fabric of both structures and in the absence of full survey the species is considered likely to be present.

Birds

There are no records of birds from the site but the mixed habitats are suitable for year-round use by a variety of species. Records from the locality suggest many species occupy adjacent woodlands and these may be present on an occasional or permanent basis at Barnsley Main. Blackbird, long-tailed tit, dunnoek, wren, magpie, feral pigeon, blue tit and kestrel were all noted during the survey.

Locally Notable Invertebrates

There are no records of locally important butterflies from the site, although small heath and wall have been recorded in the locality and the grassland habitat appears suitable for both species. Habitats are considered unsuitable for use by dingy skippers due to a lack of food plants, whilst the small number of ragwort plants present is considered insufficient to support a population of cinnabar moths. Comma, large white and small tortoiseshell were all seen during the site visit.

West European Hedgehog

The site is optimal habitat for use by west European hedgehogs and despite a lack of records from the locality, in the absence of full survey the species is considered likely to be present.

2.9.3 RISK ASSESSMENT

The risk levels of the important species listed previously being present within the survey area (with justification) are set out below.

SPECIES	RISK LEVEL OF PRESENCE	REASONING
Badgers	Absent	No records or fieldsigns of badgers found.
Bat (roosting)	Moderate / high	No records of bats at site and no bat field signs found but roost opportunities in buildings. In absence of full survey both buildings considered to be suitable for use by roosting bats. No opportunities for bats to roost in site trees.
Bat (foraging)	High	Site considered to be high quality foraging and commuting habitat for bats.
Breeding birds	High	Nesting likely in trees and shrubs. Ground nesting possible as grassland has been managed in past but not recently.
Invertebrates	Moderate / high	No records from site and no butterflies seen. However grassland suitable for use by some notable species (small heath and wall) therefore in absence of full survey presence of these species is presumed.
Hedgehog	Moderate / high	No records from site but habitats offer high quality foraging for hedgehogs and presence therefore presumed.

2.9.4 BIODIVERSITY

Barnsley Main is currently considered to be of low nature conservation importance. The habitats are common, widespread and in relatively poor condition and there are no records of fieldsigns to indicate the presence of rare or locally notable species.

Sympathetic biodiversity enhancements are proposed to the buildings in respect of roosting bats and breeding birds. The formulation of a woodland management regime combined with seeding to create ground cover under the trees is strongly recommended, whilst turf-stripping of the grassland and re-seeding with an appropriate wildflower meadow seed mix is deemed the most effective way of enhancing a large and highly visible part of the site.

3 HISTORY AND DEVELOPMENT

This history of the Barnsley Main colliery site has been informed by desk-based research, examination of online resources and surviving primary sources. In addition, documents provided by BMBC have been used as reference for key dates in the historic development of the colliery and to help establish its wider historic context. A list of sources and archival collections is given in the Bibliography.

3.1 TIMELINE OF EVENTS

19TH CENTURY

1824

The colliery was founded as 'Oaks Colliery'. The earliest workings of the colliery (a coal-winding shaft and pumping shaft) were located south of the existing listed structures, to the west of Oaks Lane.

1841

The OS map of this date shows further shafts had been sunk west of Oaks Lane at Stairfoot and at Hoyle Mill. Features included coke ovens, a tramway and buildings north of the railway line. The mine had two down-shafts for drawing out coal (and drawing air down) and an up-shaft (with cupola) used principally for ventilation, which was supplemented by a furnace to provide an up-draught.

1842

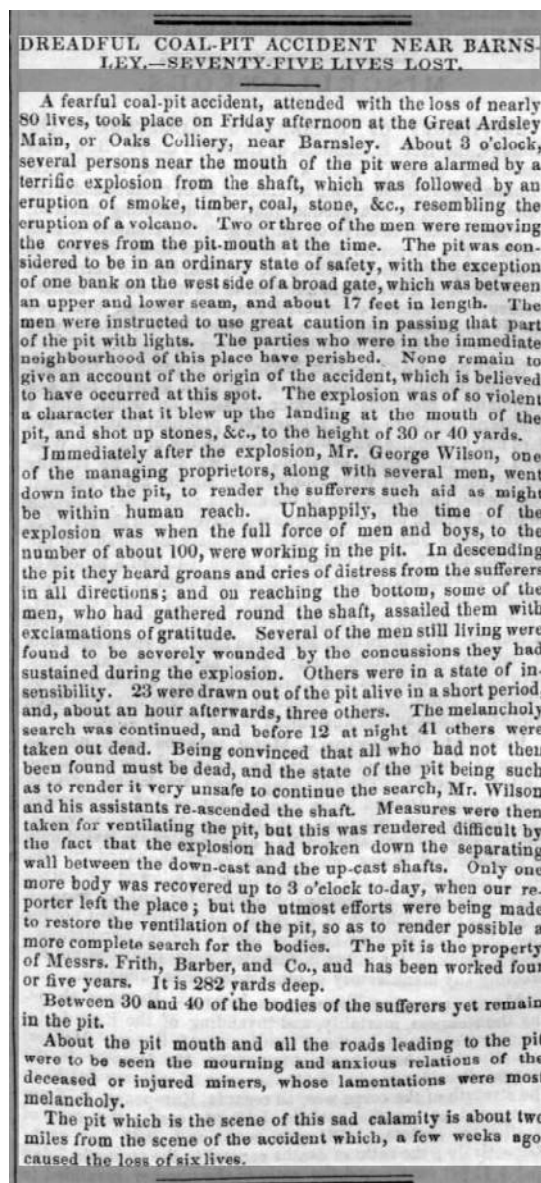
The passing of the Mines and Collieries Act (more commonly known as the Mines Act of 1842) prohibited all women and girls as well as boys less than 10 years of age from working underground in coal mines.

19TH CENTURY

1847 – In 1847

the Oaks Colliery was one of the most extensive mines in the district, with underground workings carried out up to two miles away from the shafts.¹ An explosion in one of the shafts resulted in the death of over 70 men and boys in March of 1847. An inquest would conclude that the explosion was the result of a miner taking a candle into an area filled with foul air i.e. inflammable gas or 'firedamp'. The report into the disaster concluded that:

Efficient regulations are not enforced in coal districts to prevent the using of naked lights in those parts of coal mines where inflammable gas is known to exist; ...the recurrence of accidents involving so large a loss of human life, demands the immediate attention of her Majesty's Government, and they should recommend Parliament to frame such a code of regulations as would give security to persons employed in mining operations².



Worcestershire Chronicle, Wednesday 10 March 1847

1850

The Coal Mines Inspection Act was passed in an attempt to improve the safety and conditions within coal mines. More inspectors were provided to enforce the 1842 Act and were instructed to produce reports of conditions and safety standards in the mines. This was widely opposed by coal mine owners, many of whom sat in the House of Lords.

- 1 B. Elliott, Explosions in Coal Mines: The Tragedy of the Oaks Colliery, n.d.
- 2 Extract from The Leeds Intelligencer, The Late Awful Accident at Oaks Colliery, 20 March 1847

19TH CENTURY

1855

The site is depicted on the second edition 1855 Ordnance Survey map. By this time the colliery had expanded to include a coal winding shaft and pumping shaft south of the canal. Known as the Hoyle Mill side, these shafts were supplemented by several coke ovens. The original workings to the south, marked on the OS map as the Landing Place and Weigh House, abut the Yorkshire railway line. The north and south sites were linked by a tram road, to the east of which was located a sandstone quarry identified as Oaks Quarry.

The OS map indicates that the colliery was located within a well-established industrial landscape with a substantial bleach works operating to the west and numerous quarries and mills surrounding the site to the south and east. The close proximity of the river, canal network and railway links would have helped to carry vast amounts of coal from the Barnsley coalfield to neighbouring cities and industrial sites. See Appendix C for a location plan of the nearby industrial works in the 19th century.



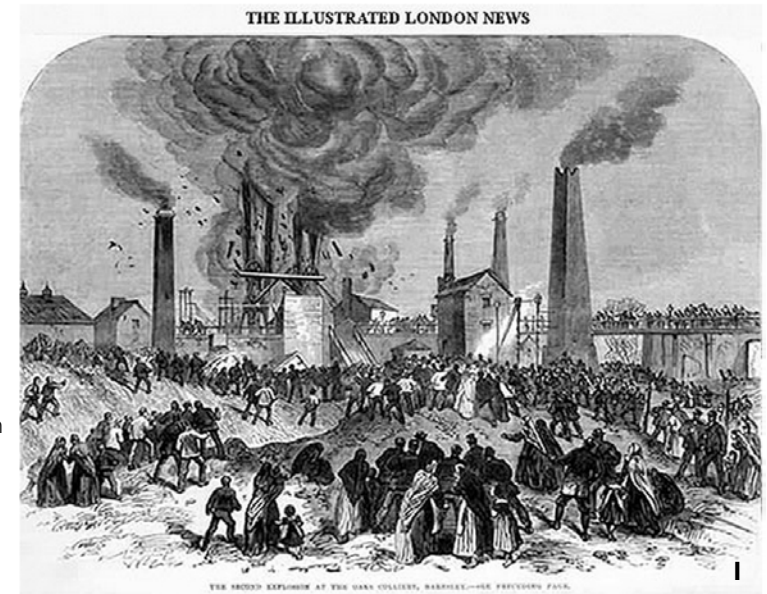
3 HISTORY AND DEVELOPMENT

19TH CENTURY

1860
The Coal Mines Regulation Act of 1860 improved safety rules and raised the age limit for boys working in coal mines from 10 to 12.

1866
On the 12th December a huge explosion tore through the workings of the colliery. 340 men and boys were working underground at the time of the first explosion; only six of those miners survived the initial blast. A series of explosions occurred the following day, killing 27 rescuers as they attempted to access the shafts. It was reluctantly agreed to seal the shafts and it would take several years before the remains of the miners were brought to the surface and interred. Many victims remain underground to this day. The Oaks Colliery disaster remains the single worst mining accident in England, and the second worst in the UK (following the Welsh Senghenydd Colliery Disaster). The incident was widely reported in the national press and highlighted the need for greater regulation of coal mines. Newspapers at the time reported that the Barnsley Coalfield was notorious for its 'fiery character' (i.e. inflammable gases) and that Oaks Colliery had adopted all the modern improvements in ventilation and every precaution taken to ensure the safety of the miners.³

The Disaster led to the closure and infilling of the old shafts c.1868. Shafts for the New Oaks Colliery at Ardsley were not sunk until 1870.



- 1 The Oaks Colliery Explosion, The London Illustrated News, 1866
- 2 Colliery Explosion Remembrance card 1866
- 3 The Oaks Disaster, © Pits and Pitmen of Barnsley, B. Elliott, 2001, Barnsley Archives and Local Studies

³ Extract from Dundee Advertiser; Appalling Colliery Explosion, Friday 14 December 1866

19TH CENTURY

1872

The Coal Mines Regulation Act of 1872 introduced the requirement for pit managers to have state certification of their training. Miners were also given the right to appoint inspectors from among themselves.

1881

The Mines Regulation Act, passed in 1881, this empowered the Home Secretary to hold inquiries into the causes of mine accidents.

1889

The Stairfoot shaft and workings (south of the existing site) were taken over by the Barnsley Main Colliery Company and renamed Rylands Main Colliery after the new owner, Dan Rylands. Rylands had taken over the nearby Hope Glass Works from his father.

1892-96

By the time of the 1892 and 1896 OS maps the colliery is shown to have grown substantially. The area formerly identified as the Hoyle Mill site has been renamed as Rylands Main Colliery. North of the site, the river has been straightened and the railway line extended. It was around this time that the workings at the southern end of the site has been extended to include a large number of buildings. The tram road linking the north and south workings had been removed and a branch of the railway extended through the middle.



1896 OS map



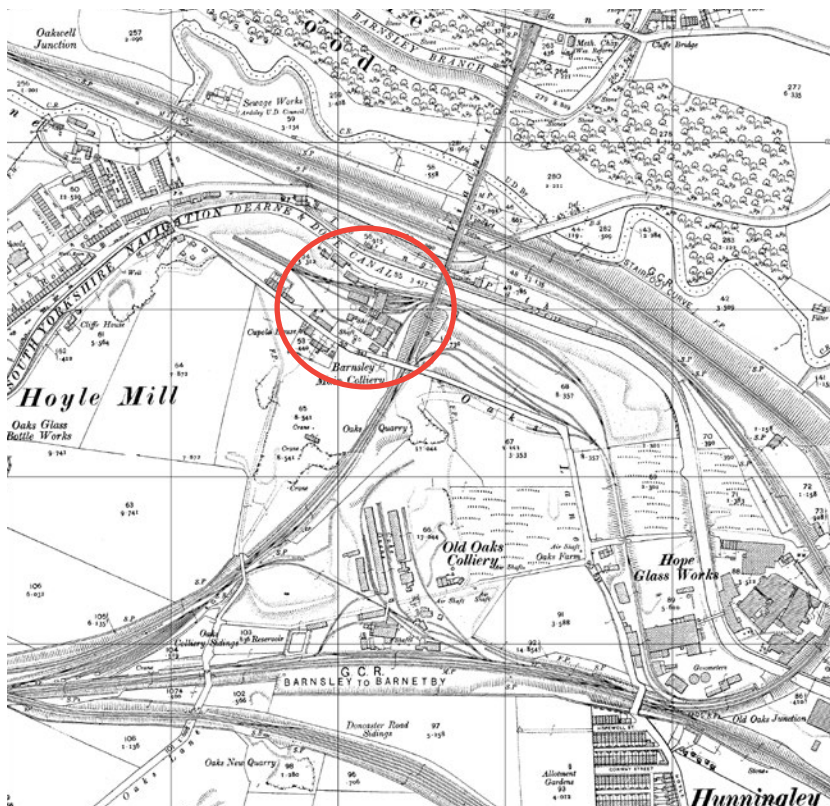
Barrow Colliery in 1897, photographs presented to Jonathan Longbottom
© Barnsley Archives and Local Studies

3 HISTORY AND DEVELOPMENT

19TH CENTURY

1906

By 1906 (OS map) Rylands Main Colliery had been renamed Barnsley Main Colliery and substantial redevelopment of the north end of the site had taken place. Several new buildings and numerous rail sidings are evident on the OS map. The southern site is still referred to as the Old Oaks Colliery on the 1906 map.



1906 OS map

1907

Seven men were killed in a cage disaster at the colliery on the 15 November.

1910

Dan Rylands committed suicide in this year, at which point the site fell into decline and was acquired by the Barnsley Main Co.

19TH CENTURY

1913

A memorial commemorating the lives of the rescuers lost in the 1866 Oaks Explosion was erected on Doncaster Road. This is now listed Grade II.

1923

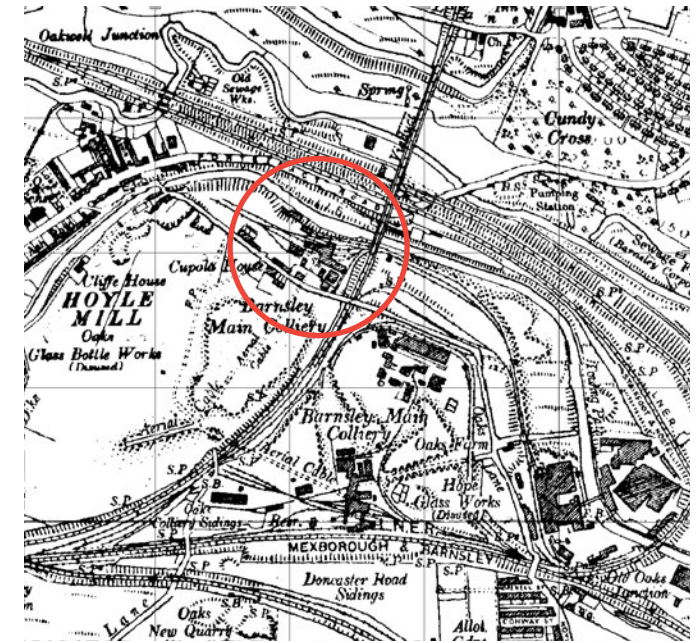
The 1923 Colliery Year Book and Coal Trades Directory recorded that the Barnsley Main Co. still owned the site in 1923 and was managed by J. W. Baxter. The colliery had 2,000 men employed underground and 450 staff above ground.

1932

The Barrow Barnsley Main Collieries Co., formed by the amalgamation of several mine-owning partnerships, took over the site. The 1933 Colliery Year Book recorded that the two sites (Barrow and Barnsley Main) had a combined output of 1,300,000 tons of coal a year and employed 3,160 people underground and 800 above ground.

1938

Substantial redevelopment of the southern end of the site took place between 1906 and 1938. The 19th century coke ovens were demolished and replaced with a new, larger complex to the north (south-west of the surviving buildings). Several aerial cables for carrying tubs of coal or coke are marked on the OS map.⁴ The western side of the site appears to be occupied entirely by spoil heaps.⁵



4 Sheffield Archives, NCB/1793 Agreement for aerial ropeway from Wombwell to Barnsley Main coking works, 1936
5 DVLP, Heritage Audit, 2013

1 1938 OS map
2 Barrow Main Colliery during the interwar period © Pits and Pitmen of Barnsley, B. Elliott, 2001, Barnsley Archives and Local Studies

3 HISTORY AND DEVELOPMENT

19TH CENTURY

1939-1955

Following the outbreak of World War II, the British Government allowed experienced miners to enlist with the armed services. Miners were also allowed to transfer to better paid jobs in other reserved occupations. It was hoped at the time that the gaps in the coal mining industry would be filled by the unemployed. However, by mid-1943 over 36,000 coal miners had left the industry for better paid jobs leaving the coalmines in dire need of 40,000 more miners.⁶ In response, a ballot took place to put a proportion of conscripted men to work in British coalmines. These conscripted miners were known as Bevin Boys after Ernest Bevin, the minister who masterminded the ballot. Many Bevin Boys were sent to work the Barnsley Bed, and likely worked at the Barnsley Main Colliery.

1942

A 1942 plan (not reproduced) of the mine shows little redevelopment since the 1931 OS map. An explosion in this year killed many miners.

1947

The coal mines were nationalised in 1947, and management of the Barnsley Main Colliery was transferred to the National Coal Board. Plans produced in this year show the site had new features such as coke ovens, a water-cooling tower, coal washer, railway sidings, chimney, tanks and sludge beds.⁷ An explosion at Barnsley Main in the same year killed nine men and injured 21 more.

⁶ Fighting the War from the Coalface, accessed 04-09-2015 <http://www.culture24.org.uk/history-and-heritage/military-history/world-war-two/tra27580>

⁷ Doncaster Archives MQ/20/24; 26; 27

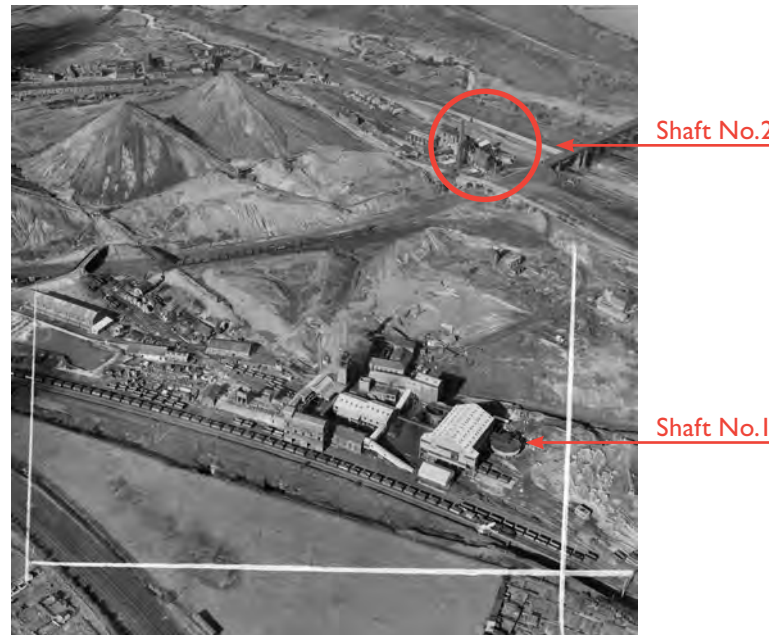
19TH CENTURY

1952

An aerial photograph of the colliery taken in 1952 depicts the Barnsley Main Colliery at the south end of the site, shown here in the foreground. The smaller cluster of buildings visible in the background shows the area known as the Barrow Colliery and site of the surviving engine house. Large areas of the site are covered by immense spoil heaps; these have been levelled out in recent years. By the time of the 1955 Ordnance Survey Map, the buildings constructed in 1938 had been dismantled. The buildings in the northern end of the site remained largely unchanged at this time and the aerial cable system would appear to still be in operation.



1955 OS map



Barnsley Main Colliery, 1952 © Historic England Licensor www.rcahms.gov.uk (ref. EAW047401)

See page 48 for a close up of the shaft no.2 site

3 HISTORY AND DEVELOPMENT

19TH CENTURY

1961-65

The early 1960s saw a rapid dismantling of the colliery site, including the aerial ropeway by 1962. Though buildings remained at the northern end, many of the railway sidings were removed and several buildings to the south were demolished along with the aerial cable system. Much of the site appears to be covered by spoil heaps. Barnsley Main officially closed in 1967 and was mothballed (allowing it to be reopened at a later date), following an accelerated pit-closure programme, though the coal seams themselves were still worked from Barrow Colliery. By the 1970s the railway line to the north and through the centre of the site had been completely dismantled. The southern railway line had been partially dismantled though a section of it is still in use today.



1961 OS map

1970s

The 1978 OS map (not reproduced) suggests that a number of buildings at the northern end of the site remained in use and were identified as Barrow Colliery. The buildings to the south and east appear to have been largely replaced by a large new building and a cluster of smaller structures identified as 'Works' and a 'Depot' on the map.



Barnsley Main in the 1970s © Old Pictures of Barnsley Facebook group

1975

Newspaper articles suggest that the spoil heap associated with the colliery were to be landscaped and lowered by 50 feet, which would cost £250,000. The spoil was spread onto the surrounding land, which may explain the raised land around Oaks Lane.

20TH CENTURY

1982

By 1982 the last of the historic buildings to the south of the site were cleared, several buildings are shown to remain to the north surrounding the existing engine building and pithead. The colliery was refurbished and reopened between 1982 and 1985 as part of a £25 million investment scheme and included a state of the art medical centre for x-rays and check-ups at a cost of £270,000. This was initially projected to cost £14 million and was set to include pithead baths, workshops, offices and stockyards.⁸

Barnsley Main reopened at a time when many other colliery sites around the country were being closed down by the government of the day.



- 1 Barnsley Main in the 1980s prior to refurbishment © Old Pictures of Barnsley Facebook group
- 2 Barnsley Main in 1981 prior to refurbishment © Old Pictures of Barnsley Facebook group
- 3 Newspaper clipping from 1982 showing the site prior to refurbishment in the 1980s © Barnsley Archives and Local Studies
- 4 The proposed scheme for the site as imagined in 1982, Barnsley Chronicle, May 28th, 1982 © Barnsley Archives and Local Studies

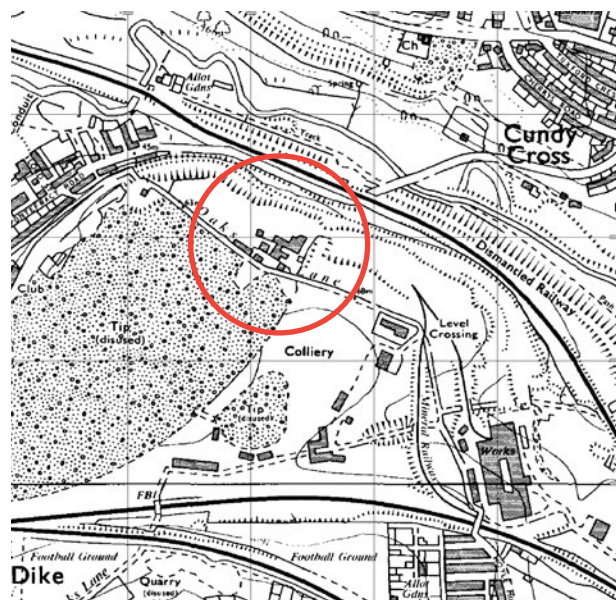
⁸ Barnsley Chronicle, May 28th, 1982 © Barnsley Archives and Local Studies

3 HISTORY AND DEVELOPMENT

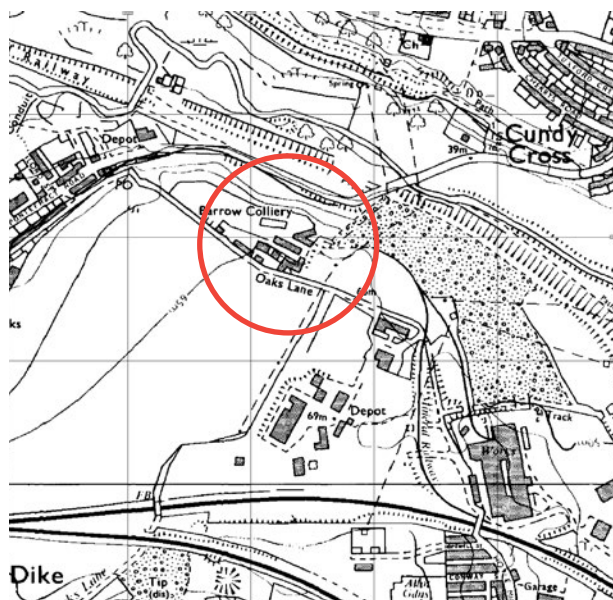
19TH CENTURY

1991

The colliery was finally closed in 1991 and many of the buildings associated with the site were subsequently demolished. The existing Oaks Business Park occupies the land to the east end of the site. However much of the land to the north and west has become naturalised erasing the evidence of the areas industrial past under pleasant fields and wooded slopes.



1974 OS map



1984 OS map

1980s-90s

When the South Yorkshire Coalfield closed in the 1980s-1990s the government invested millions of pounds of public money in regeneration programmes across the Dearne Valley. Often sites were turned into business parks, for example the southern Barnsley Main site (no.1 shaft) and Manvers Main. Many areas were also reclaimed and turned into wildlife havens and country parks.

19TH CENTURY

1992

Plans were mooted to turn the former Barnsley Main colliery into a monument to Barnsley's mining heritage and those who lost their lives working in the coal industry. £10,000 was set aside for removing and renovating the headgear and linking the site into the Dearne Valley Park. The plans do not appear have been carried out.



The 1980s saw a change in perceptions of the value of coal mining to industrial towns Barnsley. The report, *A Coal Study*, 1979 was commissioned to look at the impact of the industry on the local Barnsley landscape. © Barnsley Archives and Local Studies

2001

The Trans-Pennine Trail was officially opened, following early development from 1999.

2013

The engine house and pithead structures were listed Grade II in June of 2013.

3 HISTORY AND DEVELOPMENT

3.2 PHYSICAL FABRIC

3.2.1 PHASES OF DEVELOPMENT

19th Century

Barnsley Main was established in the 1820s but it appears that the earliest fabric that exists within the listed structures is c.1900. The earliest fabric has been retained at ground floor level within the headstock building and winding house, including a large arched opening for coal tubs to the north-west and arched or stone window openings to the south-east.

1947

Concrete and steel framed windows were added as part of the refurbishment of the site following nationalisation. The headstock is likely to also date from this period.

1950s

The site is bound by a raised road bridge to the south and railway viaduct to the east. A substantial additional brick building and chimney can be seen in aerial photographs.

1956

The winding engine house roof is raised and the north-east elevation is re-built from first floor level upwards, complete with dogtooth decoration to match the south-west elevation.

1967

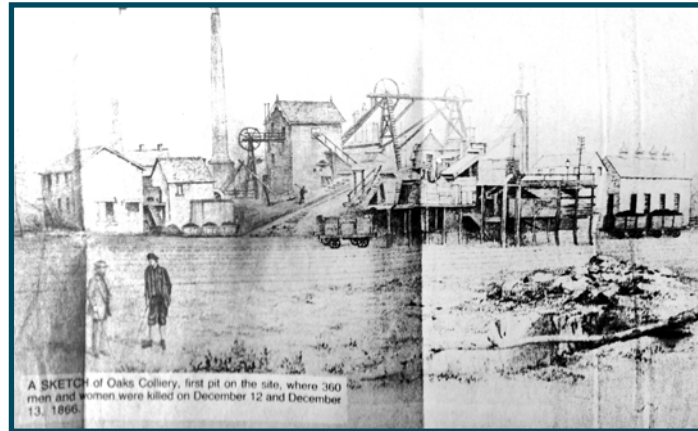
The site is closed (mothballed) and the majority of structures cleared from the site.

1982-85

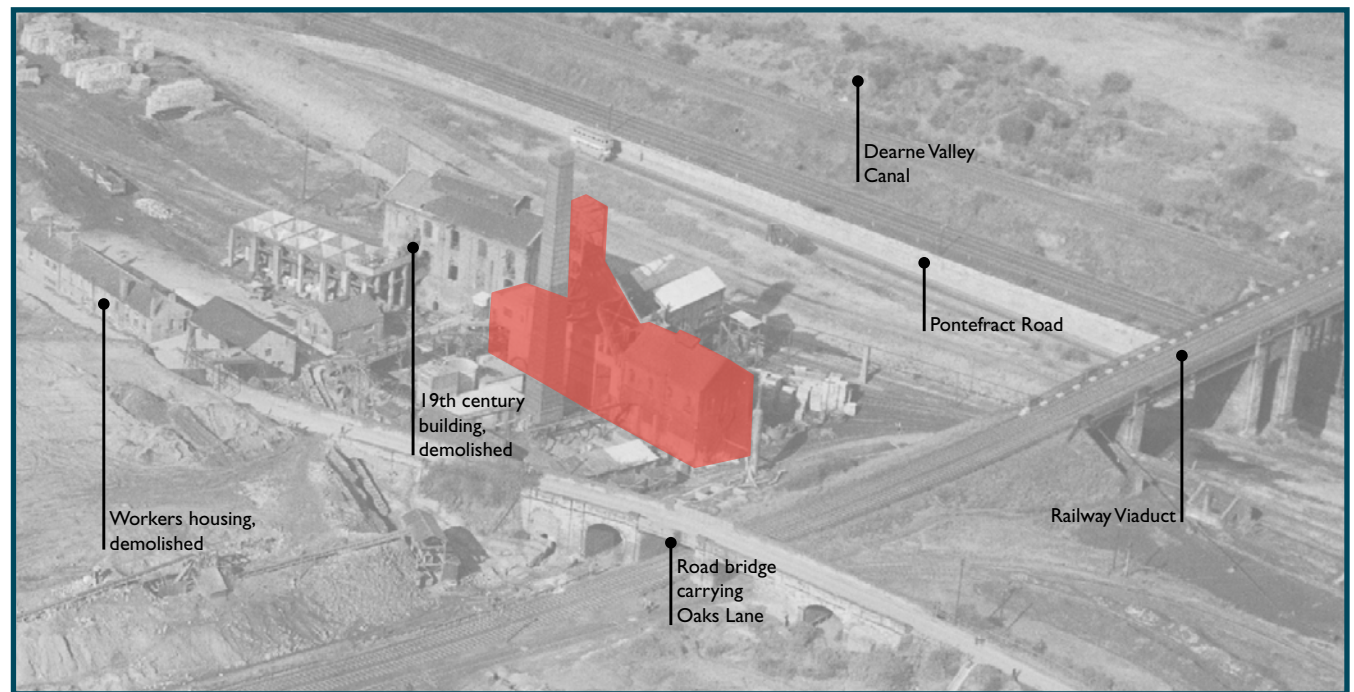
The site is reopened following a major refurbishment, with new ancillary structures.

1991

The site ceases production and the majority of structures are cleared.



The Oaks Colliery, imagined here in a sketch gives an idea of what the early 19th century colliery would have looked like © Barnsley Archives and Local Studies



1952 Britain from above detail - Barnsley Main Colliery, 1952 detail © Historic England Licensor www.rcahms.gov.uk (ref. EAW047401)



Barnsley Main in 1968 following closure © Pits and Pitmen of Barnsley, B. Elliott, 2001, Barnsley Archives and Local Studies



Barnsley Main site prior to refurbishment in the 1980s © Barnsley Archives and Local Studies

B.S. C. 26. 7. 1991

Barnsley Main works its final shift

BARNSELY Main, the last pit in the old Barnsley borough, worked its final shift on Friday.

Some 209 men were working at the pit which closed because of deteriorating geological conditions and because it was making big losses.

A British Coal spokesman said 70 of the men would either be transferred to other pits or had accepted voluntary redundancy.

The rest would remain at the pit to undertake salvage work which could take weeks or months.

The spokesman said a British Coal medical centre and road transport depot adjoining the Barnsley Main site would continue operating.

Closure of the £20m. Barnsley Main, opened in 1985 on the closure of Barrow Colliery, was announced at the end of February. It was originally hoped that production would carry on into August.

The British Coal spokesman said: "We thought we might have been able to continue production a bit longer but geological conditions deteriorated to such an extent that we decided Friday would be the last day of working."

Along with Grimethorpe, Houghton Main and the now closed Dearne Valley, Barnsley Main helped make up the South Side complex where underground inter-colliery connections allow coal to be surfaced at Grimethorpe for treatment and dispatch.

There have been pits on the Barnsley Main site for more than 150 years. In December 1866, more than 340 men and boys died in an explosion at the Oaks Colliery, one of the nation's biggest peace time disasters. In 1947 nine men were killed and 21 injured in an explosion at the old Barnsley Main which closed in the 1960s.

● Denby Grange, near Wakefield, Yorkshire's oldest pit, will be abandoned in September because geological problems have made it uneconomical to mine. The pit, sunk

Newspaper clipping from 1991 © Barnsley Archives and Local Studies

3 HISTORY AND DEVELOPMENT

3.2.2 DESCRIPTIONS OF EXTERNAL FABRIC

WINDING ENGINE HOUSE

South-east elevation: This elevation contains the oldest fabric in English Bond at ground floor level and English Garden Wall Bond at first floor level. The elevation contains a blocked window with stone lintel and cill and another with a round arched opening with stone cill. The blocked openings make use of Scottish Bond. The gable end brickwork is a replacement in Garden Wall Bond and three windows have been inserted with concrete cills, lintels and steel window frames. A large opening at ground floor level is a modern insertion.

South-west elevation: This elevation contains blackened historic brickwork in English Bond at ground floor level, surmounted by recessed brick panels at first floor level in English Garden Wall Bond, with inserted concrete and steel windows. Above this the brickwork has been rebuilt in the same bond in the late-20th century.

North-east elevation: This elevation mirrors the design of the south-west elevation, but appears to have been rebuilt in the 1950s. The recessed first floor panels and the ground floor are both in English Garden wall Bond. On this elevation some of the steel window frames have been lost, and all have been blocked with breeze blocks.

North-west elevation: This elevation contains historic fabric in English Bond and connects the winding engine house to the headstock building by a steel framed gantry at first floor level. Redundant stone lintels or quoins are visible on the projecting buttresses and recessed brickwork.

Interior: The machinery and equipment relate to the mid-20th century – either to the refurbishment following nationalisation in 1947 or the 1956 alterations. The equipment was produced by the electrical company Metropolitan Vickers. The company also installed equipment at many other collieries, including Bradford and Clipstone (Notts).⁹

HEADSTOCK BUILDING

South-East Elevation: The brickwork here is mid-20th century in English Garden Wall Bond and incorporates a regular steel frame to support the headstocks above.

South-West Elevation: This elevation is blind at ground floor level and built in historic brickwork in English Bond. Two projections with steel supports are later and the first floor brickwork is a mid-20th century addition in English Garden Wall Bond. Here the steel headstock is incorporated into the structure and windows with concrete lintels are blocked.

North-East Elevation: This elevation mirrors the south-west elevation in style and fabric dates.

North-West Elevation: This elevation contains historic fabric at ground floor level in an English Bond, with modern brickwork above in English Garden Wall Bond. A large arched opening at ground floor level has been filled in at a relatively early date, while a later first floor opening with concrete lintel has been blocked in the mid-late 20th century.

HEADSTOCKS

The steel headstocks, winding wheels and associated gantries relate to refurbishment following nationalisation in 1947.

⁹ Accessed 25/09/2015 http://www.gracesguide.co.uk/Metropolitan-Vickers_Electrical_Co_1899-1949_by_John_Dummelow_1939-1949#INDUSTRIAL_MOTORS_AND_CONTROL_GEAR

PHASES OF DEVELOPMENT ELEVATIONS



- Early 20th century
- 1940s
- Additions 1956
- Brickwork associated with raised room 1950s
- Late-20th century
- Headstock structure

- 1 South-west elevation
- 2 South-east elevation, northern element
- 3 South-east elevation, southern element

3 HISTORY AND DEVELOPMENT

3.3 HISTORIC CONTEXT

It is important to consider Barnsley Main in relation to its wider context of coal mining in Britain. This holistic approach to the historic environment maximises the opportunity to understand the site and maintains an informed approach to conservation and change.

3.3.1 THE NATIONAL CONTEXT

At its peak in 1913, the coal mining industry in Britain involved around 2,648 active collieries. Many of these were small and/or old, and closed during the 1920s and 1930s. However, when the industry was nationalised in 1947 the new National Coal Board found itself responsible for over 450 mines.¹⁰

Coal mining was a significant industry, with around 1 in 10 of the working population employed in coal mining. The industry was the key factor in the foundation and growth of many towns in Yorkshire.

From the 1960s and into the 1980s the industry contracted massively and in the vast majority of cases, the closure of the mines has seen the wholesale demolition of the buildings and structures associated with them.

More recently, the local collective memory for these sites has been positive and strong, leading to many colliery sites being saved from redevelopment. The listing of structures such as Barnsley Main (as recently as 2013) and the earlier Scheduling of sites allowed them to be saved, but in isolation, often having lost their setting and context – with only the main structures surviving.

3.3.2 MINING IN THE SOUTH YORKSHIRE COALFIELD

The South Yorkshire Coalfield stretches from Halifax in the north-west, to the north of Bradford and Leeds in the north-east, Huddersfield and Sheffield in the west, and Doncaster in the east. The largest seam of coal within the South Yorkshire Coalfield is the Barnsley Bed, which was worked by many collieries including Barnsley Main.

While there is some evidence of coal mining in this area as far back as the Roman period, deliberate attempts at mining in bulk most likely originated in the medieval period. In 1293 two men are recorded to have died mining coal near Rotherham and a further fatality in a bell-pit (a primitive form of mining) was recorded at Silkstone near Barnsley.¹¹ This is not unique to Yorkshire; various leases from the 14th and 15th centuries indicate that coal mining was carried out in some form across all of Britain's coalfields.

The 17th century saw something of a pre-industrial revolution in Britain and demand for coal increased. References to mines at Barnsley, Rotherham, Silkstone, Ardsley and Sheffield indicate the increase in coal mining in the area, but relatively poor transport links limited their growth. This was typically carried out through open-cast or surface level mining which had minimal effect on the Yorkshire landscape.

The Industrial Revolution of the 18th and 19th centuries brought about massive changes to the South Yorkshire Coalfield and to mining practices across Great Britain. The invention of the Newcomen Engine (1712), the Boulton and Watt steam engine (c.1763-75) and the development of the use of coke in creating cast iron at Coalbrookdale in the 18th century led to an increased demand for coal, coal gas and coke. This in turn drove the need to sink deeper and ever more extensive mine shafts. In South Yorkshire, canalisation of the river Don and the creation of the Dearne and Dove

Canal in the late 18th century along with vast improvements to the rail network allowed for improved transportation of coal out of the coalfield. In addition, by 1857 there were 16 blast furnaces in South Yorkshire,¹² and the presence of coke ovens at Barnsley Main (formerly Oaks Colliery) in the late 19th century suggests that they were refining coal into coke for use in such furnaces. The Industrial Revolution fuelled the establishment of a large number of collieries throughout the area and fundamentally changed the character of the South Yorkshire landscape into one of industry, soot and slag heaps.

UK coal production peaked in the early 20th century at an annual output of around 287 million tonnes; 27 million tonnes of which was extracted from the South Yorkshire Coalfield. However, though coal remained the main source of energy produced in the UK until the 1960s, a rise in international imports led to the closure of many mines throughout the country during the 1950s and 1960s. The famous Miner's Strike of 1984-5 failed to halt the reduction of the coal mining industry by Margaret Thatcher's Conservative government, and by 1994 the much reduced industry was privatised and became known as UK Coal.

Barnsley Main Colliery was closed in 1968, though it partially reopened following major refurbishment in the 1980s, it closed completely in 1991.

¹⁰ Stratton, M. & Trinder, B. 2000. Industrial Archaeology

¹¹ Gray G. D. B. The South-Yorkshire Coalfield, 1947

¹² Gray G. D. B. The South-Yorkshire Coalfield, 1947

3.4 COMPARATIVE ANALYSIS

3.4.1 MODERN CONTEXT

At the time of writing, only one deep coal mine remains in operation in Britain; Kellingley Colliery, Yorkshire. Thoresby Colliery, Nottinghamshire closed in July 2015 and Kellingley is due to close later this year. The decline of deep coal mining in the UK means that it is now largely represented in museums and heritage centres, and the mining landscapes of Yorkshire, Wales and the Midlands are slowly disappearing as they become naturalised or are redeveloped.



Barnsley Main Colliery

3.4.2 RARITY AND AUTHENTICITY

Barnsley Main was listed Grade II in 2013 in recognition for its survival as the last remaining colliery in the South Yorkshire Coalfield. It is significant for the completeness of the surviving winding house and headstock arrangement. Large-scale mine closures in the late 20th century and demolition of redundant mines makes those that survive rare and unique, representing an important physical element of the mining industry heritage. That being said, the majority of the wider ancillary structures on the Barnsley Main site has been cleared such as railway lines, aerial ropeways, administrative and medical buildings, not to mention the main site to the south of Oaks Lane. This reduces our understanding of its wider context.

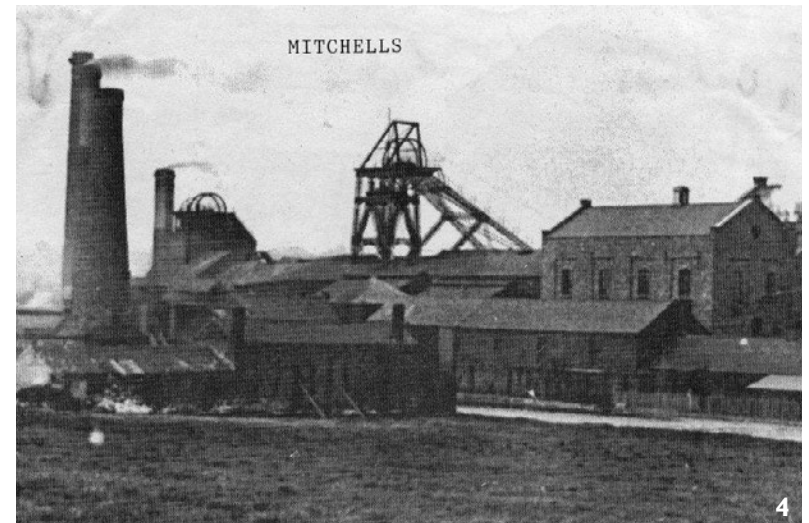
Only five large scale collieries in the country have survived in anything like their complete state. Some represent the British coal industry at the peak of its production and some are earlier in date:

- Snibston, Leicestershire (Snibston Discovery Centre, now closed)
- Caphouse Colliery, Wakefield (now the National Coal Mining Museum for England)
- Chatterley Whitfield Colliery, Stoke-on-Trent (now Chatterley Whitfield Enterprise Centre)
- Big Pit at Blaenavon, is in Wales (now part of the National Museum of Wales)
- The Lady Victoria Colliery, Midlothian (now the National Mining Museum Scotland)

3 HISTORY AND DEVELOPMENT

In comparison Barnsley Main was a relatively small colliery, which was typical of most sites. It also shared similarities to other sites as it was close to an urban centre that grew up around it, it was the key employer in the area, it was improved in the 1950s and closed permanently at the end of the 20th century.

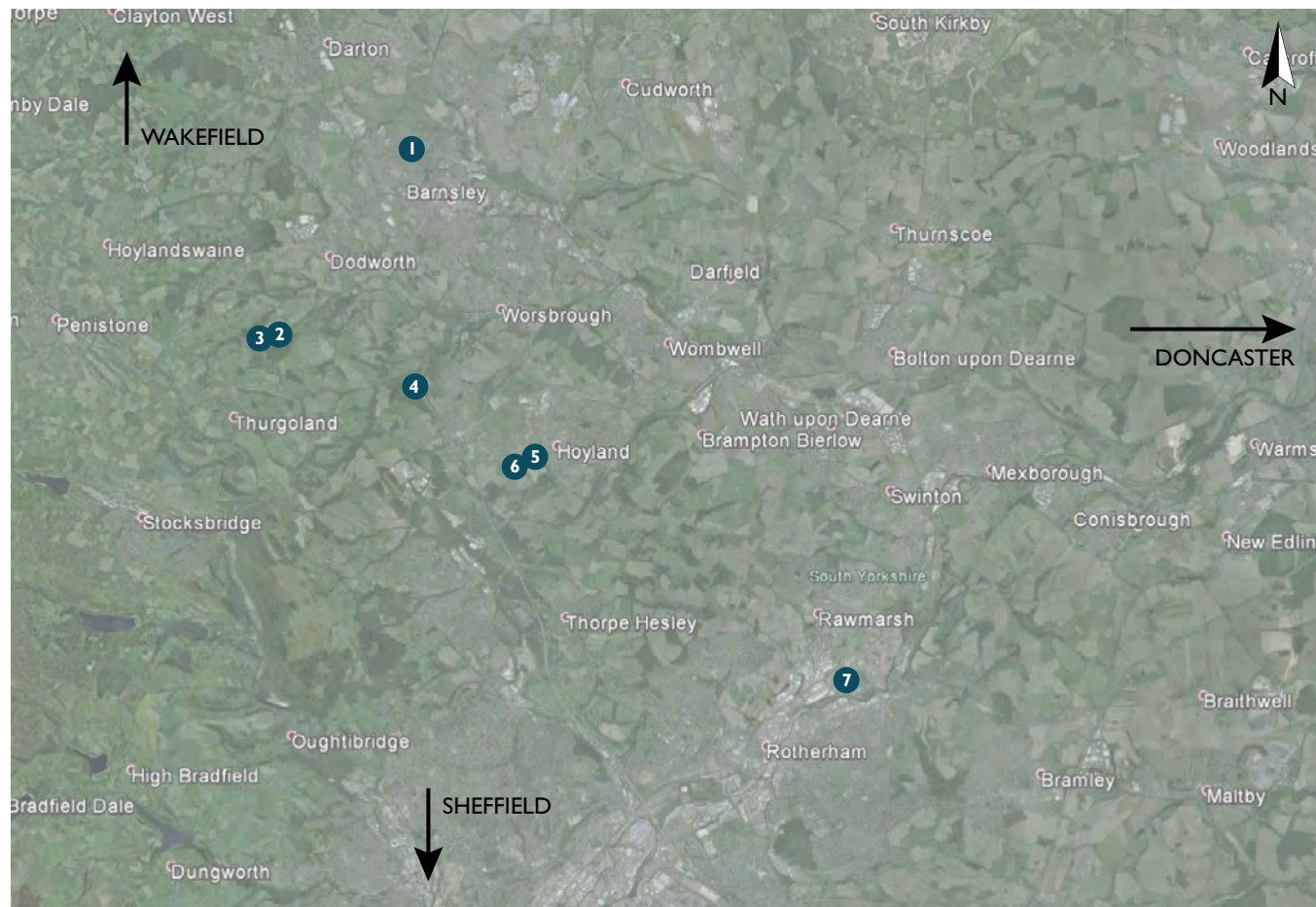
The buildings does not date to a single period of development like some sites (for example the winding house at Pleasley Pit, or Bestwood Nottinghamshire) but is a multi-period building from the mid-19th to late 20th century and contains a number of adapted and modernised structures. The site is typical of the small South Yorkshire collieries, as can be seen when comparing the site to historic photographs of those nearby.



- 1 Elsecar Colliery in the 1940s © Old Pictures of Barnsley Facebook group
- 2 Darfield Main © Old Pictures of Barnsley Facebook group
- 3 Monckton Colliery © Old Pictures of Barnsley Facebook group
- 4 Wombwell Colliery © Old Pictures of Barnsley Facebook group

Barnsley Main differs from other South Yorkshire coal mines as it closed in the 1960s but was reopened and modernised in the mid-1980s when others around it were being closed down. Its continued use until 1991 may account for the survival of the buildings.

A map identifying the surviving structural remains relating to the mining industry in South Yorkshire shows that only seven examples of standing remains across this wide area survive. The majority of these remains relate to earlier pumping engine houses of the 19th century. The only other colliery site that bears similarities to Barnsley Main is Hemingfield Colliery, with its concrete headgear, although this closed in 1920 and remained open only as a pumping station after this date.



Baseplan ©
2015 Infoterra
Ltd & Bluesky

- 1 Barnsley Main – retained headstocks, and winding engine house, offices also remain on the upper site
- 2 New Sovereign Colliery – substantial remains of mid to late-19th century structures including stone, drift, fan drift and engine house bases
- 3 Old Sovereign Colliery – as above, on the other side of the Dove Valley trail
- 4 Rockley Engine House & Furnace – engine house built for a Newcomen type pumping engine – retains sandstone engine house and parts of the furnace
- 5 Hemingfield Colliery – pumping engine house of the late 19th century and concrete headgear relating to use after 1920.
- 6 Elsecar New Colliery – Newcomen engine in its original engine house of the late 18th century, highly significant
- 7 Westfield Pit – Newcomen engine house c.1823 and concrete headgear

3 HISTORY AND DEVELOPMENT

3.4.3 VISITOR EXPERIENCES

Britain has outstanding international importance as the birthplace of the Industrial Revolution, which radically altered the way people thought, lived and worked. Historic England acknowledges the importance of historic industrial sites such as coal mines as a vital element of our tourist industry.¹³ However, the coal industry saw such a dramatic contraction since 1980 that many historic sites were cleared before a full evaluation could be made of their significance.

The following is a list of the leading mining museums and heritage centres across the UK as well as those surviving mining structures which have been preserved as heritage assets in England.

The experiences, issues and achievements of these wider national sites may help focus the development of a sustainable new use for Barnsley Main. This research will be useful as part of any future feasibility study, as recommended in policy 33 of the Conservation Framework.

National Museums

National Coal Mining Museum for England, Wakefield Yorkshire

The National Coal Mining Museum for England (NCM) is located at the former Caphouse Colliery on the western edge of the Yorkshire Coalfield. The colliery operated from the 18th century until 1985 when the mine was found to have been exhausted. The site was converted into the Yorkshire Mining Museum which opened in 1988 and was granted national status in 1995.

The museum's Mission Statement is as follows:

The National Coal Mining Museum for England aims to keep coal mining alive by collecting and preserving the industry's rich heritage, creating enjoyable and inspiring ways to learn for people of all ages, backgrounds and abilities¹⁴.



National Coal Mining Museum, Yorkshire

The Big Pit National Coal Museum, Blaenavon Wales

The Big Pit is one of the UK's leading mining museums; it is part of National Museums Wales. The Big Pit offers the opportunity for visitors to descend 300ft below ground into one of the historic mine shafts. The guided underground tour showcases original underground workings as well as mining equipment and a preserved tram circuit. The site also contains several preserved historic buildings including a Winding Engine house, Blacksmiths Yard, Mortar Mill and Powder Magazine.



The Big Pit Museum, Wales

¹³ Britain has six industrial landscapes that are inscribed as UNESCO World Heritage Sites for their global significance.

¹⁴ NCM, About Us accessed 28/09/2015 <http://www.num.org.uk/>

National Mining Museum Scotland

The National Mining Museum Scotland is based in the former Lady Victoria Colliery, which was opened in 1895 as Scotland's first super-pit. It ceased production in 1981 and now serves as an example of one of the best preserved Victorian Collieries in Europe. The four-acre Midlothian site effectively captures the developments in mining over generations and highlights include the most powerful steam winding engine in Scotland; the most extensive preserved suite of Lancashire Boilers in the UK, and the only extant timber Dredger in Europe.¹⁵



National Mining Museum, Scotland

Regional Museums

Astley Green Colliery Museum, Tyldesley Manchester

The museum comprises a number of preserved colliery buildings and their interiors (some have been converted to museum uses) along with some in situ machinery. This includes the Engine House, a preserved Capstan Engine and the last remaining colliery Headgear in Lancashire. The museum also houses the largest collection of colliery locomotives in the UK. The museum offers free entry, three afternoons a week, though it does open at other times for special interest and school groups.

Durham Mining Museum, Spennymoor County Durham

This small museum appears to be largely dedicated to recording the history of mining in County Durham, Northumberland, Cumberland, Westmorland and part of North Yorkshire. This is supplemented by a small collection displayed at Spennymoor Town Hall.

Elscecar Heritage Centre, Barnsley

A large heritage centre dedicated to the industrial history of Elsecar, particularly that of the Elsecar Ironworks and the Elsecar Main Colliery. However, most of the workshops seem to have been given over to retail and craft outlets along with canal walks and heritage tours. There is a preserved railway and Newcomen beam engine on site.

Rockley Furnace and Engine House, Barnsley

The Blast Furnace and Engine House located in Rockley Woods near Barnsley are a Scheduled Ancient Monument which were recently restored and removed from the Heritage at Risk Register. These buildings were related to the local ironstone mines at Elsecar and are freely open to the public.

Sheffield Industrial Museums Trust

This large industrial heritage museum is located on a manmade island, known as Kelham Island. The museum is mostly concerned with the iron and later steel industry in Sheffield but contains several exhibits and collections dedicated to coal mining for their contribution to the steel industry.

Woodhorn Museum, Northumberland

Located in the former Ashington Colliery, Woodhorn Museum opened in 1989 after the colliery closed in 1981. The site is recognised as a Scheduled Ancient Monument and it is the best surviving example of a late 19th/early 20th century colliery in the North East tradition and several of the colliery buildings are listed. After a major redevelopment, the museum reopened in 2006 and contains a Winding Engine House, a preserved pit yard and Heapstead among other preserved colliery buildings.

Beamish Museum, County Durham

Beamish is a large open air museum containing relocated and replicated historic buildings as well as static and working industrial heritage collections. This includes a recreated colliery with an 1855 steam Winding Engine house and a recreated drift mine and pit village. Entry to the museum is not free.

Cefn Coed Colliery Museum

Once the site of the deepest coal mine in the world; Cefyn Coed Colliery was nicknamed 'The Slaughterhouse' because of its dangerous working conditions. Now a museum, the site houses a preserved 1927 Worsley Mesnes Horizontal Duplex Cylinder Steam Winding engine and the last surviving gas tram. Access is available via guided tours and static displays are available in the museum and in a simulated working seam in the underground gallery.

¹⁵ National Mining Museum Scotland, About Us, accessed 07-09-2015
<http://nationalminingmuseum.com/the-colliery/>

3 HISTORY AND DEVELOPMENT

Bersham Colliery, Wrexham North Wales

Bersham Colliery Mining Museum comprises the former engine house and the last headgear still standing in the North Wales coalfield. The Headgear was restored with help from the Heritage Lottery Fund for Wales. The site is a Scheduled Ancient Monument and is owned and operated by Wrexham County Borough Council and the Bersham Colliery Trust.

Black County Living Museum

This large open air museum contains a collection of recreated and relocated historic buildings many of which were brought from small towns in the surrounding region. BCLM is dedicated to the preservation of both the tangible and intangible industrial heritage of the Black County. This includes two mine shafts, limekilns and a canal arm as well as a recreated village, heritage craft demonstrations and a collection of some 80,000 industrial heritage and social history objects.

Ironbridge Gorge Museum

The museum comprises ten museum sites located in the Ironbridge Gorge World Heritage Site. Though not solely dedicated to mining, the gorge is heralded as the birthplace of the industrial revolution, where in 1709 Abraham Darby first used coke rather than charcoal in the production of pig iron at his blast furnace in Coalbrookdale. One of the larger museum sites (Blists Hill Living Museum) includes a recreated coal mine experience.

4 SIGNIFICANCE

4.1 STATEMENT OF SIGNIFICANCE

PRIMARY SIGNIFICANCE

Barnsley Main is a rare survival of Britain's industrial heritage and the once ubiquitous collieries within the South Yorkshire Coalfield. Regionally, no comparable colliery structures have survived and nationally, the remains are a rare example of what is essentially a 19th century arrangement of winding shaft structures, modernised by the National Coal Board in the mid to late-20th century.

SUMMARY OF SIGNIFICANCE

- Barnsley Main is a poignant monument to the coal mining industry of Britain, in contrast to the complete loss of structural remains across the South Yorkshire Coalfield.
- The colliery has communal significance locally as a representation of this lost industry.
- The site also stands as a tangible reminder of Oaks Colliery; the site of England's worst mining disaster in 1866. The site has long been perceived as a memorial to those who lost their lives in the disaster.
- The site was one of the longest-lived collieries in the country and is unique for the completeness of the headstocks, headstock building and winding engine house and internal machinery.
- Survival in-situ of the 20th century equipment, machinery, headstocks and winding-shaft structures is of high technological value.
- The severe, functional form of Barnsley Main and its layers of physical modifications reflect the context of its construction and use.
- Views of the site within its post-industrial landscape and its setting within the reclaimed natural environment of the Dearne Valley are significant.
- Barnsley Main has low ecological value due to the intense former use of the site. However, there are many opportunities to increase biodiversity through habitat management, strengthened connections to the wider Dearne Valley and improved roosts for birds and bat species.

DETRIMENTAL ELEMENTS

- The immediate context of the structures has been lost, as all ancillary buildings and transport links have been removed, and the area substantially re-landscaped.
- The presentation of the site as a derelict structure in the landscape, and its isolated location, has contributed to anti-social behaviour and vandalism on the site.
- The site is in slow decline as no sustainable solution for its future has been agreed

4 SIGNIFICANCE

4.2 ASSESSMENT CRITERIA

Significance can be defined as the sum of the cultural heritage values that make a building or place important to this and future generations. The aim of this CMP is to sensitively manage change to a place to ensure that its significance is not only protected, but also revealed, reinforced and enhanced at every possible opportunity. The range of values that may contribute to the significance of a place can be categorised as evidential, aesthetic, historic and communal. These values are taken from Historic England's Conservation Principles (2008).

The significance of Barnsley Main and its immediate setting is assessed using a scale of significance ratings ranging from High to Detrimental:

High – an aspect of the value that strongly contributes to the significance of the site. These aspects will usually be of national importance and will be priorities for conservation and safeguarding for the long term. In material terms they will greatly contribute towards the heritage values.

Medium – an aspect of heritage value that will have some cultural importance and will make a moderate contribution to the significance of the site. In material terms they will play an important role in conveying heritage values, although the scope for enhancement will be greater than for aspects of higher value.

Low – aspects of the site that will make a lesser (though still noteworthy) contribution to the significance of the place. In material terms they will still add something to the heritage values, although this contribution may have been compromised by loss of informed intervention.

Detrimental – An aspect of the place that detracts from its values and therefore its significance. In material terms, removal or reversal of these aspects should be encouraged.

4.3 ASSESSMENT OF SIGNIFICANCE

4.3.1 EVIDENTIAL VALUE

This derives from those elements of an historic asset that can provide evidence about past human activity, including its physical remains or historic fabric. These remains provide the primary evidence for how the asset has changed over time. It is the potential of a place to yield evidence about past human activity.

HIGH

Barnsley Main is a rare survival of a building type associated with British coal mining heritage. It is this uniqueness that makes the site so important nationally, as a tangible remain of an industry that was almost completely and rapidly erased from the rural and urban landscape in the late 20th century.

Barnsley Main therefore has enormous potential to provide evidence about past human activity through its surviving physical remains. The site itself is remarkably complete, with headstocks, winding shafts, engine house, headstocks building and fixed machinery. The site has remained untouched since it was made weather-tight in 1991 following closure. This has left us with a remarkable window into the past, which will allow us to understand so much more about the building and the activities associated with it in the future.

While the winding house and headstock arrangement has been retained, the loss of the original industrial context and setting of the site is detrimental to its evidential value and our ability to understand its historic development. The loss of connections with its surroundings is detrimental, for example the aerial ropeway was removed, the railway viaduct collapsed in the late 20th century and the road bridge was infilled in the 1990s when the spoil heap was landscaped.

Additionally, the buildings associated with the site such as wash rooms, welfare buildings, medical centres and lamp rooms were levelled twice in the 20th century, following the first closure in the 1960s and again in the 1990s. The main colliery site to the south has been completely lost beneath the Oaks Lane business park, although the general office buildings have been incorporated into a private company on the site. There is high potential for below-ground archaeology to be uncovered on the site.

The building was made weathertight in the 1990s and has remained in a fair condition. Internally the machinery remains unchanged since it was closed in 1991 and there is a considerable body of evidence that is unrecorded and undocumented due to a lack of safe internal access. The interior therefore holds high evidential value, and will ideally be made accessible in the future to allow further investigation.

The coal industry's culture of ad hoc repairs and updating the existing fabric to keep up with technological and legislative changes (rather than full renewal) has created a building with many layers of history. This physical evidence of development will be vital in the future to better understand the phases of development of the site. The site has a high level of authenticity, as no attempt to restore, conserve or reinstate features on the site has been made. As a multi-period building, each generation has left its mark in a way that adds to significance, rather than detracting from it.

In terms of written records, the archival collections for the site are scattered across the country in at least 5 different archival depositories. These have been consulted as part of this exercise, and for the production of the ArcHeritage Heritage Audit in 2013 for the DVLP. Undoubtedly there will be additional sources that have not been consulted that will increase our understanding of the site. There is also a wealth of personal memories, photographs and artefacts in the local community that could be captured to better understand the phases of development and the social history of the site.

Very few documents survive that record the constant process of physical change across the site. Generally, the most useful evidence of the colliery's development survives within the structure itself, further strengthening the high evidential value of the site.

4.3.2 HISTORIC VALUE

This can be present in two main forms, firstly associative historic value i.e. the ways in which a place can be connected to important past people or events and/or secondly illustrative historic value i.e. the ways in which a place visually conveys its history, development and importance through time.

ILLUSTRATIVE VALUE: MEDIUM

The Barnsley Main site has high illustrative value as a rare survival within the South Yorkshire Coalfield, as the tangible remains of the once prevalent coal mining industry, which has been subject to rapid decline in recent decades, resulting in a wealth of abandoned machinery and industrial heritage, which is under threat of complete loss.

The colliery site possessed a wide range of coal-mining features and its history illustrates the development and decline of the mining industry not just in the Barnsley area, but within the Dearne Valley and South Yorkshire as a whole. The structures that survive on the site are a tangible illustration of the changes that occurred nationally throughout the wider mining industry in Britain. This leads from the mechanisation of processes in the 19th century, to the zenith of coal production in the 1900s, to nationalisation and modernisation in the 1950s, through decline and strikes in the 1980s, finally through to closure in the 1990s.

The site also has high significance for its various transport systems, as waggon ways and railways connected the various parts of the pit with each other and also with the main railway lines and the Dearne and Dove Canal. In particular, the aerial ropeways for transporting coal tubs across the site and the railway viaduct to the east are of interest.

ASSOCIATIVE VALUE: MEDIUM

The site has significant associations with the Oaks Colliery Disaster of 1866; an explosion that killed over 360 miners in England's worst mining accident. While the original shafts relating to the disaster were infilled in the late 1860s and there are no buildings surviving from this period, a colliery has remained on this site, in more or less continuous use since the 1820s. The surviving structures act as a tangible link to that historic disaster, and even as early as the 1990s, there was the suggestion that the buildings should be retained as a monument to those who lost their lives in the disaster. The lack of interpretation or information about the colliery, either on site or elsewhere, diminishes this associative value, as few people outside the area are aware of its significance or historic connections.

The site also has strong associations with a period of history within which the mining unions, most particularly the National Union of Mineworkers (NUM), were often in the forefront of public awareness and played a significant role in the Britain's economic and political affairs.¹ The standing structures of Barnsley Main represent the coal industry and its complex internal and external associations during a period of history where the industry was often in the news.²

It is not known why Barnsley Main was retained when the majority of other collieries were completely demolished, but it may be due to its late date of closure in 1991 as the last colliery in the area still in use, and for its links to the Oaks Colliery Disaster.

There are some associations with the substantial electrical company Metropolitan-Vickers, which manufactured the electric winding equipment within the engine house.

4.3.3 AESTHETIC VALUE

The ways in which people draw sensory or intellectual stimulation from a place. This can, for example, be as a result of good design, the use of suitable materials in buildings or the character of the setting or landscape.

MEDIUM

The Barnsley Main site was built as a purely functional structure, with its use represented clearly within its simple and industrial form. While there is some detailing and ornamentation, within the buildings such as dogtooth brickwork, date stones and rounded arches, generally, each element has been added, modified or removed for purely functional reasons.

The two linked buildings are monumental in scale and coupled with the blocked openings and vast expanses of brickwork; give an intimidating impression to approaching visitors. The patchwork of alterations and previous repairs is clearly evident, giving a strong impression of a modern building that has recently been abandoned. Equally, the silent structures retain an air of mystery due to a lack of interpretation and visitors are left curious about its past.

¹ Barnsley was the national base for the National Union of Mineworkers. This regional rarity gives the pithead structures at Barnsley Main particular significance.

² Snibston Colliery, Conservation Management Plan, Atkins, 2009

4 SIGNIFICANCE

The simple functionality is part of the character and distinctiveness of the site and has resulted in a built form that has not been over-embellished or over-engineered, and has been built for the purpose of extracting as much coal as cheaply and quickly as possible. The 'patch' modifications resulting from this use have created a site that is very authentic but might not be immediately appreciated from an aesthetic perspective. The lack of embellishment is due to the fact that engineers often recognised the short life span that these buildings were intended to have, as new technology soon made previous changes redundant or in need of modification.

While the building is not aesthetically pleasing in the conventional sense, the two buildings with the linking headstocks and winding structure are formidable and striking. Viewed from the west when travelling along Oaks Lane, the site looms up and is a distinctive landmark.

Views of the site are often restricted to its immediate setting, despite its size. However, informal pedestrian routes across the spoil heap give excellent views of the site and allow it to be seen within its wider context of the town and the Dearne Valley.

4.3.4 COMMUNAL VALUE

The associated meanings of the place for the people who relate to it, or for whom it figures in their collective experience or memory.

HIGH

Barnsley Main has high communal value as first-hand memories of the site still exist and the buildings are a tangible reminder of the industry, which can still be highly divisive today. The collective memory of coal mining in Britain is a emotive subject and one that provokes strong feelings. The industry is often romanticised today and there is a degree of collective amnesia about the brutal hard work, accidents, noise and strikes. Focus tends to be on remembering the camaraderie, bands, banners and glory.

Barnsley Main stands an icon of an industry that was once powerful, widespread, and which moulded the lives of people and communities. The coal industry was of particular importance to Barnsley as it was the national base for the NUM. The monolithic structures on the site form a poignant reminder of the industry that was once so important to Barnsley and the surrounding region.

The tangible remains of colliery structures play a key role in supporting community pride and identity and will be more important still when the memories fade away in a few generations time and all we are left with are the structural remains of 'King Coal'.

People from the area who return to visit the South Yorkshire Coalfield are shocked at how little physical remains still stand. Indeed, it is often impossible to even locate where the collieries once stood as they have been all but erased from the landscape following the strikes in the 1980s. The anger associated with the 1980s strikes is still palpable and often relevant today where high unemployment remains a persistent problem in these post-industrial landscapes.

The links to the Oaks Colliery Disaster in particular have symbolic social significance and several community groups have been set up to commemorate the event. For example the People and Mining group,³ supported by the NUM, is currently fundraising to produce a bronze memorial to the worst mining disaster in England and a separate community group, supported by the DVLP, is attempting to identify all the victims by name.

As the site begins to pass out of living memory, it will still hold high communal value for those with family connections to the area and the site, and will remain as a tangible reminder of the past.

The community support for the site and for its regeneration is crucial to the future management of the site and it is clear that people are passionate about preserving the collective and individual memories relating to the pit and wider collieries in South Yorkshire. The structural remains of the site represent a huge opportunity to engage with people of all generations in the mining past of the Dearne Valley and use it as a starting point for further discussion, consultation, creativity, learning and understanding.⁴

³ People and Mining, Remember the Oaks project, contact Bill Shaw; <https://www.facebook.com/RememberTheOaks>

⁴ DVLP, Landscape Conservation Action Plan, 2013

4.3.5 TECHNOLOGICAL VALUE

MEDIUM

The iconic and memorable features of the site are the steel headstocks, which tower over the buildings. The ongoing use of the colliery site for over two centuries has led to a site made up of structural elements dating from a variety of periods, all of which are illustrative of the industrial technology of their time. The technology also had an impact on the design of the structures, for example the headstocks are reinforced through the brick structure below.

The technology at Barnsley Main was in no way radical or novel when the site was in active use, and the site followed the same patterns of modernisation as other collieries in the area. Additionally, older 19th century winding equipment does exist in other parts of the country. However, the survival of historic fabric relating to these technologies is extremely rare within the South Yorkshire Coalfield, adding to the significance of these once ubiquitous technologies.

Technology in the coal mining industry has changed dramatically since coal mining was established in this country; however, sites were not necessarily fast to adopt new technologies. For example timber-framed headstocks remained the norm until they were banned in 1911, electric power was only introduced gradually and pit ponies continued to be used underground into the 1980s in some places. Following modernisation in the 1940s at Barnsley Main the new electric engines and headstocks remains in place until closure in the 1990s. For the requirements of speed, economy and necessity, alterations were often incremental. Repairs were only undertaken when necessary and structures were altered on an ad hoc basis to reflect changing working practices. The culture was one of 'make do and mend', which led to many layers of patched repairs.

4.3.6 ECOLOGICAL VALUE

SITE - LOW

WIDER CONNECTIONS - MEDIUM

There are no rare or unusual plants or habitats within the site boundaries and all habitats have been introduced rather than natural due to the former use of the site. Plantation woodland with a diverse range of tree species is well established in the north of the site and this provides a link to surrounding habitats. The semi-improved neutral grassland is species poor, with little diversity.

There is a high probability of protected species being found on the site, such as bats, breeding birds, invertebrates and hedgehogs, although badgers are not thought to be present. The site is considered to be of low value to the conservation status, due primarily to its past use as a colliery. However it is located close to a Local Nature Reserve (Dearne Valley Country Park) and will provide additional habitat for certain mobile species such as bats and birds. Roads along the southern site boundary and to the north of the plantation woodland will form a barrier to colonisation by some species.

Therefore, Barnsley Main has low ecological value, due to the intense former use of the site. However, its connections to the wider Dearne Valley have the opportunity to increase value, as the site provides additional habitats for certain mobile species. There are also opportunities for enhancement on the site, through habitat management and new roosts for birds and bat species.



5 OPTIONS FOR RE-USE

Barnsley Main is hidden despite it being so close to Barnsley town centre and various residential areas. It is adjacent to the Trans-Pennine Trail and is set within attractive and varied greenspace. In line with the approach of the DVLP there is an opportunity to reveal this structure to more people – physically and through sharing information. Visitors to the site are usually impressed by the scale of the structure and how intact it is and the structure is a visual representation of iconic mining structures. Its historical significance is further enhanced by the site being the location for the largest mining disaster in England.

This section will consider the options for a sustainable future for Barnsley Main as part of the wider narrative of the South Yorkshire mining heritage. Our research has made use of our local knowledge of the area and our understanding of the issues facing similar industrial buildings in order to produce ideas that will stimulate interest and excitement in the site.

Potential for change will continue to develop through detailed proposals for re-use of the site. These proposals will consider key factors such as the value of the site, future ambitions, ecology, access, future maintenance, environmental impact and will be developed in conjunction with measured and ecological survey reports. We will also consider initial proposals for heritage interpretation and environmental impact.

5.1 ANALYSIS OF CURRENT OPTIONS

OPTION 1

To leave the structure as and carry out essential maintenance work to keep the structure safe and secure. This represents a managed decline of the structure.

Benefits

Essential maintenance work to the structure would go some way towards securing the future of the structure and would allow for it to naturally weather and become a part of the landscape. The structure would remain an honest representation of the site, aided by minor repairs and a general clearing of the site which would involve minimal cost at the outset.

Considerations

Whilst essential maintenance only would be carried out, this site is open to the public and thus a duty of care is present in order to ensure that the structure is safe and secure. As a result, necessary maintenance would likely be required to stretch beyond minor repairs and address issues such as spalling masonry, protection against falls, securing access points and installation of improved security measures. Whilst these items may not be considered essential repairs, they must be considered as part of the proposed works if the site is to remain open to the public. Antisocial issues such as vandalism, graffiti and fly-tipping would also require attention in order to attract visitor flow; an aim which would be difficult to achieve if the structure is in a deteriorating state, even if this decline is managed.

Relatively inexpensive at the outset, this option would soon demand greater expenditure as necessary repairs become more urgent due to the reduced maintenance programme. Should only essential repairs be carried out at the outset, minor repairs would likely be overlooked which could lead to significant failure and expense at a later stage. It is highly likely that this option would demand an increasing financial input as the structure declines.

It has been identified that steelwork corrosion is present in places, and a structural survey of the headgear is yet to be undertaken. As such, the full condition of the structure and extent of repairs is unknown, despite it appearing to be in fair condition. The headgear is the most prominent aspect of this structure and in order to secure the future of the building, the headgear must be addressed. Should the structure be allowed to decline in a managed state, the headgear would likely suffer from a reduced maintenance regime to the point at which it must be dismantled for fear of its structural integrity. The remaining structure would likely become a confused representation of its former purpose and identity; certainly not fitting for a structure of such significance.

Summary

Whilst this option would initially appear to be the most straight-forward to implement, it is likely to be far from this in reality. The structure as it currently stands does not lend itself to a regime of managed decline which would be considered more suitable for semi-ruinous buildings. Establishing a regime of minimal maintenance and essential repairs would be detrimental to this structure which demands a greater level of care and re-use in order to remain structurally viable.

This structure and site in the process of managed decline would offer little encouragement for visitor engagement; indeed, the site would likely deteriorate from its current state and attract a greater level of antisocial behavior as a result. The wider aim of the DVLP to encourage visitor flow around the structure and to commemorate the 150th anniversary of the 1866 mining disaster would be jeopardised if this option is pursued.

5 OPTIONS FOR RE-USE

OPTION 2

To preserve the structure in its current state and carry out maintenance work to rectify issues that will accelerate the demise of the building to prevent further decay. Encourage more activity and foot traffic through the site with signage and walks/trails.

Benefits

As an advance upon the first option, a more thorough repair regime is here considered, allowing for the building to be retained in its current state rather than managed decline. The structure's integrity would be assessed and repairs carried out to rectify issues including structural failure, movement and water ingress, thus preventing the acceleration of decay. Such repair and maintenance work would ensure the safety, security and stability of the structure without unduly altering the appearance of the existing fabric. The structure would remain as a fitting testament and reminder to the cultural heritage of the area.

To the surrounding site, existing pathways and access points would be addressed, vegetation cleared and new pathways formed to incorporate the structure, encouraging increased visitor footfall through what is currently an overgrown and uninviting environment. The structure itself would thus become a focal point and destination in its own right, coherently linked to the wider Dearne Valley through implementation of improved information and wayfinding.

Thought should also be given to discussing a police or PCSO presence as a short-term deterrent at the site.

Considerations

Due to the increased scope of repairs from Option 1, the associated budget increase would likely require input from funding bodies. It is typical for funding bodies to support more favourably projects which hold a viable and self-sustaining future which this option may not achieve without relying upon income from the wider site contributing towards future maintenance and repairs. Care must be taken to ensure that money spent at an early stage to prevent the acceleration of decay is not then cut to the point at which the structure begins to decay at a later date. Should this occur, then a similar options review may again be required at which a regime of managed decline is again considered.

A clear maintenance plan should be defined in order to ensure that the structure is kept in good condition. Four-yearly or five-yearly inspections should take place to inform of required works and their urgency. It should also be recognised that a thorough regime of repairs followed by periods of vacancy may not fully deter antisocial behaviour. Indeed, the presence of new rainwater goods, roofing materials and metalwork may well require increased security measures.

Likewise, careful consideration would be required with regards to signage and information. In order for the site to achieve its full potential, the information and interpretation provided should be relevant and engaging, yet the semi-vacant nature of the site may dictate that information points are brief and sparse. It is certainly possible to achieve a successful balance here, but usage and target audiences will vary depending upon how this option is progressed.

Summary

The works considered here would be relatively cost effective, but would require ongoing maintenance much in the way that option 1 does. Indeed, ongoing maintenance here would be more deserved in order to ensure that the structure does not deteriorate back to its current state. The structure would remain in the landscape as an icon and destination which could be safely and securely engaged with by members of the public able to experience the raw industrial heritage that this site has to offer.

Whilst the structure would remain as an icon, its purpose would remain, to an extent, undefined. The structure holds the potential to be re-used which would increase the draw for potential visitors to the site. A defined purpose, even if semi-occupied, holds the potential to greatly increase the offer and longevity of the site.

OPTION 3

To repair and restore the structure. To bring it in to use and create a purpose for the space that will encourage visitors.

Benefits

Repairing and restoring the structure and bringing it back into purposeful use would provide many benefits to the site and surrounding area. The initial repair and maintenance regime would secure the short-term future of the structure, addressing key issues such as water ingress and structural decay, and the re-use of the structure would aspire to secure its long-term future. A full repair package could be prepared and undertaken which would address all current issues whether essential or minor and would provide a sound basis upon which to progress that is not offered by the previous two options. At present, the full condition of the structure is unknown, and this option would allow for the condition to be fully addressed, allowing for safe access into and around the structure for public use.

With a new purpose, the site would provide job creation and income generation, allowing for the site to develop towards a self-sustaining approach, with income being contributed towards repairs and maintenance. This would be held in high regard by potential funders who would be keen to be assured that funding is put to good use in securing a structure that will not simply fall back into disrepair but will instead thrive as a visitor hub.

With improved access and facilities comes increased visitor numbers, allowing for the site to become a hub for visitors to the area. The site could become a dedicated centre for visitors to the area, promoting the cascade of tourists to areas of interest in the surrounding area including the wider Dearne Valley. High level access within the building for visitors would also allow for the surrounding area to be viewed prior to visitors venturing out, facilitating a clear appreciation and way finding exercise.

As a repaired and functioning building, the site would become a deterrent to antisocial behaviour. Such behaviour is often a result of vacant and decaying sites and thus the process of re-purposing the site would go a long way to reducing these issues currently evident at the site and, furthermore, would improve the local community's perception of the site and local pride.

Considerations

With re-use comes repurposing. The site, once a hive of industrial activity, is now redundant and will not be re-used for its original purpose. In order to provide a future through re-use, a new purpose is required, whether as a visitor hub, events centre, community facility or put to another appropriate use. The very nature of this process can, if not carefully considered, detract from the beauty and significance of the original site. This is especially relevant here as not only is the site a rather rare example of such a structure, it is also a site of remembrance following the 1866 mining disaster. Repurposing the site and attracting greater numbers of visitors certainly would provide a long-term sustainable future for the building but it would also transform the solemn site into one of activity. A clear objective, therefore, must be set-out as to whether the site is to be a visitor attraction or a monument as, whilst it is possible to achieve both, the line between the two can often be blurred.

In addition to the message given out by such a repurposing, physical alterations to the structure and new build facilities in its proximity must also be considered. The listing status acknowledges that this is a historically significant structure typical of a rare and under-represented typology, thus, insensitive adaptation would detract from this and unduly alter the site's significance. Aspects such as car parking must also be considered in order to avoid the site becoming awash with associated facilities which would detract from the significance of the site as a whole.

A balance must also be sought if this option is to be pursued as to whether such repurposing would complement the offering of the wider Dearne Valley or whether it would draw visitors away from the wider area to visit this site. Currently, the site is widely overlooked and under-utilised by the public and care must be taken to improve balance throughout the area without excessively shifting visitor engagement patterns.

Budget costs associated with this option are thought to be approximately eight times higher than those associated with Option 2, excluding fees or fit out costs. Programming issues may also present themselves if the intention remains to complete the works in advance of the 2016 anniversary of the 1866 mining disaster as the works referred to in this option are highly unlikely to be completed within the available time frame.

Summary

Repairing and reusing the site would provide an ideal solution to securing the structure's future and would bring many associated benefits for the site and wider area. Sensitive design and adaptation can, of course, be implemented here and there are many similar successful examples which incorporate improvements such as access, circulation, safety measures, welfare facilities, fire separation and services. With careful consideration, a regime of repair and re-use could be successful, bringing about a self-sustaining future for the structure and a valuable local asset, however, budgets and time frames may prove to be a restrictive factor.

5 OPTIONS FOR RE-USE

5.2 PREFERRED OPTION

The current option preferred by DVLP is Option 2. This has been set out within the DVLP Buildings Review and Conditions Survey, 2014. This option aimed to:

- Ensure the structure is safe, stable and secure.
- Carry out maintenance work on the structure in order to preserve it in its current state.
- Rectify issues that will accelerate the demise of the building to prevent further decay.
- Re-route paths and walks to incorporate the structure, to encourage more activity and foot traffic through the site.
- Create a focal point in the landscape that would serve as an iconic sculpture and promote itself to be part of the local community and a point of interest on established walks/trails.
- Establish a broad, representative steering group.
- Record and mark the names of all those who lost their lives in the Oaks disaster.

In order to achieve these key aims, the broad Schedule of Works would include:

- Clear areas of vegetation growth to the base of the structure and the face of the brickwork.
- Remove graffiti around the structure.
- Repair areas of brickwork that have been damaged/ vandalised, particularly to the corners of the structure.
- Repair and address any cracks to the brickwork.
- Clean steelwork and repair any areas of damage/ erosion.
- Repair the pitched and flat roofs.
- Address damaged caused by on-going leaks and water damage.
- Replace guttering and downpipes to pitched roof.
- Landscaping works around the structure, new paths and seating areas, including new path to link to Monk Bretton Priory and new path to link to Dearne Valley Park (approx. 800m).
- Information boards/signage to the site.
- Promotional and directional signage and maps to be placed at the Dearne Valley Park and Monk Bretton Priory.

As a result, the project would aim to:

- Consolidate the structure and surrounding site to prevent any further deterioration.
- Carry out path, signage and interpretation improvements to make the site more accessible.
- Establish a 'friends of' group to support the protection of the site.
- Produce and implement a site management plan.
- Establish this site as a key entry point and destination within the Dearne Valley.
- Integrate the site into the work of the rest of the DVLP.
- Make more people aware of the site and use this as a way of engaging them with the DVLP.
- Mark the loss of life in the Oaks disaster and the loss of life through mining accidents in the Dearne, South Yorkshire and beyond.

5.3 ASSESSMENT

Throughout the review of the three options, it has been found that the structure holds the potential to be re-used which would increase the draw for potential visitors to the site. A defined purpose, even if semi-occupied, holds the potential to greatly increase the offer and longevity of the site. As such, the following topics are deserved of further discussion.

5.3.1 REPAIRS

A program of repairs is identified throughout the options considered thus far. The scope of works for such repairs is, however, generic at this stage and requires a full condition survey to be undertaken in order to prepare a detailed scope of works. As identified, this scope of works would include repairs and budget costs for items such as masonry, roofs and rainwater goods and should extend to full repairs as necessary rather than solely focusing upon urgent works. This would ensure that the structure is retained in good condition.

The current option considers preserving the structure in its current state; however, it is evident that a more detailed regime of repairs and maintenance is required in order to secure the future of the building. The structure is currently suffering from water ingress and structural decay which must be addressed, followed by a process of making good issues caused by these defects.

Works identified within the current Option 3 should also be reconsidered for incorporation into the preferred option in order to allow for the interior of the building to be accessible either for public or maintenance access. Option 2 makes little allowance for the potential re-use of the building's interior which could transpire to be at

the detriment of its future potential. However, depending upon the potential re-use of the structure, works such as insulating the roofs, dry-lining the walls and laying a new insulated ground floor slab would likely prove unnecessary at this early stage. Indeed, replacing the ground floor slab may well prove to be an inappropriate alteration to this structure at any stage.

Works undertaken within this option, if undertaken with careful consideration, would allow for future re-use of the structure to be realised. For instance, internal works to secure the future of the building should be undertaken within this phase of works, with an allowance for rejuvenating the incoming services, allowing for the internal areas to be put into use at a later date by connecting into the available services and potentially dry-lining the external walls. Carrying out these preparatory works now would provide the basis required to realise the full potential of the structure. Works recommended in addition to those identified within Option 2 would thus include:

- Clean masonry to address staining
- Repoint elevations
- Repair/replace timbers such as floor joists and rafters as necessary
- Open up blocked openings and replace with new steel windows to match existing
- Cut back concrete hard standing to external perimeter and install gravelled French drain
- Replace existing doors with new timber doors with steel inserts and internal security roller shutters
- Supply the structure with gas, water and electrical connections
- Installation of lightning protection

Prior to repair works being undertaken, a series of surveys should be procured, allowing for an informed and budget costed scope of works to be produced and tendered. A measured survey and ecology survey have been procured to date and these should be reviewed in conjunction with the scope of works. It should also be kept in mind that statutory approvals will be required, including Planning and Listed Building Consent. The required surveys would include but may not be limited to:

- Condition survey
- Structural condition survey
- Timber decay and infestation survey
- Asbestos survey
- Archaeological survey
- Recommendations and budget costs associated with all identified works

5 OPTIONS FOR RE-USE

5.3.2 PATHWAYS, ACCESS AND WAYFINDING

In line with the proposed repairs, the structure would be in a position to accept wider visitor engagement and would require improved surroundings and access in order to realise its full potential. It must be as easy as possible for visitors to find the site and, without such access, the site would likely remain stagnant, constrained by its physical and perceived barriers, and soon return to its current state.

In order to address these issues, a number of key topics must be considered:

Access To The Site

Whilst in close proximity to the wider Dearne Valley, the site upon which Barnsley Main stands is isolated by the intersection of the A628 Pontefract Road and discussed canal. As a result, access to the site is convoluted and easily missed by visitors to the valley. Despite this, car parking facilities are located within a short walk of the site which is easily reached if the visitor was to be aware of the structure hidden from view beyond the disused canal.

Oaks Lane bounds the southern edge of the site and is frequently used by local residents as a convenient shortcut, though the presence of this road is, again, often missed by visitors to the area.

Visitors parking in the adjacent Dearne Valley car park off the A628 are required to walk back to the junction with Oaks Lane before following the steeply rising road to the site. It is, therefore, understandable as to why the site and structure is often overlooked despite its prominence.

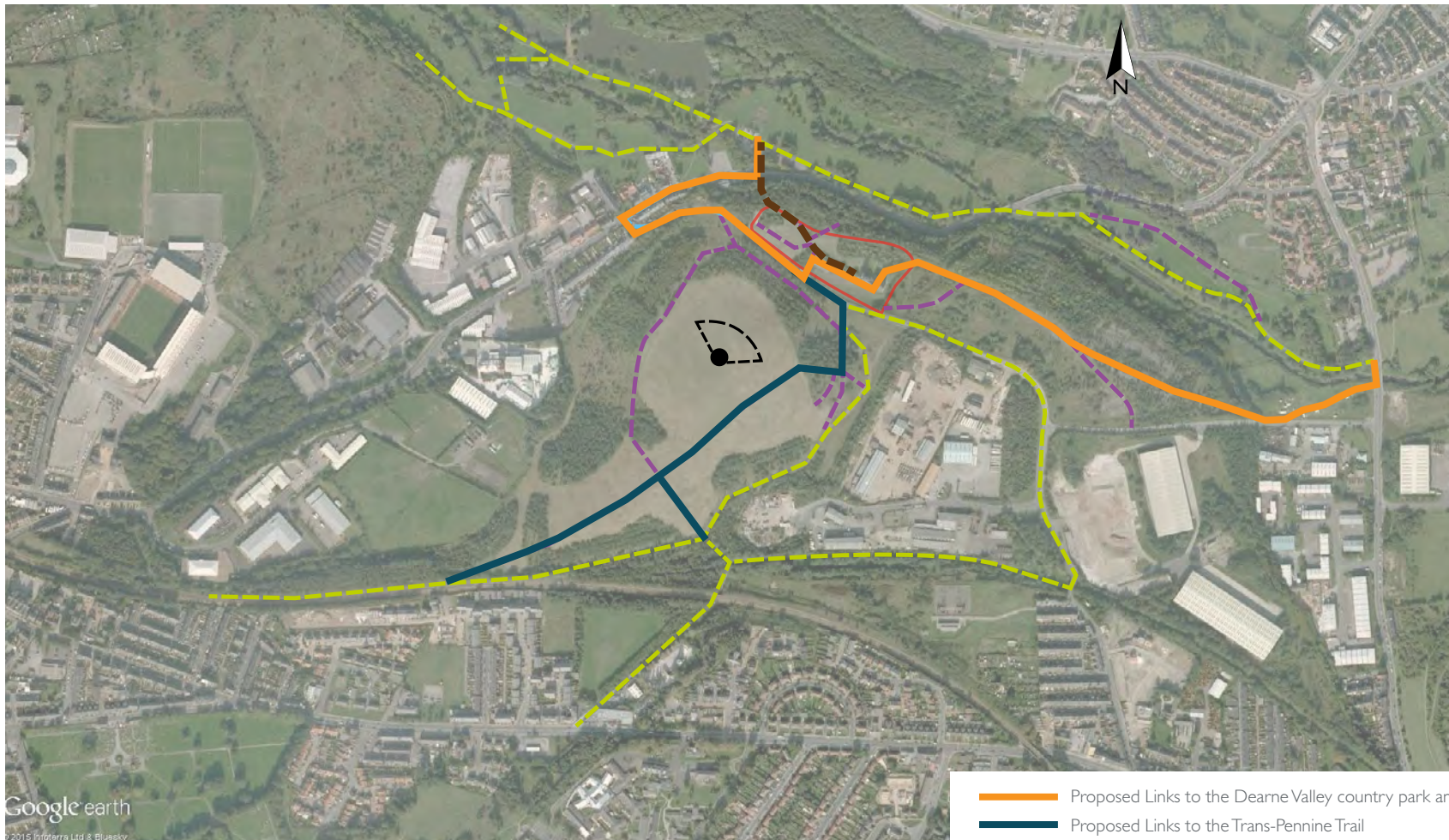
In addition to access from the adjacent car park, a series of footpaths are present within the locality including formal paths, informal paths and also the Trans-Pennine Trail which runs a short distance to the south of the site and spoil heap. Existing access routes within the proximity of the site are

established and would likely require a modest level of improvement and wayfinding as part of the wider scheme in order to tie together the existing assets and potential of the site as a visitor destination. Creating a formal link between the Trans-Pennine Trail over the existing spoil heap would direct walkers to the site whilst also allowing for a stunning view over the structure from atop the spoil heap, perhaps with a dedicated viewing point. A second formalised route through the site from east to west would link two ends of the existing formal path which currently passes through the Dearne Valley to Monk Bretton Priory, providing visitors with an option as to which route to follow and a direct link between Monk Bretton and Barnsley Main.

The key to the success of the access to the site, however, will be the link between the existing car parking facilities and the western tip of the site. The route from the junction of Oaks Lane is confusing for visitors and should be rationalised. A derelict bridge over the disused canal is present to the western tip of the site and this should be explored with the possibility of forming a pathway over the canal is down to the A628. Alternatively, a new elevated pathway should be considered from the north-western point of the site to the east of the current Indian restaurant which would emerge adjacent the Dearne Valley car park. This new route could descend to the southern side of the existing road or could bridge the road depending upon clearances, budget allowances and consultations with interested parties including Public Right of Way Officers. The result of either option would be a clear and direct link between the car parking facilities and Barnsley Main.




Signs for the Trans-Pennine Trail across the spoil heap



Google earth
 © 2015 Infoterra Ltd & Bluesky

Existing and proposed footpath links. Baseplan © 2015 Infoterra Ltd & Bluesky

- Proposed Links to the Dearne Valley country park and Monk Bretton
- Proposed Links to the Trans-Pennine Trail
- - - Proposed new elevated pathway to car park
-  Dedicated spoil heap viewing point
- - - Formal Footpaths
- - - Informal Footpaths

5 OPTIONS FOR RE-USE

Access Within The Site

Once within the proximity of the structure, visitors should be free to explore without hindrance. As such, a clearing of the site should be undertaken, removing self-seeded vegetation and modern intrusions. Woodland and meadow management will be an important part of this. Established trees should be reviewed and retained if possible in order to maintain the natural habitats which they provide. It is critical, however, to be mindful of archaeology which will likely remain just below the current ground surface and, thus, it would be advisable for an archaeological watching brief to be in place for the clearing of the site.

Consideration should be given to the site boundaries and public safety. To the south of the site lies the busy Oaks Lane and to the north of the site lies dense vegetation and disused canal. To all boundaries, consideration should be given to a physical boundary which would provide safety for children whilst not inhibiting public access or views of the site. It will not be necessary for this boundary definition to form a security measure and thus will not be required to be visually intrusive.

In addition to site clearing and boundary definition, visitor movement within the site should be reviewed. Currently present is a large area of hardstanding in the centre of the site in addition to hardstanding around the existing structure and adjoining paths. Also present are areas of trackway embedded in hardstanding which should be retained for interpretation purposes. Minimal measures to make the trackway safe may be required such as timber fillets installed into the groves of the rail to reduce trip hazards. The extent of track beneath vegetation is unknown and should be explored as part of this exercise for incorporation into the site's proposed landscaping.

Once uncovered and made safe, these routes will form practical and meaningful routes within the site that can be appreciated by visitors. Supplementary pathways where required should be subservient in nature in order to emphasise their modern intentions, thus avoiding confused interpretation of the site's history. Against the existing, direct pathways, these new routes would have the potential to be more playful in nature, meandering through the site and connecting with existing access points to the east and west as well as a new access point to the south directly opposite the proposed formalised route from the Trans Pennine Trail.

Wheelchair access should be considered throughout, with new pathways being suitably surfaced. Gravel pathways, for instance should be avoided unless an alternative and equally convenient hardstanding route is provided. This philosophy should extend to access into the structure, with ramped access considered if the structure's internal ground level varies from the external ground levels. Considering these aspects during this phase of works would allow for the potential of re-opening the structure in a later phase if decided not to progress with internal access during this phase.

Seating should be provided at strategic points throughout the site, with localised analysis of view of the site and structure advising on the seating locations. It is also noted that opportunities to increase usage of the area can be encouraged through physical improvements such as horse mounting blocks, hitching rails, bike racks, picnic tables and other measures to improve access.

Careful thought should be given to the provision of car parking facilities. Whilst the provision of such facilities may draw greater visitor numbers, it would also detract from the site's significance as a whole as the parking facilities currently proposed would occupy the majority of the western side of the site. Improved local pathways and a link from the existing car park to the north of the A628 would retain the site's current presence whilst improving access. It should also be noted that the intention here is to improve access and visitor engagement with Barnsley Main in conjunction with the wider Dearne Valley. Providing a car park at Barnsley Main may be at the detriment of this vision as it may serve to draw visitors into the Barnsley Main site and away from the wider valley. Utilising the existing car park would instead link the valley together as a whole. Disabled parking should, however, be considered with a small number of dedicated spaces provided within the existing central area of hardstanding. Security measures may be required here to monitor unauthorised access, as it is evident that the site is currently closed to vehicles, presumably due to previous unauthorised access.

5.3.3 THE BUILDING AS A FEATURE

The structure is currently a focal point in the local landscape, yet it is often overlooked due to its isolated location and deteriorating condition. As such, it is necessary to encourage greater visitor numbers by providing a destination at this site. Merely improving pathways, for instance, may increase the accessibility of the site but may not, in itself, increase the draw of visitors to the site. If visitors have taken the time to visit the site, they should be rewarded with a memorable experience, and a holistic approach is required which includes a purpose to the site.

Lighting

Once the site has been cleared of vegetation and pathways integrated, a lighting scheme should be incorporated which would dramatically illuminate the structure. Not only would this provide a focal point during evenings and hours of darkness, it would serve as a deterrent to antisocial behaviour without the requirement for continuous occupation of the site. The lighting scheme should, however, be carefully considered. Stark, white light can be most evocative and powerful for sites of remembrance as it creates an atmosphere of contemplation such as schemes evident at New York's Ground Zero and Reykjavik's Imagine Peace Tower. Whilst a beam of light such as this may not be most appropriate for this humble site, subtle illumination of the structure's key features would be effective and readily achievable within a modest budget. Uplighters could be installed into the surrounding hard-landscaping and atop the flat roofs, ensuring that the installation is secure and vandal proof whilst remaining accessible for maintenance. Internal illumination of the structure should also be re-serviced to allow for safe access. However, will be important to consider the impact floodlighting may have on protected species such as bats.

An advance on the concept of static lighting would be graphic displays, designed specifically for the structure. These can range from simple lighting or image projection through to full graphic illumination of the structure with moving images projected onto the elevations. Such an installation would be more appropriate in short sessions and should be considered for events such as the 150th anniversary of the 1866 mining disaster. Successful events are held each year in the surrounding area including 'Illuminating York' and 'Lumiere Durham' in which stories are conveyed through imagery projected onto buildings. This method lends itself to Barnsley Main and would allow for the history of the site to be conveyed to a large audience.

It is advisable for a lighting consultant to be engaged in order to deliver a successful lighting scheme.

Installations And Public Art

Lighting schemes serve to extend the hours during which a site can be appreciated and would encourage evening visitors, yet lighting alone will do little to attract greater visitor numbers during hours of daylight. As such, an installation into the site should be considered as a temporary exhibition. A balance should, however, be sought in order to complement the site without detracting from the iconic presence of the existing structure. It should be remembered that a memorial currently stands nearby and thus a traditional memorial within the site would not be appropriate and should not compete with or duplicate the sentiment of the existing monument. The structures themselves are considered locally to be a monument to the local mining heritage and the Oaks Colliery Disaster. As a result, a more abstract, time limited, approach would be appropriate if it were to provoke thought within those who visit the site.

At its most basic, a program of strategically placed tree planting could take place in order to honour the site's previous title of Oaks Colliery, although the significance of the statement would likely go unnoticed by visitors. An alternative would be to consider public art for which there are many successful examples at similar sites. Consideration should be given to works of public art at similar locations and their impact on visitor experiences such as Sutton Manor Colliery's 'Dream' which depicts an elongated white head in stark contrast to the coal which was once mined in this area.

Whilst public art can often be a costly endeavour with mixed public perception, there is little doubt that, if well executed, such installations can be sympathetic and of great benefit to sites and the surrounding area. Such structures as those noted here also require very little on-going maintenance. Such options should be considered alongside the existing DVLP DD9 'Art of the Dearne' project.

As the suitability of a permanent memorial or art installation on the site has been questioned, with the concern that it could overshadow the significance of the listed buildings, a public consultation may be appropriate to gauge local opinion.

5 OPTIONS FOR RE-USE

5.3.4 RE-USE

The primary option currently under consideration does not allow for reuse of the structure and, as such, will be reliant upon income from the wider valley and associated funding streams for its upkeep. It is noted that the option allows for repairs to ensure that the structure does not further deteriorate and that these repairs will be to a greater extent than was considered in Option 1. However, whilst repairs will be undertaken in this phase of works, there will be a requirement for on-going maintenance and repairs in order to ensure that the structure does not decline at a later date.

Re-use of a building is one of the most successful methods of ensuring upkeep. Occupancy, whether continuous or on a frequent basis ensures that issues are highlighted in good time to be rectified and that the building is retained in good condition which, in turn reduces the likelihood of antisocial behaviour. Vacant for a number of years, Barnsley Main is showing such signs of disuse which would likely not have occurred to this extent if retained in use, even if infrequently. The opportunity is thus present now to address this.

As a result, it is advisable for a use to be found for the structure. It would not be necessary for a permanent use to be found immediately, as a second phase of works could be undertaken following a programme of review of semi-frequent occupancy.

The structure would appear to lend itself to re-use as part of the site's interpretation strategy but is unlikely to effectively accommodate a change of use at this early stage in its development as a visitor destination. As such, it would be advisable to consider repairs and internal works sufficient to accommodate a programme of regular open days. Such open days are successful at similar local sites, including the

recently refurbished Newcomen Beam Engine at Elsecar Heritage Centre which regularly opens its doors to provide guided tours of the building. Between open days, the site is open to the public in much the same way as Barnsley Main could operate.

By taking such an approach, income, albeit small initially, would be accrued which would contribute towards the upkeep of the building. Volunteers are likely to be interested in being involved with the project, as is found at many similar projects locally and nationally and local businesses would likely offer support for such a worthy cause. Open days, photography sessions, seminars, nature walks and walks to local points of interests such as the Trans Pennine Trail, canals, and industrial sites would also be achievable to raise income and awareness of Barnsley Main. A 'friends of' group would thus likely be more active and instrumental in the upkeep of the structure and site if they are able to view a defined output from their endeavours and engage with visitors through discussions of the site, its history and of its future.

Future possibilities for the site and structure will remain a possibility only if the structure is repaired in this first phase of works, including a degree of internal repairs. Works solely to the external fabric would not address hidden internal issues and would greatly reduce the site's future potential.

Such a future for the site could include activities such as a visitor hub and community centre, as a base from which to explore the wider Dearne Valley including access to the valley via a new western entry point, Monk Bretton Priory via a new eastern pathway and the Trans Pennine Trail via a formalised footpath to the south.

The success of Barnsley Main as an iconic site and visitor destination thus lies not only with improved access to and within the site, but also within the creation of a destination which visitors will be compelled to visit and engage with.

Engagement with the public and the ability to capture their thoughts and opinions will be an important part of any options for the future of the site. This has been recommended within policy 36 of the Conservation Framework.

6 CONSERVATION FRAMEWORK

This section identifies the issues, risks and opportunities associated with Barnsley Main and its significance, and the recommendations that should be pursued by BMBC and the DVLP when considering the future of Barnsley Main and the wider Dearne Valley as a whole.

The framework that is established by these policies and recommendations is not to be viewed as a rigid and impractical set of rules, but as informed guidance on the ways in which issues can be actively addressed and opportunities unlocked. This will help to ensure that the special significance of the site is not only protected for this and future generations, but also enhanced.

The Framework policies are accompanied by indicative timescales, set out by priority; A to C.

PRIORITY

- A Duration of the Dearne Valley Landscape partnership (2014 to December 2016)
- B Mid-term future of the site, 3-5 years
- C Long-term future of the site, 5-10 years

Task	Issues and Opportunities	Recommendations
ACTION 1: CONNECT BARNSELEY MAIN WITH THE WIDER DEARNE VALLEY NETWORK		
Public Access	<p>Barnsley Main is located within the Dearne Valley but is physically isolated from the Country Park and its wider setting due to topography and busy roads. The route from the Country Park is confusing and should be rationalised.</p> <p>As part of the DVLDP there is an opportunity to increase access for local and national visitors. The options to link up the national trails and other mining sites in the area add value to the project and raise awareness of this significant site.</p> <p>The benefit of widening access across the site is that the site will be well-used, overlooked and no longer isolated; deterring anti-social behaviour.</p> <p>Creating a network of footpaths across the site will allow Barnsley Main to be enjoyed and appreciated as a monument within the landscape and as a relic of the area's important mining heritage.</p>	<ul style="list-style-type: none"> • Landscape the site to improve its appearance and create a new network of footpaths within the immediate setting of the colliery building in order to connect to wider destinations. As part of this: <ul style="list-style-type: none"> ○ Link up the Barnsley Main site with the Dearne Valley Country Park to the north via a new trail from Pontefract Road. ○ Consider the creation of new access to the site via an elevated pathway over the canal, emerging adjacent to the Country Park car park. ○ Create links to the north and east that lead to Monk Bretton Priory (potentially funded through Policy ED4 of the DVLDP) ○ Create links and improve signage to the Trans-Pennine Trail to the south west of the site. ○ Consider other local mining heritage sites in the area such as Elsecar to the south ○ Formalise links to the town centre i.e. across the spoil heap. This could include a dedicated viewing point at the top. <p>(See the plans in section 6.3 for initial route options.)</p> <ul style="list-style-type: none"> • These footpath networks will all require additional promotional and directional signage and maps within the site and beyond it (potentially funded through DD8). • The colliery site should be landscaped to include new paths, seating areas and access points into the site. • Leaflets provided as part of the DVLDP for visitors should promote the new routes to and across the site, providing advice on distances and walking times.

Task	Issues and Opportunities	Recommendations
Tourism	<p>The site is currently disconnected from the wider tourism offering of Barnsley and the Dearne Valley Country Park. This is due to the isolated location of the site and the lack of awareness of its significance.</p> <p>Improving access is crucial, but will not, in itself, increase the draw of visitors to the site. It will be important to provide visitors with a reason to stay and a memorable, holistic experience of the site.</p> <p>The opportunity here is to bring the site into the offering of the Country Park through improved signage, interpretation and intellectual access.</p>	<ul style="list-style-type: none"> • Work with Yorkshire Sculpture Park towards a grant application to The Arts Council for a new commission for Barnsley Main. This is likely to take the form of a temporary lighting scheme for the exterior. • Consider a permanent lighting installation to ensure that the site is highly visible and remains within the public consciousness. • Consider other forms of public art, such as temporary exhibitions or a more permanent tribute, such as strategic oak planting. Public opinion should be captured through a consultation process. • Further information on the interpretation relating to tourism is found in Action 2.
Accessibility	<p>The Barnsley Main site is not currently accessible to people with physical mobility issues. Access is blocked by barriers to prevent vehicles entering the site and there are no formal paths across the site.</p> <p>The Barnsley Main site is currently accessible to ambulant visitors and there are no restrictions to pedestrians crossing the site. There is an opportunity to formalise these footpath links within the Dearne Valley Country Park and wider national networks such as the Trans-Pennine Trail.</p> <p>The interior of the buildings are not accessible to the public and have not been assessed for accessibility due to safety concerns.</p> <p>There is an opportunity to reveal this structure to more people through physical access to the site. Anyone who has visited the site cannot fail to be impressed by the scale of the structure and how intact it is.</p>	<ul style="list-style-type: none"> • Considerable alterations should be made to the site as part of the DVLP in order to increase public access. Providing level and ambulant access to the buildings from Oaks Lane would not be onerous and should be seen as a first step in providing access to the site. • Ensure that the new footpath networks across the site are compliant with the Equalities Act and that they will provide equal access for all users.
POLICIES		PRIORITY
1 A network of pedestrian footpaths should be created to link Barnsley Main with the wider Dearne Valley		A
2 Signage and promotional materials should be provided as part of the DVLP in order to raise awareness of, and signpost towards, the site		A
3 A lighting scheme or public art installation that enhances the visual appeal of the buildings should be considered		A
4 Level and ambulant access should be sought for the landscape immediately surrounding the buildings, as far as is practically possible		A

6 CONSERVATION FRAMEWORK

Task	Issues and Opportunities	Recommendations
ACTION 2: INCREASE INTELLECTUAL ACCESS FOR VISITORS		
<p>Understanding</p>	<p>The CMP provides a good foundation for understanding of the Barnsley Main site, by collating existing information on its history, and attempting to trace the development of the building through its fabric.</p> <p>However, there is a need for further research as this report has identified several gaps in the current level of knowledge. No comprehensive history of the site has been published or produced locally, the physical phases of development of the fabric are unclear due to a lack of primary resources and the interior remains inaccessible for inspection.</p> <p>Identification of these areas of research will allow future volunteer projects to focus their research on the gaps in knowledge and to contribute to interpretation materials.</p>	<ul style="list-style-type: none"> • Tailor future volunteer projects towards the priority areas: <ul style="list-style-type: none"> ○ A comprehensive history of the site ○ Understanding the development of the physical structures on the site ○ Understanding of the interior of the buildings, particularly research into the machinery inside ○ The people who used the mine, not just in the 19th century, but well into the 20th. • Ensure that our understanding of the site continues to evolve and that maintenance and repairs are carried out accordingly to ensure no significance is lost or harmed. • Student placements or a local history group would be well placed to carry out these projects. There is also the opportunity to capture local opinion and understanding of the site through a call for information.

Task	Issues and Opportunities	Recommendations
<p>Interpretation and Education</p>	<p>Intellectual access is as important as physical access and fits in with the wider aims of the DVLP. It offers a memorable experience for visitors relating to the historic and natural environment of the site.</p> <p>There is currently no interpretation on the site to explain the structures or its history to visitors. Little has been done since the site closed in 1991 and the DVLP is an excellent opportunity to begin to raise the profile of the colliery to those who may not be aware of its significance.</p> <p>There is also no official interpretation online that pertains to the site. This makes research for visitors difficult, having to rely on mining enthusiasts and urban explorer sites for information.</p>	<ul style="list-style-type: none"> • Interpretation should be produced for the site and online, offering educational and learning tools for visitors • The first step towards producing interpretation for the site should be an interpretation strategy. The foundation of this has already been established as part of the DLVP (interpretive Planning Strategy, 2013). A specific interpretation strategy for Barnsley Main should be produced that fits into the wider offering of the Dearne Valley. • Options that should be considered include: <ul style="list-style-type: none"> ○ On-site interpretation boards based on various themes such as the history of mining, the buildings/machinery, the natural environment and the people who used to work there. ○ Outdoor audio posts or an audio guide that can be accessed via a mobile phone could be used to tell the story of the site. Installing a number of information points around the site would allow people to explore it in their own time ○ New technologies such as smart-phone apps could be considered to engage new audiences. A cheaper alternative is to have a smart-phone friendly website that can also be accessed from the site as well as remotely. ○ Leaflets are unlikely to be useful on the site itself, but may have a role to play, for example when used to promote the site at other local attractions or tourist information office. • New and exciting methods of communicating with the target audiences should be considered.

6 CONSERVATION FRAMEWORK

Task	Issues and Opportunities	Recommendations
<p>Local Volunteers</p>	<p>The DVLP and BMBC have already engaged successfully with volunteers relating to Barnsley Main. Volunteers are researching the names of every person who died in the Oaks Colliery Disaster and will be involved in the Experience Barnsley exhibition in the Town Hall in 2016 to 2017 to commemorate the disaster.</p> <p>A memorial event at Ardsley church is also planned as it was a local tradition to process from the site of the mine to the church on the 12th December. Another group is raising money and awareness for a new bronze memorial of the Oaks Disaster.</p> <p>There is strong local feeling relating to the colliery and lots of opportunities to harness this enthusiasm, for example through oral histories projects, future research projects and calls for information.</p> <p>Harnessing local support and volunteers to create a formal or informal preservation society or steering group who would be responsible in the future management of the site is also a possibility.</p>	<ul style="list-style-type: none"> • Options for initial visitor involvement include: <ul style="list-style-type: none"> ○ Conservation open days to see the structural repairs in progress ○ Volunteer-led guided tours of the site (initially the exterior only) ○ Engagement with local schools as part of the national curriculum i.e. creation of a video explaining the history of the site • Future ideas following the possible opening and making-safe the interior include internal guided tours on special occasions i.e. Heritage Open Days, and volunteers who have learned to maintain the machinery.
POLICIES		PRIORITY
5 Carry out further research into the priority areas in order to better inform our understanding of the site.		B
6 Ensure key research questions are investigated and their findings are taken into account when carrying out repairs or regeneration at the site.		B
7 A robust interpretation strategy should be produced for the site and connected to the wider DVLP strategy.		A
8 Enhance intellectual access and the opportunities for engaging with the mining heritage, whilst ensuring the historic and natural environment is respected.		A
9 Produce a programme of research projects, events and opportunities for volunteers associated with the site's mining heritage.		A

Task	Issues and Opportunities	Recommendations
ACTION 3: ADDRESS ANTI-SOCIAL BEHAVIOUR AND THE PRESENTATION OF THE BUILDING		
Anti-Social Behaviour	<p>The isolated site suffers from anti-social behaviour, including vandalism. Its location within easy walking distance of the town centre but hidden from most views makes it an ideal target. The derelict appearance of the structures also invites vandalism and the lower levels suffer from ongoing graffiti. Damage is also being caused by people breaking into the building through the blocked entrances.</p> <p>Making the site more accessible to visitors and creating networks with other popular footpaths will ensure that the site is well used; reducing its appeal to anti-social users.</p> <p>Solutions are required to ensure that visitors to the site in the future are not at risk from this type of behaviour and that the buildings are not damaged. These could include footpath lighting in the mornings and early evenings, security lighting, secure entrances, and possibly an increased police or PCSO presence. Alterations should also be made to the buildings as part of the DVLP repair works to improve their appearance and reduce the likelihood of unauthorised access and vandalism. People are less likely to break into a building that looks well-used due to the risk of being disturbed. However, it is acknowledged that improved links and an increase in visitors may not be effective against all forms of anti-social behaviour, particularly at night, particularly in the short term.</p>	<ul style="list-style-type: none"> • Aim to increase footfall on the site through improved connections to the wider Dearne Valley landscape. • Following a risk assessment and condition survey, make internal access safe for maintenance and secure the entrances in a way that will reduce damage and unauthorised access. • Consideration should be given to unblocking the bricked-up metal-framed windows at high level. Not only will this make internal maintenance easier, improve ventilation and create a safer environment for visitors, it may also reduce anti-social behaviour and deter unauthorised access, as the building will be better presented. The mid-20th century metal-frames should be retained. • As part of the review process of the CMP, the effectiveness of measures to reduce anti-social behaviour should be periodically reviewed. Annual review of the level of vandalism and crime on the site will ensure that new measures can be put in place, if necessary.
Presentation	<p>Since closure of the mine in the 1990s, the buildings have been closed-up and made weathertight. The blocked doors and windows give the buildings a redundant and unloved appearance.</p> <p>In this condition, the buildings cannot be appreciated as significant structures within the post-industrial landscape of the Dearne Valley. It would also not be respectful to the memory of those who lost their lives in the Oaks Colliery and subsequent disasters to use these structures to commemorate those events, while they remain in this condition.</p>	<ul style="list-style-type: none"> • Consider the presentation of the building when carrying out repairs in order to improve condition. Many of the recommendations in the section above are relevant here. • Early steps towards challenging preconceptions of the site should include occasional open days and tours, possibly linked to the Experience Barnsley exhibition in 2016-2017.
POLICIES		PRIORITY
10 Improve the appearance and condition of the site by conserving and repairing the derelict buildings.		A
11 Attempt to reduce the isolation and anti-social behaviour of the site by increasing footfall and review this periodically.		A
12 Make internal access safe for maintenance and occasional tours and secure the entrance to reduce unauthorised access.		A
13 Challenge perceptions of the site by raising its profile and holding events there.		A-B

Task	Issues and Opportunities	Recommendations
ACTION 4: ADDRESS STRUCTURAL CONDITION INSIDE AND OUT		
<p>Structural Repairs</p>	<p>Barnsley Main is in a good/fair condition, having been secured and made weathertight following closure in 1991. However, deterioration is evident and structural investigations have not been undertaken, concerns regarding the maintenance and repair of the site have been set out in section 2.7.</p> <p>Issues include vegetation growth, graffiti, cracked and damaged brickwork, corroded and damaged steelwork, damaged roofs, water ingress and failing rainwater goods.</p> <p>Current understanding of condition is based on a preliminary visual inspection of the site and there is no up-to-date condition survey or maintenance plan in place. Without a costed condition survey it would be very difficult for the client to successfully allocate a budget to the building repairs works, regardless of which of the initial options is selected.</p> <p>A full structural report should be procured alongside a full condition report of the buildings in order to be confident in their state of repair and identify potential hazards to the public.</p> <p>Barnsley Main could be described as being in a state of slow, managed decline, with no agreed solution for its future use. It is therefore likely that the structure would qualify for inclusion on Historic England's Heritage at Risk register, if Grade II buildings are included in the future.</p> <p>It is also recommended that further surveys such as ecology, damp, infestation and asbestos are carried out in order to inform and prioritise future repair works as well as allocating budgets to the areas of the building which are in need of repair.</p>	<ul style="list-style-type: none"> • It is strongly recommended that an internal risk assessment be carried out as a priority in order to inform the condition survey and associated measured survey of the interior. • Following this, it is recommended that BMBC produce a structural survey and fully costed condition survey in order to inform the repairs on the site. To fit in with the DVLP funding programme, the repairs must be carried out by December 2016. • Any other necessary surveys should also be taken at this time, for example a timber decay and infestation survey, asbestos survey and archaeological survey. • It would also be prudent to complete the internal measured survey of the buildings at this time. • It is recommended that the works set out in section 6.1 and the additional works within 6.2.1 are carried out within the DVLP programme. • A cyclical maintenance plan should be put in place to limit the long-term rate of decay on the site. • As part of the structural repairs programme, the internal spaces should be made safe enough for long-term maintenance and for access by the public on periodic tours and open days. • Barnsley Main should be assessed for inclusion on the Historic England Heritage at Risk register, at the point when Grade II buildings are being added. This will also open up additional funding opportunities to the site, as well as bring publicity to the plight of the buildings. • Consider the physical boundary treatments of the site, as these will need to be made good to allow safe visitor access. There is no requirement for these to be security fences.

Task	Issues and Opportunities	Recommendations
Internal Access	<p>Internal access is not currently possible due to safety concerns. The interior has no natural daylight, has variable levels and unprotected drops.</p> <p>The site currently has no internal measured survey and no condition survey or maintenance plan in place. This is partly due to the unknown condition of the interior.</p> <p>There are no immediate plans to provide visitor access to the interior as part of the DVLP; however; it is still important that the interior is made safe as the structural repairs will require internal access and future access for maintenance will be required.</p>	<ul style="list-style-type: none"> • BMBC should promptly carry out a Health & Safety site risk assessment to assess the level of risk associated with internal access on the site. • The risk assessment and associated enabling repairs will ensure that the interior is made safe, which will allow the measured survey, repairs and future maintenance to be carried out. • Repairs to the interior that should be considered within the DVLP programme include connecting services such as electricity and lighting and dry-lining external walls.
POLICIES		PRIORITY
14 A risk assessment and access enabling works should be carried out in order to gain safe access to the interior.		A
15 An external and internal structural and condition survey with costed recommendations should be produced in order to inform the repairs.		A
16 Additional reports such as a measured survey of the interior, asbestos survey, and any others as necessary, should be carried out in concurrence with the condition survey.		A
17 Repairs to the internal and external fabric of the buildings should be carried out, as recommended in the condition survey.		A
18 A robust annual maintenance plan should be implemented and sufficient revenue allocated.		A-B
19 Ensure that any local initiative to survey Grade II buildings for inclusion of the Heritage at Risk register includes an assessment of the site.		B-C

6 CONSERVATION FRAMEWORK

Task	Issues and Opportunities	Recommendations
ACTION 5: INCREASING BIODIVERSITY		
Protected Species	<p>There is a high risk of protected species being present on the site. One concern is that additional use of the site will have an impact on species, particularly those making use of the building.</p> <p>The use of external security lighting or as part of an art installation may have adverse effects on foraging and community bats.</p> <p>Enhancements that could be made to the building to increase biodiversity are set out in more detail below.</p>	<ul style="list-style-type: none"> • Make contractors and all staff aware of the presence of protected species. Ensure that legislation is complied with and the appropriate licences are obtained. • Fully understand the impact a lighting scheme would have on the existing bat population, to avoid adverse impacts on the population.
Buildings	<p>The buildings on the site are large, currently disused and may already be occupied by roosting bats and nesting birds. The proposals for the site will need to ensure that repairs do not interfere with bird nests and bat roosts/bat roost access points.</p> <p>As part of the repair works, there is an opportunity to enhance the usefulness of the buildings for roost and nest sites for bats and birds.</p> <p>For example upper level window apertures on the north, east and west elevations provide ideal locations for the installation of house martin nest boxes directly under the lintels and Swift boxes could be installed onto the blockwork in each window in a line midway up each window aperture.</p>	<ul style="list-style-type: none"> • A full bat activity survey including dusk emergence and dawn return surveys should be implemented to inform the maintenance work proposals. This information would guide building maintenance work to ensure bat roosts/entrances are not accidentally blocked. • All structural maintenance work should be implemented outside the bird breeding season or be preceded by a breeding bird survey to identify nest locations. • New bat roost units could be installed inside each building. Nest boxes for house martins and swifts could be installed in window apertures on north elevation to create new colony nest sites.

Task	Issues and Opportunities	Recommendations
Habitats	<p>The habitats at Barnsley Main were established following landscaping and closure of the site in 1991. Since this date there has been limited management of the woodland or grassland. A combination of low light and soil nutrients has inhibited the development of ground flora, particularly on the steep embankment.</p> <p>There is an opportunity to manage the woodland to create a more diverse structure and allow light to reach woodland floor. Seeding of woodland floor to create ground cover would create a better and more natural woodland environment, particularly on the steep slopes.</p> <p>The grassland areas have few species and is developing as a dense sward, which limits biodiversity. There is an opportunity to create a floristically diverse, interesting and picturesque backdrop to the buildings and make the site more attractive to visitors.</p> <p>Japanese knotweed has been identified on site. This is a harmful, non-native and invasive weed. This must be eradicated to prevent it spreading into the wild and to neighbouring land. The weed is classified as 'controlled waste' and as such must be disposed of safely at a licensed landfill site according to the Environmental Protection Act (Duty of Care) Regulations 1991.</p> <p>Options for the control of Japanese knotweed include:</p> <ul style="list-style-type: none"> • In situ herbicide treatment • Combined treatment of digging and herbicide • Excavation and stock-piling for future treatment (the bund method); • Excavation and burial on site • Excavation and removal off site 	<ul style="list-style-type: none"> • Prepare and implement woodland management plan to diversify structure, increase light levels and create ground cover. A woodland flora mix such as Emorsgate EWI could be used (see the Ecological Assessment, 2015 for details). • Strip turf and seed to create large area of wildflower meadow across site. A wildflower flora mix such as Emorsgate EM4 could be used. • Eradicate the non-native Japanese Knotweed from the site. Contact Natural England for more information on the correct procedure for disposal.
POLICIES		PRIORITY
20 Works to buildings must consider potential impacts upon protected species and follow appropriate mitigation strategies. A full bat survey and Natural England licences may be required.		A
21 Make improvements to biodiversity through building enhancements such as installing roosts and nest boxes.		A
22 Make improvements to habitats through a woodland management plan, including the introduction of new woodland and wild meadow flora.		A-B
23 Japanese knotweed must be eradicated at the site to prevent its spread, particularly onto neighbouring land.		A

6 CONSERVATION FRAMEWORK

Task	Issues and Opportunities	Recommendations
ACTION 6: CONSERVE AND ENHANCE THE SIGNIFICANCE OF THE HERITAGE ASSET		
<p>Conservation Principles</p>	<p>Barnsley Main is listed Grade II and is of national significance. The heritage values that comprise its significance have been set out in section 5. Further information on the list description is included in Appendix A.</p> <p>BMBC has a duty of care to ensure the preservation and/or enhancement of the listed building. The requirement to use the appropriate materials and building techniques can be a burden for owners, as any alterations will need to respect the historic value of the place.</p> <p>However, while the listing of Barnsley Main has added some additional controls to its management, these should not be seen as onerous, but designed to ensure special interest is preserved and/or enhanced.</p> <p>Barnsley Main is currently a redundant structure within the landscape but there is an opportunity to invest in a sustainable future use for the site in the next three to five years that would reduce the burden on the current owners BMBC and provide an income for future maintenance and repair needs.</p> <p>The building has been listed, rather than Scheduled, in recognition that the structures are still capable of beneficial use.¹ The opportunity to make sensitive alterations to the site in order to secure its repair and sustainable future use is likely to be looked upon favourably by statutory and advisory heritage bodies.²</p>	<ul style="list-style-type: none"> Alterations to Barnsley Main, including repairs, are likely to require Listed Building Consent. Proposals for the site will need to comply with national and local planning policy, including BMBC Policy CSP 30 and 33, and the NPPF. It is recommended that a dialogue with planning officers and the conservation officer is begun at an early stage in the decision-making process to ensure that any concerns are addressed. National Amenity Societies should also be consulted as a matter of course, for example the 20th century Society and the Council for British Archaeology. The principle of conservation for Barnsley Main should focus on the recognition of the structures as a tangible reminder of Britain's mining heritage, and the value that each phase of development has added to the site. The patina of age and piecemeal modifications to the building should be retained as they illustrate the layers of use and history. Alterations should not be reversed without adequate justification (for example to open-up the windows to allow ventilation). The building is currently in a stable condition but repairs should be carried out in order to ensure this remains the case. Opportunities to enhance the site through increased use, access to the interior or improved interpretation should also be proactively sought.
<p>Setting And Views</p>	<p>Key views of the site are those along Oaks Lane (particularly from the north-west), from the spoil heap, and when approaching the site from the Trans-Pennine Trail.</p> <p>Due to the dense planting of the site and the topography of the land, there are few long views of the site, and most views are restricted to the immediate setting.</p> <p>The setting of the site within the post-industrial landscape of the Dearne Valley is significant and is an opportunity to celebrate the natural environment, which has rapidly reclaimed the site since the 1990s.</p>	<ul style="list-style-type: none"> The key views identified within this document (see section 2.8) should be retained. Where possible, key views should be enhanced, through designed planting schemes and selective removal of dense undergrowth. Improving visual links with the spoil heap, existing footpath networks and the Dearne Valley Country Park should be encouraged.

Task	Issues and Opportunities	Recommendations
<p>Capacity For Change</p>	<p>The physical constraints of the Barnsley Main site somewhat preclude a new use for the site, particularly internally as the surviving machinery adds considerably to the significance of the site. Retaining equipment internally will reduce the practical uses the building can be put to.</p> <p>However, there is moderate capacity for change within the restrictions of the site, for example, options that celebrate the industrial heritage of the site such as a heritage centre or physical memorial to the Oaks Colliery Disaster. The major potential for change lies in the reuse of the internal spaces for a beneficial and income generating use.</p> <p>Externally, the ecological value of the site excludes new development. This would also be harmful to views, setting and the visual dominance of the colliery buildings. However, there is much scope to improve the natural environment on the site.</p> <p>The structures on the site are significant for the layers of fabric and their modifications over time, as repairs and alterations were required. The different levels of intervention such as 'conservation', 'repairs', 'reinstatement' and 'restoration' should be carefully assessed for impact before works are carried out.</p>	<ul style="list-style-type: none"> • The conservation principles that apply to the site are: <ul style="list-style-type: none"> ○ New fabric can be added to the site providing it is functional, a clearly modern intervention and does not strip away any historic layers of fabric. ○ New intervention must be of high-quality and add to the story of the site. ○ Restoration (the act of returning something to its former condition) and reinstatement (returning the building to a specific period in time) is not encouraged as this has the potential to remove significant layers of fabric. ○ Removal of fabric should be assessed on a case by case basis but is unlikely to be acceptable, unless it will improve the condition of the site, for example unblocking of windows to improve ventilation. • It is recommended that the natural environment immediately surrounding the structures is improved, following the policies set out in Action 5. • The future use of the site is considered in more detail in Action 7, however; the introduction of a sustainable new use beyond December 2016 should be balanced with the impact it may have on historic significance. For example internal and external alterations will need to be considered individually to assess the level of harm they may cause to heritage value.
POLICIES		PRIORITY
24	Proposals should protect special interest (as a rare survival of Yorkshires industrial heritage) and actively seek to enhance it where possible.	A-C
25	Specialist advice should be sought at an early stage and the appropriate consents obtained for the upcoming repair works.	A
26	Repairs to the fabric should be undertaken with the utmost care, using appropriate materials and techniques to ensure that significance is not harmed.	A-C
27	All previous layers of fabric hold value and should be assessed for significance before repairs or alterations are made and assessed on a case by case basis.	A-C
28	Alterations to historic fabric or the reversal of historic phases of intervention would need to be robustly justified in terms of harm to significance and the balance to public benefit, as defined within the NPPF.	A-C
29	Repairs should be honest and clearly identifiable as a new phase of intervention, adding to the layers of understanding within the structures.	A-C
30	Proposals should conserve the external appearance of the building and retain key identified views of the site.	B-C
31	Future regeneration of the site, including new planting or structures must not challenge the physical and aesthetic dominance of the existing structures.	B-C
32	Future internal alterations should not be carried out until an assessment of the significance of each space has been made, as some areas will have more capacity for change than others.	

6 CONSERVATION FRAMEWORK

Task	Issues and Opportunities	Recommendations
ACTION 7: CONSIDER THE FUTURE SUSTAINABILITY OF THE SITE		
<p>Operational Management</p>	<p>Barnsley Main is owned and managed by BMBC. The council is responsible for the long-term security and maintenance of the site. The site currently suffers from vandalism, graffiti and other anti-social behaviour due to its isolated location and its somewhat derelict appearance since closure in 1991.</p> <p>As part of the funding allocated to the DVLP, BMBC now have the opportunity to repair the structures and put in place a management system that will guarantee the condition of the site in the long-term.</p> <p>The preferred short-term (to December 2016) option for the site is to repair the buildings and retain them as a structure in the landscape, as a tribute or monument to Britain's mining heritage.</p> <p>Following this initial phase of work in the next three to five years, there is the opportunity to consider a sustainable solution for the site, i.e. one that can generate an income to maintain itself in the future. As part of the DVLP, there is the potential to begin to development proposals for the site, for example a feasibility study and public consultation.</p> <p>A feasibility study may find that there are few options for reuse that would provide an adequate income for maintenance. However, even occasional use and the involvement of volunteers in the site's management would be a positive step.</p> <p>There is an opportunity in the future, say in ten years, for the introduction of an active beneficial use that will generate income to sustain the maintenance of the site. Other options include the formation of a Building Preservation Trust or Charitable body that could take on responsibility and ownership of the building, thereby unlocking local support and funding options.</p>	<ul style="list-style-type: none"> Formal arrangements for cyclical maintenance and proactive repairs should be made. This should include a site safety risk assessment, a condition survey and an annual maintenance plan with allocated budget. During the DVLP programme, a feasibility study and public consultation should be carried out in the existing market and the possible future uses of the site. Consideration should be given within five to ten years to formalising the operational management of Barnsley Main within a steering group or endowing the site to a charitable organisation or building preservation trust. Although there are no immediate plans to open the building up to public access, plans should be put in place within three to five years to improve the presentation of the site i.e. unblocked windows and open-up doors, which will discourage vandalism and unauthorised access. Research the management structures of other similar sites (for example in Nottinghamshire) to inform the future management of Barnsley Main.
<p>Procurement</p>	<p>The procurement of services for the site, such as a costed condition survey, will need to be publically tendered in order to maintain transparency and to procure the best services in terms of their value for money.</p>	<ul style="list-style-type: none"> It is a requirement that services over the value of £2,500 are procured through an open tender process using a public system such as YorTender.

Task	Issues and Opportunities	Recommendations
Income Generation	<p>The NPPF places sustainability at the heart of the planning system, and it is recognised that places should be able to sustain their future maintenance and repair needs. This is acknowledged by the HLF, and is set out in Historic England's, Heritage Works. This states that establishing a viable economic use is often crucial to the regeneration of a site.</p> <p>There is the possibility that in the future Barnsley Main could be provided with the facilities and infrastructure to be able to cover some of its own repair costs, which would reduce the burden on BMBC.</p>	<ul style="list-style-type: none"> Consider the future beneficial and income generating use of the site. These could include guided tours, a heritage centre or educational facility. There is no requirement to compete with existing heritage attractions as Barnsley Main would offer a unique experience within Britain's mining heritage.
Internal Access	<p>Considerable alterations would be needed to make the interior safe for visitor access, although access by guided tour only would require a lower level of alteration.</p> <p>However, it is recommended that elements of Option 3 should be incorporated into the preferred option to allow for the interior of the building to accessible for public or maintenance access.</p> <p>Other colliery sites, Bestwood in Nottinghamshire for example, have used HLF funding to make the interior of the site accessible, including installation of a lift and safety barriers. Even so, visitors are required to wear hard hats near the winding engine.</p>	<ul style="list-style-type: none"> Uses for the internal spaces should be considered closely as part of a long-term feasibility study for the site.
Funding	<p>Barnsley Main has been allocated £152,000 as part of the DVLP for repairs to the site, works to the landscape, interpretation and signage.</p> <p>Beyond the scope of the project (ending in December 2016), thought will need to be given to how the repair and maintenance of the site will be funded.</p> <p>A selection of options for funding has been set out in Appendix F of this document. However, ownership of the site by BMBC precludes the use of many of these funding streams and the establishment of a charitable organisation is an option that should be considered.</p> <p>A dedicated steering group for the site would also allow ongoing fundraising to be carried out for the site.</p>	<ul style="list-style-type: none"> Pursue possible funding options for the site, following the initial phase of the DVLP works in December 2016. Look into the possibility of Section 106 funding. Consider establishing a charitable organisation or preservation trust to improve access to existing funding streams for the site.

6 CONSERVATION FRAMEWORK

Task	Issues and Opportunities	Recommendations
<p>Consultation</p>	<p>Consultation with the local community and key stakeholders throughout the DVLP project and beyond will be vital to ensure the views of the local people are heard and their needs are met.</p> <p>Allowing the local communities to become actively involved in shaping the future of the site is beneficial in the future as it ensures community buy-in.</p> <p>At this stage in the process, the Barnsley Main steering group has been consulted on the Conservation Management Plan, see Appendix E. In the future, there is the opportunity to carry out a public consultation to understand the opinions of local people as to whether further regeneration of the site or the retention of the buildings as a peaceful monument in the landscape is the preferred option.</p>	<ul style="list-style-type: none"> • Harness local support and volunteers to create a formal or informal preservation society or steering group who would be responsible for the collation of future research and managing the future use of the site. • Consult with local communities and key stakeholders of the site to understand their preferences for its future management and use. • Consult on the public interest in a new art installation on the site. • Make use of local support and interest to inform our understanding of the site, through calls for information and collections.
POLICIES		PRIORITY
33 Carry out a feasibility study into sustainable future uses for the site.		B
34 Consider formalising the operational management through the establishment of a steering group, preservation trust or charitable endowment.		A
35 Establish a viable use for the building that will ensure its long-term sustainability, in compliance with national and local planning policy.		B-C
36 Consult with local people and potential service users to ensure they have an input into the proposals.		A-C
ADOPTION AND REVIEW		
POLICIES		PRIORITY
37 The Conservation Management Plan should be subject to regular review. <i>See section 9 for more information</i>		A

7 NEXT STEPS

7.1 ACTION PLAN

The production of this Conservation Management Plan is the first step in the process of informing the future management and sustainable use of Barnsley Main. The chart on page 93 sets out a recommended programme of the policies that require actioning, which should be carried out within the indicated timeframe.

Within the next year, to coincide with the 150th anniversary of the Oaks Colliery Disaster, the aim is to adopt all the essential policies within Priority A and put these into action. These include condition and structural surveys, repair works and initial footpaths and interpretation for the site.

Those policies within Priority B and C are long-term goals (five to ten years) and should only be seen as recommendations, with the aim of establishing a sustainable new use for the site in the future. These include a feasibility study, opening up internal access and wider research and volunteer objectives.

PRIORITY

- A Duration of the Dearne Valley Landscape Partnership project (2014 to December 2016)
- B Mid-term future of the site, 3-5 years
- C Long-term future of the site, 5-10 years

7 NEXT STEPS

Policy no.	Priority A	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	2017	2018	2019	2020	2020-2030	
		Priority A																Priority B				Priority C
14	A risk assessment and access enabling works should be carried out in order to gain safe access to the interior																					
15	An external and internal structural and condition survey with costed recommendations should be produced in order to inform the repairs																					
16	Additional reports such as a measured survey of the interior, asbestos survey, and any others as necessary, should be carried out in concurrence with the condition survey																					
20	Works to buildings must consider potential impacts upon protected species and follow appropriate mitigation strategies. A full bat survey and Natural England licences may be required																					
25	Specialist advice should be sought at an early stage and the appropriate consents obtained for the upcoming repair works																					
12	Make internal access safe for maintenance and occasional tours and secure the entrance to reduce unauthorised access																					
18	A robust annual maintenance plan should be implemented and sufficient revenue allocated																					
17	Repairs to the internal and external fabric of the buildings should be carried out, as recommended in the condition survey																					
23	Japanese knotweed must be eradicated at the site to prevent its spread, particularly onto neighbouring land																					
36	Consult with local people and potential service users to ensure they have an input into the proposals																					
21	Make improvements to biodiversity through building enhancements such as installing roosts and nest boxes																					
22	Make improvements to habitats through a woodland management plan, including the introduction of new woodland and wild meadow flora																					
7	A robust interpretation strategy should be produced for the site and connected to the wider DVLP strategy																					
2	Signage and promotional materials should be provided as part of the DVLP in order to raise awareness of, and signpost towards, the site																					
4	Level and ambulant access should be sought for the landscape immediately surrounding the buildings, as far as is practically possible																					
34	Consider formalising the operational management through the establishment of a steering group, preservation trust or charitable endowment																					
1	A network of pedestrian footpaths should be created to link Bamsley Main with the wider Deame Valley																					
3	A lighting scheme or public art installation that enhances the visual appeal of the buildings should be considered																					
9	Produce a programme of research projects, events associated with mining heritage																					
11	Attempt to reduce the isolation and anti-social behaviour of the site by increasing footfall and review this periodically.																					
37	The Conservation Management Plan should be subject to regular review																					
Priority B																						
5	Carry out further research into the priority areas in order to better inform our understanding of the site																					
6	Ensure key research questions are investigated and their findings are taken into account when carrying out repairs or regeneration at the site																					
13	Challenge perceptions of the site by raising its profile and holding events there																					
33	Carry out a feasibility study into sustainable future uses for the site.																					
Priority C																						
19	Ensure that any local initiative to survey Grade II buildings for inclusion of the Heritage at Risk register includes an assessment of the site.																					
35	Establish a viable use for the building that will ensure its long-term sustainability, in compliance with national and local planning policy																					
Events																						
-	Experience Bamsley exhibition																					

Policy No.	General Conservation Policies
10	Improve the appearance and condition of the site by conserving and repairing the derelict buildings
8	Enhance intellectual access and the opportunities for engaging with the mining heritage, whilst ensuring the historic and natural environment is respected
26	Repairs to the fabric should be undertaken with the utmost care, using appropriate materials and techniques to ensure that significance is not harmed
24	Proposals should seek to protect special interest (as a rare survival of Yorkshires industrial heritage) and actively seek to enhance it where possible
27	All previous layers of fabric hold value and should be assessed for significance before repairs or alterations are made and assessed on a case by case basis
28	Alterations to historic fabric or the reversal of historic phases of intervention would need to be robustly justified in terms of harm to significance and the balance to public benefit, as defined within the NPPF
29	Repairs should be honest and clearly identifiable as a new phase of intervention, adding to the layers of understanding within the structures
30	Proposals should conserve the external appearance of the building and retain key identified views of the site
31	Future regeneration of the site, including new planting or structures must not challenge the physical and aesthetic dominance of the existing structures
32	Future internal alterations should not be carried out until an assessment of the significance of each space has been made, as some will have more capacity for change than others

7.2 CONCLUSION

The current Landscape Partnership project has helped assure the short-term future of Barnsley Main, as an integral part of the Dearne Valley post-industrial landscape. The policies set out within this Conservation Management Plan, adopted by DVLP and BMBC will help to secure the immediate future of the site, by addressing presentation and anti-social behaviour; improving condition, carrying out repairs, raising its profile and commissioning interpretation and art works that will enhance the site.

It is recommended that the preferred option, set out within the Building Review and Conditions Survey (2014) is carried out, but with additional thought given to the wider sustainability of the site. In order to provide for the future repair and maintenance needs of the buildings, a long-term solution must be considered. The need for an economically viable use for historic buildings is acknowledged by Historic England and is enshrined within national planning policy (NPPF).

The tasks associated with the DVLP, which are expected to be complete by December 2016, will provide a firm foundation from which to consider this longer-term sustainability of the site. This should be as a heritage asset that plays a role in the local community, with the potential to inspire and educate through open days, volunteering and research projects.

In the next 3 to 5 years, thought must be given to providing the buildings with a viable economic future; through a formalised management structure, fundraising options and feasibility study, which will reduce the burden on those currently responsible. BMBC and the DVLP now have an opportunity to think creatively about the potential and the opportunities of the site, not only to conserve the buildings but also to enhance them, providing a positive resource for the local community and wider visitors.



8 ADOPTION AND REVIEW

This Conservation Management Plan was issued as an initial draft to BMBC and DVLP in October 2015 and should be issued for consultation to the key stakeholders set out in Appendix E.

BMBC and DVLP have ultimate responsibility for its use and should agree to abide by the policies set out within the Conservation Management Plan. The final issue will be deposited with the South Yorkshire Sites and Monuments Record.

It is recommended that the Conservation Management Plan be subject to regular review, and is updated every five years or following major changes to the site. It is also suggested that key stakeholders are consulted again, as and when it is deemed appropriate, for example following the quinquennial review.

Furthermore, an annual review of the effectiveness of the policies relating to anti-social behaviour should be made, to ensure that crime and vandalism has been reduced and that the most effective methods of prevention are being employed.

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THE COAL AUTHORITY, MANSFIELD

Abandonment plans, Barnsley Main, showing underground workings and shaft locations

NATIONAL ARCHIVES, KEW

The National Archives contain large collections relating to the Coal Commission under the catalogue header COAL. Files relating to Barnsley are generally administrative and connected to dispositions, accounts and leases.

Examples of the photographs found within the collection:

- COAL80/68/2 Barnsley Main photo depicting new fan drift buildings, 1975
- COAL80/68/6 Barnsley Main photo depicting headgear, 1975
- COAL80/68/7 Fuel storage depot and area road transport offices, 1975
- COAL80/68/8 Surface, area road transport and workshop buildings, 1975
- COAL80/68/9 Headgear and workshop buildings, 1975

SOUTH YORKSHIRE SITES AND MONUMENTS RECORD

<http://www.heritagegateway.org.uk/gateway/>



APPENDICES

Appendix A: Planning Policy and Guidance

Appendix B: List Descriptions

Appendix C: Site Plan

Appendix D: 19th Century Industrial Sites

Appendix E: Elevations

Appendix F: Glossary

Appendix G: Stakeholder Consultation

Appendix H: Potential Funding Options

APPENDIX A: PLANNING POLICY AND GUIDANCE

4.1 NATIONAL POLICY AND GUIDANCE

The management of the Barnsley Main Colliery is subject to a number of statutory and non-statutory measures and planning policy frameworks that seek to ensure that any change on the site takes place in an informed and appropriate manner. The following summary sets out the key legislation and planning guidance relevant to the heritage assets of the state connected with the regeneration of the site.

4.1.1 PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT (1990)

Listed Buildings are designated under the Planning (Listed Buildings and Conservation Areas) Act 1990 for their special architectural or historic interest. Listing gives them protection as alterations, additions or demolitions are controlled by Listed Building Consent, which is required by local planning authorities when change is proposed. Conservation Areas are also protected under Section 69 of the same act.

4.1.2 THE NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The NPPF sets out the government's economic, social and environmental planning policies for England. At the heart of the Framework is a presumption in favour of sustainable development, which should be seen as a 'golden thread' running through both plan making and decision taking. This requires economic, social and environmental gains to be pursued jointly through the planning system.

A number of Core Planning Principles are contained within the NPPF including the need to conserve heritage, landscape and ecological assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations. The NPPF also emphasises the Government's commitment to ensuring the planning system does all it can to support economic growth. Specific policy sections of the NPPF relevant to the development of the site are:

- 1 Building a strong competitive economy
- 2 Ensuring the vitality of town centres
- 7 Requiring good design
- 8 Promoting healthy communities
- 9 Conserving and enhancing the natural environment
- 10 Conserving and enhancing the historic environment

CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT

The objectives of the policies protecting the historic environment are to maintain and manage change to heritage assets in a way that sustains and, where appropriate, enhances its significance. In order to make a sound decision, a planning authority needs to understand the significance of any heritage asset affected.

When determining applications the authority should take into account the Government objectives as expressed in the overarching definition of sustainable development and particularly (paragraph 131):

- the desirability of sustaining and enhancing the significance of all heritage assets (whether designated or not) and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities, including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Designated heritage assets are subject to specific policies (paragraphs 132 and 139) that require great weight be given to their conservation in all decisions, clear and convincing justification for any harm to significance. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional. Where a development proposal will lead to less than substantial harm to the

significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use (paragraph 134).

JUSTIFYING HARM

All grades of harm, including total destruction, minor physical harm and harm through change to the setting, can be justified on the grounds of public benefits that outweigh that harm taking account of the 'great weight' to be given to conservation and provided the justification is clear and convincing (paragraphs 133 and 134).

Public benefits will most likely be the fulfilment of one or more of the objectives of sustainable development as set out in the NPPF, provided the benefits will endure for the wider community and not just for private individuals or corporations.

Pursuing sustainable development involves seeking positive improvement in the quality of the built environment. Substantial harm or loss should be refused unless it is demonstrated that it is necessary to deliver substantial public benefits that outweigh that harm (paragraphs 8, 9 and 133). The public benefits may be achieved with less or no harm by alternative design or location.

4.1.3 HISTORIC ENGLAND, HISTORIC ENVIRONMENT GOOD PRACTICE ADVICE IN PLANNING, NOTE 3: THE SETTING OF HERITAGE ASSETS, 2015

Originally produced in 2011 by Historic England, this document has been revised to reflect changes resulting from the NPPF and now takes the form of a Good Practice Advice note (GPA 3).

The document sets out how the significance of a heritage asset derives not only from its physical presence and historic fabric but also from its setting – the surroundings in which it is experienced. The careful management of change within

the surroundings of heritage assets therefore makes an important contribution to the quality of the places in which we live.

Change, including development, can sustain, enhance or better reveal the significance of an asset as well as detract from it or leave it unaltered. For the purposes of spatial planning, any development or change capable of affecting the significance of a heritage asset or people's experience of it can be considered as falling within its setting.

Understanding the significance of a heritage asset will enable the contribution made by its setting to be understood.

The design of a development affecting the setting of a heritage asset may play an important part in determining its impact. The contribution of setting to the historic significance of an asset can be sustained or enhanced if new buildings are carefully designed to respect their setting by virtue of their scale, proportion, height, massing, alignment and use of materials.

A proper assessment of the impact on setting will take into account, and be proportionate to, the significance of the asset and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it.

When assessing the setting of heritage assets, regard should be had for Historic England's Seeing the History in View (2015). This document offers guidance for initial baseline analysis of the heritage significance in any selected view, followed by assessment of the impact on that significance of particular development proposals. It is currently being updated to reflect the NPPF but still offers a consistent and positive approach to managing change within the setting of heritage assets.

4.1.4 HISTORIC ENGLAND, CONSERVATION PRINCIPLES, 2008

'Conservation Principles' sets out the principles that:

- the historic environment is a shared resource
- everyone should be able to participate in sustaining the historic environment
- understanding the significance of places is vital
- significant places should be managed to sustain their values
- decisions about change must be reasonable, transparent and consistent
- documenting and learning from decisions is essential
- It also sets out a method for thinking systematically and consistently about the heritage values that can be ascribed to a place. The assessment of significance within this report uses the 'values' set out within this guidance.

4.1.5 PROTECTION OF BADGERS ACT (1992)

Badgers and their setts are protected under the Protection of Badgers Act (1992). It is an offence to:

- Wilfully kill, injure or take a badger (or attempt to do so);
- Cruelly ill-treat a badger;
- Dig for a badger;
- Intentionally or recklessly damage or destroy a badger sett, or obstruct access to it;
- Cause a dog to enter a badger sett;
- Disturb a badger when it is occupying a sett.

4.1.6 THE WILDLIFE AND COUNTRYSIDE ACT 1981

All bat species and their roost sites are fully protected under The Wildlife and Countryside Act 1981 (as amended). The Act makes it an offence to:

- Intentionally kill, injure, take, possess or trade in any bat species (as listed in schedule 5);
- Interfere with places used for shelter or protection or intentionally disturb animals occupying such places.
- All bat species are listed on Annex IVa of the European Habitats Directive 1992 (EC Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna and Flora). In the UK the Directive has been transposed into The Conservation of Habitats and Species Amendment Regulations 2012

4.2 LOCAL POLICY AND GUIDANCE

4.2.1 BARNLSLEY COUNCIL CORE STRATEGY

BMBC's Core Strategy was adopted in 2011 as part of the Local Development Framework. Core policies relevant to the Barnsley Main site include:

- 9.7 Local Character
- 9.9 Green Infrastructure

LOCAL CHARACTER AND THE HISTORIC ENVIRONMENT

BMBC aims to encourage high quality urban environments, achieve sustainable development, protect local distinctiveness, and protect and enhance the historic environment

A key part of protecting the historic environment is the production of Character Appraisals, Management Plans and heritage schemes. The council also hope to ensure that 'at risk' buildings receive particular attention to ensure they have an identified path to safeguard their long term future. Additionally the council aims to protect important landscapes by ensuring their settings and key views are respected, and not subject to inappropriate development.

The important industrial legacy of the town is recognised within policy:

Securing a sustainable future for the important legacy of buildings and structures associated with Barnsley's industrial past by ensuring our historic assets are appreciated and appropriately managed.

CSP 30 The Historic Environment

We will positively encourage the management, conservation and enjoyment of Barnsley's historic environment and make the most of the heritage assets which define Barnsley's local distinctiveness. Development which affects the historic environment and Barnsley's heritage assets and their settings will be expected to protect or improve:

- the character and/or appearance of Conservation Areas
- the character and/or appearance of Scheduled Ancient Monuments
- the character and/or appearance of Listed Buildings (including any locally listed buildings or buildings of archaeological significance)
- archaeological remains of local or national importance
- the character and/or appearance of historic parks and gardens and other historic landscapes including key views from and within these landscapes

GREEN INFRASTRUCTURE

BMBC aims to maintain and strengthen networks of natural habitats and use Green Infrastructure to promote sustainable growth, improve health and wellbeing, adapt to and mitigate climate change, and maximise biodiversity.

Policy documents relating to this include Barnsley Biodiversity Action Plan, Barnsley Landscape Character Assessment and Barnsley Green Spaces Strategy.

CSP 33 Green Infrastructure

We will protect, maintain, enhance and create an integrated network of connected and multi-functional Green Infrastructure assets that:

- provides attractive environments where people want to live, work, learn, play, visit and invest
- meets the environmental, social and economic needs of communities across the borough and the wider City Regions
- enhances the quality of life for present and future residents and visitors
- helps to meet the challenge of climate change
- enhances biodiversity and landscape character
- improves opportunities for recreation and tourism
- respects local distinctiveness and historical and cultural heritage
- maximises potential economic and social benefits

At a strategic level Barnsley's Green Infrastructure network includes the following corridors:

- River Dearne Valley Corridor
- River Dove Valley Corridor
- River Don Valley Corridor
- Dearne Valley Green Heart Corridor
- Historic Landscape Corridor

The network of Green Infrastructure will be secured by protecting open space, creating new open spaces as part of new development, and by using developer contributions to create and improve Green Infrastructure.

We will produce a Green Infrastructure Strategy for Barnsley which will be informed by the Leeds City Region and South Yorkshire Green Infrastructure Strategies.

The BMBC Remaking Barnsley Strategic Development Framework 2003-2033 is also of relevance to the current Landscape Partnership scheme.

4.2.2 THE DEARNE VALLEY LANDSCAPE PARTNERSHIP, LANDSCAPE CONSERVATION ACTION PLAN, 2013

Policy HD2.1: Barnsley Main: Marking Mining

This project focuses on protecting Barnsley Main, the last remaining mining headgear in South Yorkshire. The project will be developed and implemented in the build up to the 150th anniversary of the Oaks Disaster in December 2016. The project will:

- Consolidate and protect the structure and site to prevent deterioration of the fabric.
- Improve access to the site making it easier for people to access the site.
- Improve signage and interpretation to raise the profile of the site and increase awareness of the importance of it.
- Commemorate and record on the site the names of those who lost their lives in the Oaks Disaster – the worst mining disaster in English history.
- Identify and develop opportunities to mark the structure as a significant landmark in the landscape through creative approaches – in particular lighting.

Other relevant policies and projects within the Landscape Partnership:

- HD1: Archaeology of the Dearne – community investigations can feed into the project.
- ED3: Surveying the Dearne – community investigations can feed into the project.
- ED4: Creating and Managing Sites More Effectively – proposals for the site surrounding Barnsley Main can be developed through this project.
- DD6: Promoting the Dearne – the site will be marketed and promoted through this project.
- DD7: Exploring the Dearne – the physical access improvements will increase access to the site.
- DD8: Signposting the Dearne – the site will be included as part of the signage and interpretation programme.
- DD9: Art of the Dearne – The site will be used as a starting point for engagement and arts activity.
- DDI2: Learning from the Dearne – The site will provide an opportunity for outdoor learning.

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APPENDIX B: LIST DESCRIPTIONS

Barnsley Main Colliery Engine House and Pithead Structures

Grade: II

Date Listed: 4 June 2013

Building ID: 1413541

OS Grid Reference: SE3644906394

Summary

Disused colliery winding engine house and pit head structures of circa 1900 origin, but modernised 1956. Last significant surviving structures with a historical connection to the 1866 Oaks Colliery Disaster, England's worst mining accident.

Reason for Listing

* Industrial architecture: for the nationally rare survival of an essentially CI9 arrangement of winding shaft structures modernised in the 1950s by the National Coal Board;

* Degree of completeness: for the survival of a suite of winding shaft structures complete with a well preserved and extensive range of in situ equipment;

* Historic interest: as the last significant standing remains of Barnsley Main Colliery with its historical association with the Oaks Colliery Disaster of 1866, England's worst mining accident;

* Representative of the industry: as a poignant monument to the coal industry of the area, evidence of which has been almost totally removed from across the South Yorkshire Coalfield, formally one of the most significant industrial areas in the country.

HISTORY: Barnsley Main Colliery No.2 Shaft is shown on the 1892 Ordnance Survey map without any associated buildings, at that time labelled as part of Rylands Main Colliery whose pit head was immediately to the south. These workings were developed and renamed Barnsley Main Colliery: the earliest parts of the winding house and shaft top building are probably amongst the new buildings depicted on the Ordnance Survey map published in 1906. No.2 Shaft was deepened beyond the Barnsley Main Seam to reach the Fenton Seam in

1916, this seeing the introduction of machine cutting for the first time at the colliery. By 1931 Barnsley Main Colliery had expanded further, taking over Oaks Colliery (infamous for the 1866 pit disaster when 361 miners and 27 rescuers died in a series of methane gas explosions: to date, the highest death toll of any disaster in England), Oaks Colliery pit head being just to the south east, now redeveloped as an industrial estate. After the Second World War, Barnsley Main Colliery passed to the National Coal Board, resulting in the modernisation of No.2 Shaft with the installation of new headstocks and an electric winder. A simple 1956 datestone on the engine house is thought to date this modernisation, including the construction of the upper floor of the engine house and the upper part of the shaft-head building. The colliery closed and re-opened many times from 1929 until closure in 1966. In the 1970s No.2 shaft was re-used for man-riding (with the coal being brought to the surface at Barrow Colliery). Barnsley Main finally ceased production in 1991, followed by clearance of the buildings and general landscaping. No.2 Shaft with its headstocks and winding engine house was retained and passed into the ownership of the local authority. Openings were subsequently bricked up to secure the structures from unauthorised entry and vandalism.

DETAILS: Colliery winding engine house, headstocks and shaft head building, circa 1900 for Barnsley Main Colliery, modernised and reconstructed in 1956 for the National Coal Board.

MATERIALS: Brick with corrugated steel roof, steel headstocks. Concrete lintels and sills with steel windows: generally similar to the W20 design by Crittall.

PLAN: The engine house is three by four bays and lies to the south east of the shaft. It is detached from the smaller shaft-head building at ground floor level, but linked by a bridge at first floor level. The headstocks rise from the top of the shaft head building with its backstays rising from a buttress to the north west gable of the engine house.

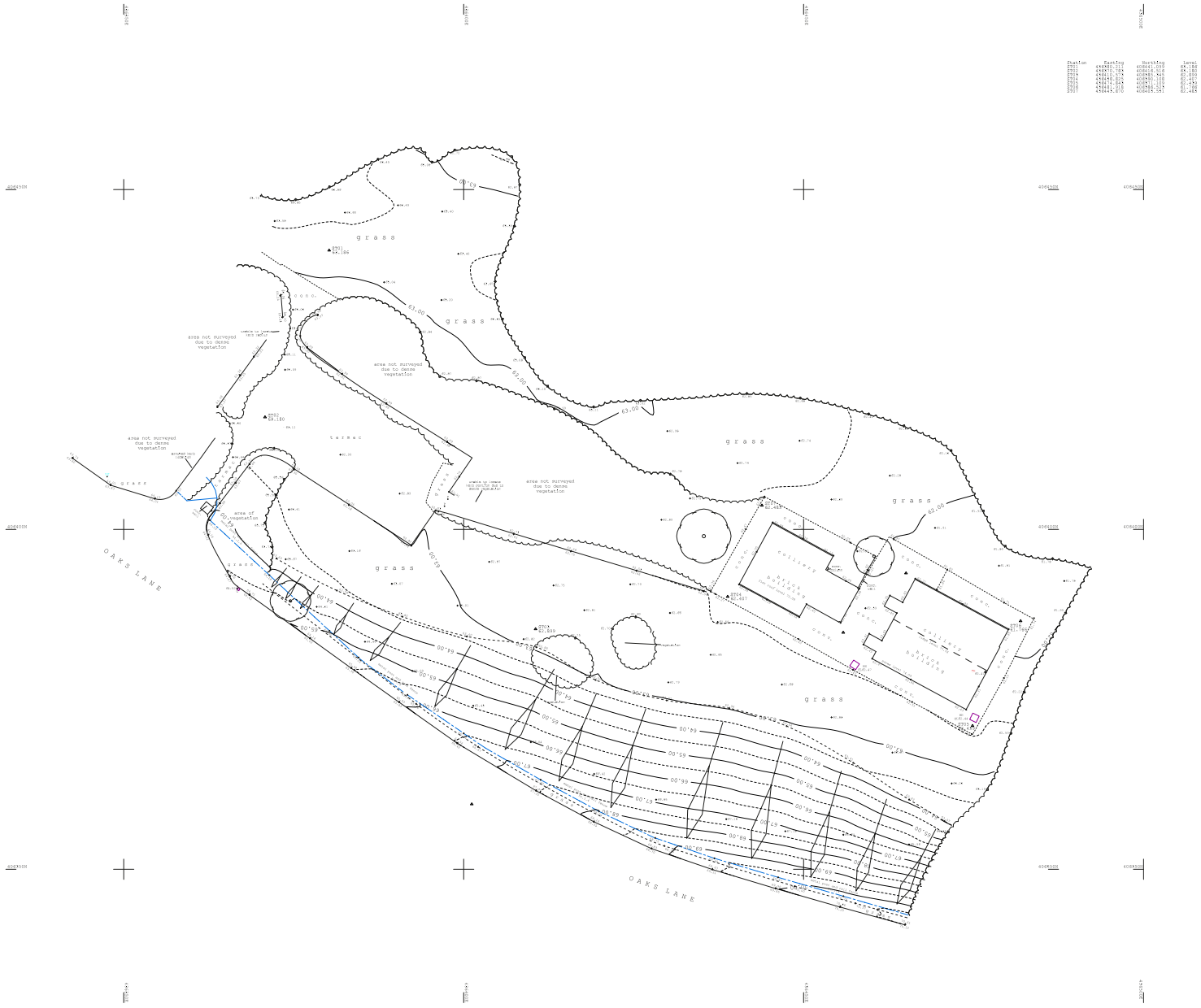
EXTERIOR: Engine house: This has a tall ground floor which is mainly blind except for a wide entrance in the western gable and a doorway and pair of windows at high level on the northern side. The ground floor has a slight batter to the wall face and a high, simple plinth to the northern side. The upper floor is in a different brickwork and is of pier and panel construction with simple dog toothing to the tops of the panels. Window details are the same as those to the ground floor, most retaining their steel frames and glazing bars, and regularly spaced with four to the north, three to the south and two to the eastern gable. The date stone is central to the northern side and is a simple, small plaque reading 1956. The roof is topped by two steel ventilators.

Shaft head building: This also has a tall, mainly blind ground floor and an upper floor in later brickwork. Window openings (infilled with blockwork) are scattered and generally square. Extending upwards from the flat roof of the building is the steel enclosure for a pair of double deck cages, this being at the head of the shaft within the base of the headstocks. Above are the two pit winding wheels with a third, smaller, emergency winding wheel. The structure of the headstocks also includes maintenance gantries and walkways.

INTERIOR: Not accessible but reported to retain the electrically powered drum winder and associated equipment such as the hydraulics for the breaking system, the control cabin, and an overhead travelling gantry crane. At least one electrical control box has the maker's name "Metropolitan Vickers". The shaft retains its cages, gates and other control and maintenance equipment.



APPENDIX C: SITE PLAN





APPENDIX D: 19TH CENTURY INDUSTRIAL SITES

APPENDIX D: 19TH CENTURY INDUSTRIAL SITES

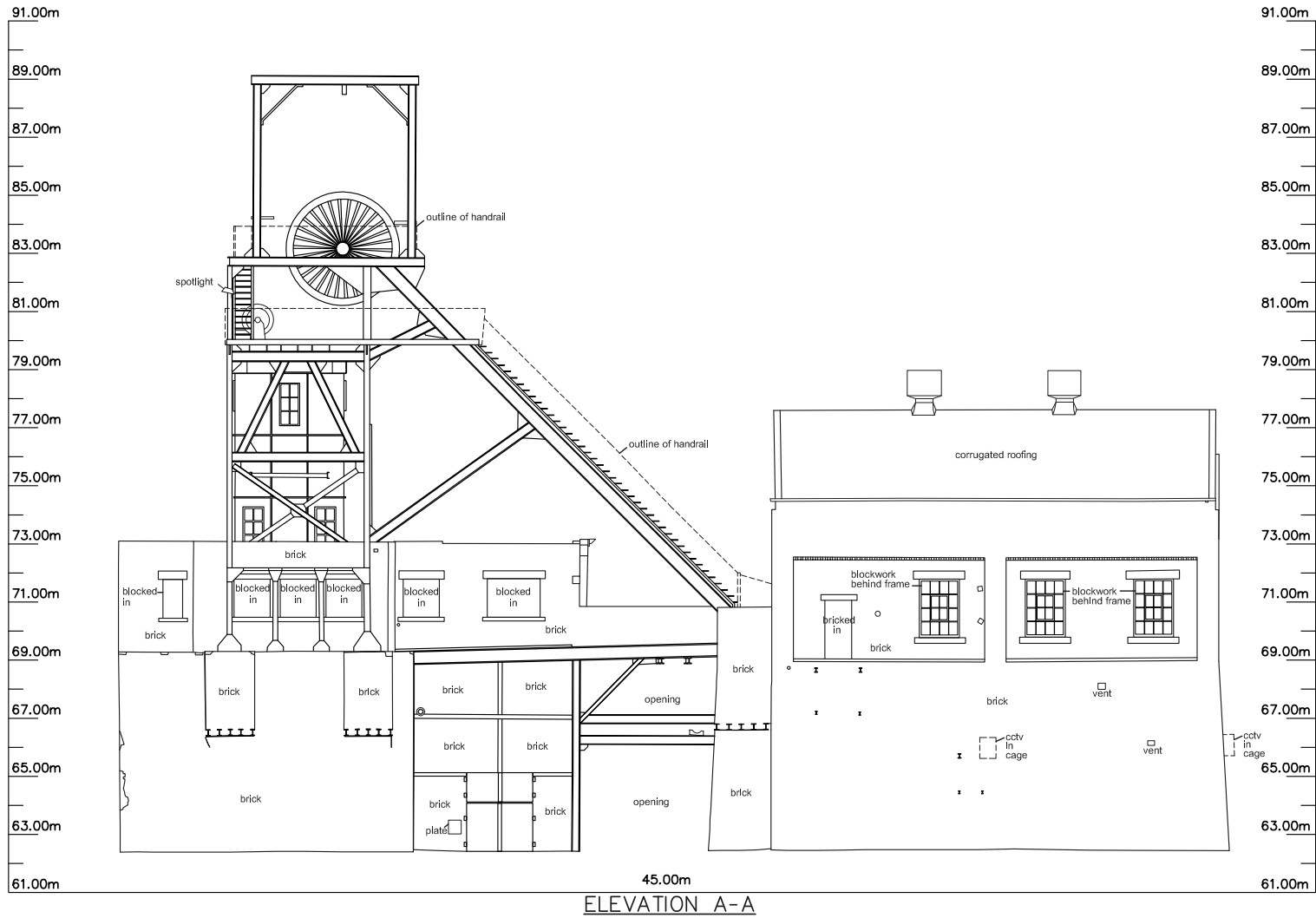
1	Site of former Hoyle Mill Bleach Works c.1855
2	Site of former Beevor Hall Bleach Works c.1855
3	Site of former Borough Flint Glass Works c.1892
4	Site of Oaks Glass Bottle Works c.1892
5	Location of a large sandstone quarry in 1855
6	Levelled spoil heaps
7	Former railway line/tram road
8	Site of Hoyle Mill Sandstone Quarry c.1855 (shown as disused in 1892)
9	Railway sidings removed c.1965
10	This section of river was straightened c.1892-96
11	Originally known as the 'Hoyle Mill side' of the Oaks Colliery in 1855, this became known as Rylands Main Colliery in 1892 and later Barnsley Main Colliery (along with the rest of the site) in 1906. After the reopening of the site in the 1970s this part of the site was known as the Barrow Colliery (the company had merged with another mine owner to form the Barrow Barnsley Colliery Co.)
12	Former site of Cupola House
13	Ancillary site buildings
14	Site of early 20th century Coke Ovens
15	General offices
16	Site of 1970s Depot and Works buildings
17	Site of old coke ovens c.1892 to c.early 20th century
18	Site of former Hope Glass Works c.1892 to c.1950s
19	Original site of the Oaks Quarry and site of the 1886 disaster. The site was taken over by the Barnsley Main Colliery Co. in 1896, though it was referred to as 'Old Oaks Quarry' on the 1906 OS map. Referred to as the Barnsley Main Colliery on later maps.
20	Site of Landing Place and Weigh House of Oaks Colliery c.1855



1855 OS map with the location of the existing engine house and pithead indicated in red markup as shown below.
Baseplan © 2015 Infoterra Ltd & Bluesky

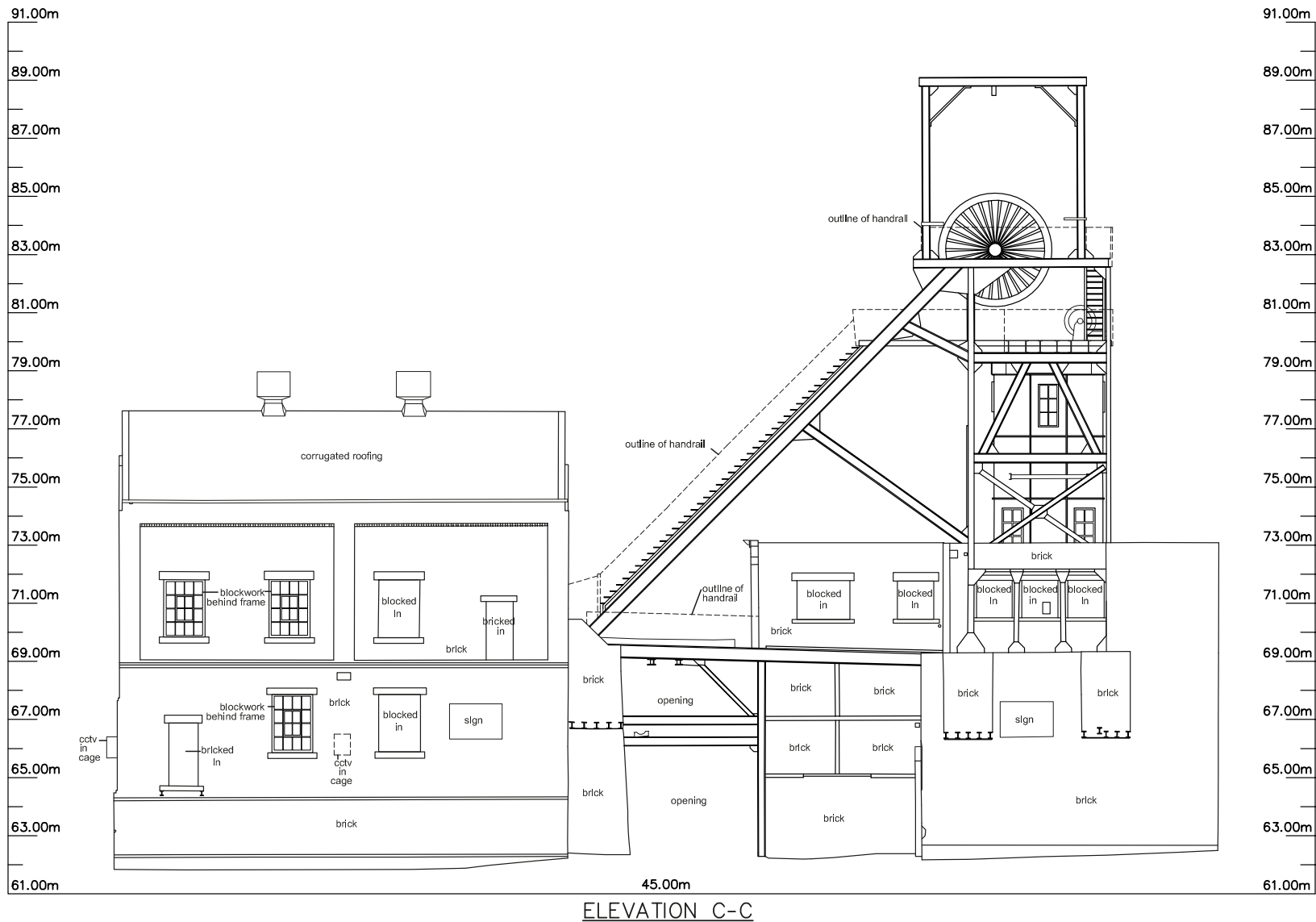


APPENDIX E: ELEVATIONS

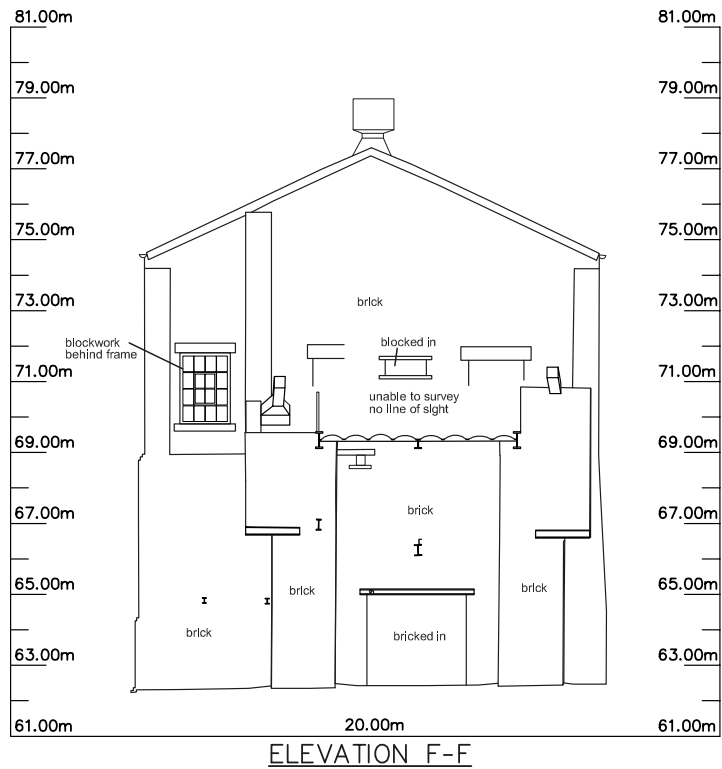


A-A – south-west elevation – winding house and headstocks building

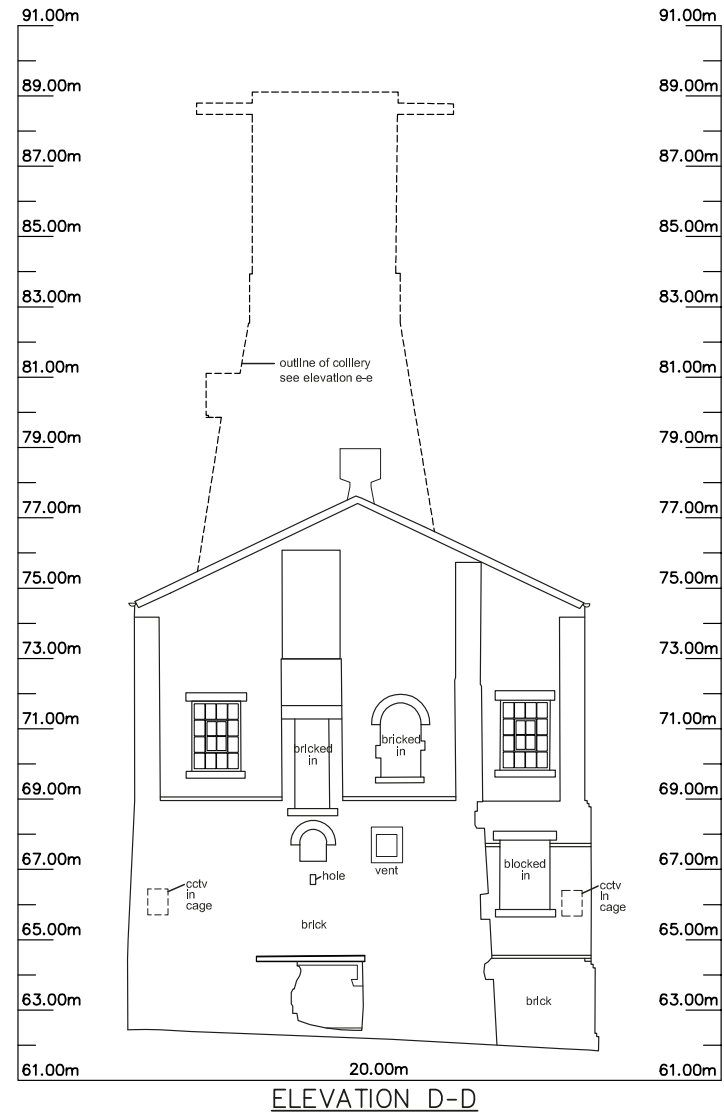
APPENDIX E: ELEVATIONS



C-C – north-east elevation – winding house and headstocks building

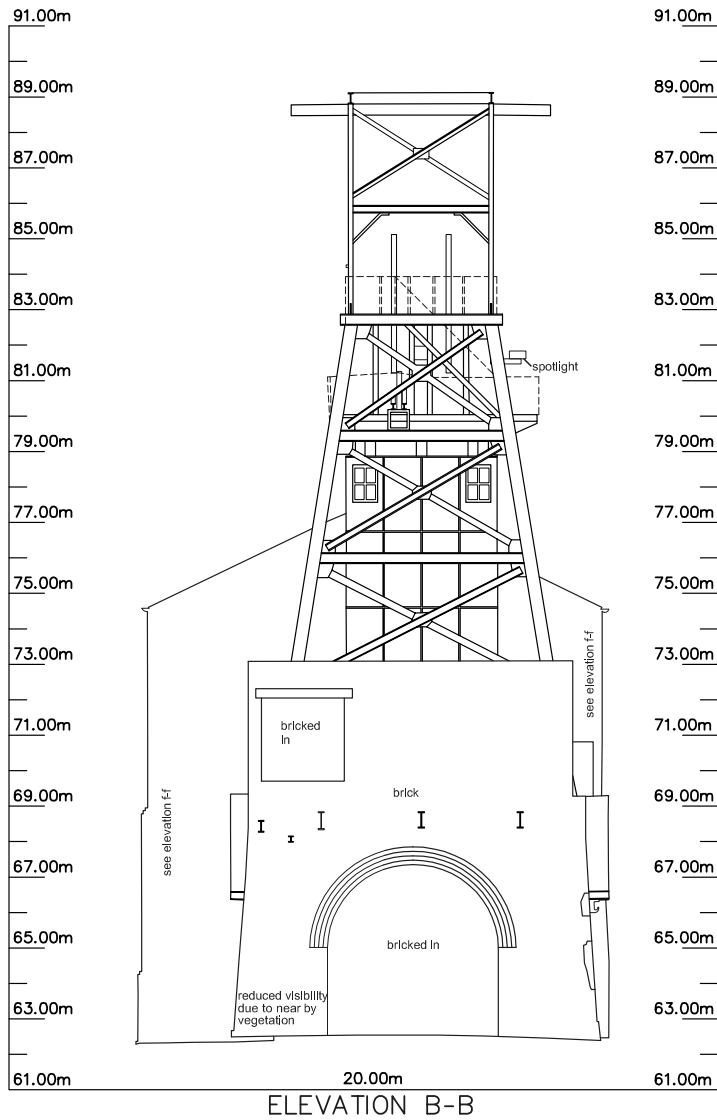


F-F - north-west elevation – winding house

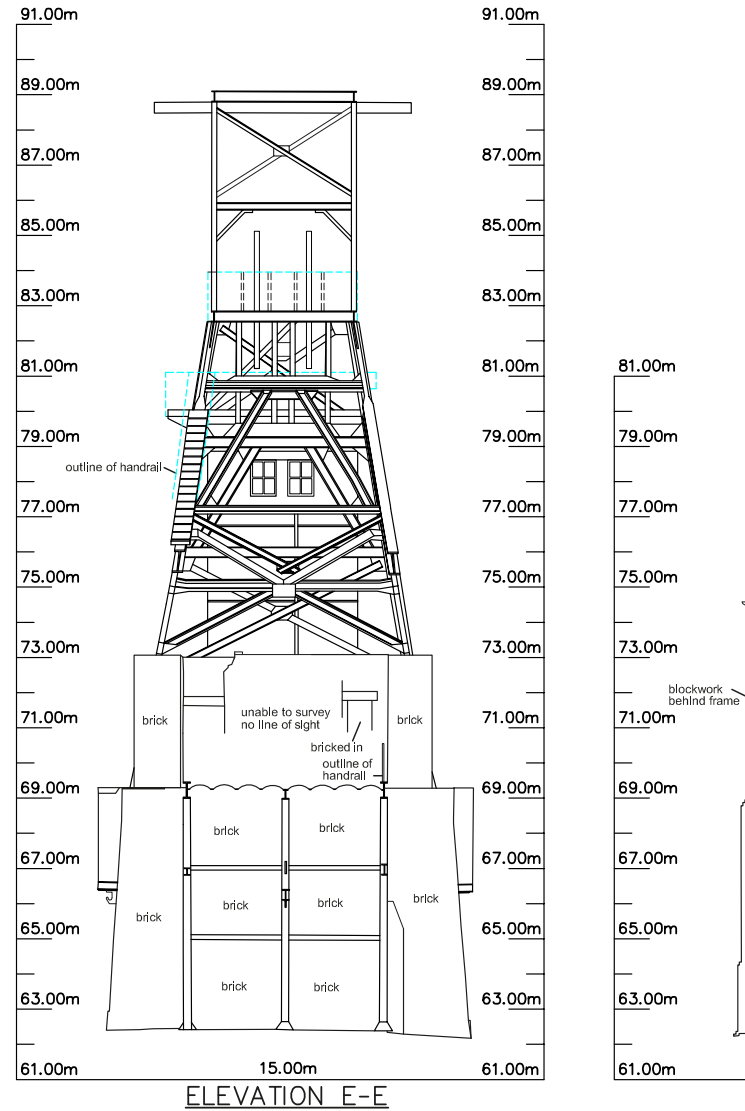


D-D – south-east elevation - winding house

APPENDIX E: ELEVATIONS



B-B – north-west elevation – headstocks building



E-E - south-east elevation – headstocks building

APPENDIX F: GLOSSARY

Bank, pit bank or pit brow: The bank, pit bank or pit brow is the area at the top of the shaft

Beam Engine: A type of steam engine much favoured in Cornwall for use in pumping, winding and providing the power to crush ores ready for dressing. In most cases, the engine house formed an integral part of the framing of the engine. The common engine in South Yorkshire was the Newcomen engine.

Brick Bonds:

- o English Bond – One course in stretcher bond, and one course in header bond.
- o English Garden Wall Bond - Three courses of stretchers to one of headers.
- o Scottish bond - One header course to five stretcher courses.

Cage: The cage is the iron framework in which men and coal tubs are wound up and down the shaft.

Downcast, downcast shaft: The downcast is the shaft by which fresh air descends into the mine. After a disaster at Hartley Colliery in 1862, legislation decreed that collieries should have two means of entering the coal workings. In effect this meant two shafts which aided ventilation.

Headframe, headstocks or headgear: The headframe, headstocks or headgear is the framework holding the winding wheel over the shaft. Also known as the pit head.

Heapstead: The buildings at the surface of a mine

Main gate: The main gate is the intake airway and the conveyor belt road to move coal from the face to the shaft.

Shaft: A vertical or near-vertical tunnel sunk to give access to the extractive areas of a mine.

Spoil tip: A spoil tip is a pile built of accumulated spoil - the overburden or other waste rock removed during coal and ore mining.

Trackways, railways, tubs: small iron railway tracks used across the site for transporting tubs of coal and coke.

Upcast, upcast shaft: The upcast is the shaft by which the spent air is expelled after ventilating the mine workings. It may be considered a type of chimney

Winder: The man who operates the winding engine.

Winding Engine: A winding engine is a stationary engine used to control a cable, for example to power a mining hoist at a pit head. Electric hoist controllers have replaced proper winding engines in modern mining

Winding Engine House: A building designed to contain steam, gas, oil or electric engines on a mine or other works. When forming part of the framework of a beam engine these were particularly strongly constructed.



APPENDIX G: STAKEHOLDER CONSULTATION

BARNSELEY MAIN STEERING GROUP

NAME	ROLE
Carol Brady	Central Area Consult Manager
Cllr. Brian Mathers	Stairfoot
Cllr. Doug Birkinshaw	Central Barnsley
Cllr. Joe Hayward	Cudworth
Cllr. Karen Dyson	Stairfoot
Cllr. Martin Dyson	Central Barnsley
Jo Birch	BMBC- Community Leisure Officer
Lynn Dunning	BMBC- Group Leader Arts and Heritage
Philip Spurr	BMBC- Assistant Director Culture and Regulation
Richard King	DVLP Development Manager
Stephen Miller	DVLP Community Officer
Sally Gawthorpe	DVLP Support Assistant
Sue Thiedeman	BMBC- Head of Culture and Visitor Economy
Chris Skidmore	National Union of Mineworkers
Fiona Kouble	Christ Church, Ardsley
Jayne Dowe	Community Representative

APPENDIX H: POTENTIAL FUNDING OPTIONS

ARCHITECTURAL HERITAGE FUND

Project Development Grants of up to £25,000

These grants are available to not-for-profit organisations to cover the costs of co-ordinating and developing a building project. Another option is the Project Viability Grant, to assess whether it is viable to bring an historic building back into a sustainable use.

BIG LOTTERY

Awards for All, grants of up to £10,000

A scheme for voluntary groups and local authorities to carry out projects that will improve their local community.

CHARLES HAYWARD FOUNDATION

Heritage and Conservation programme, £25,000 to £50,000

Awards grants to registered charities for capital costs. It places great emphasis on developmental or innovative projects and enabling projects that would not otherwise happen, focusing on impact at a local community level.

There is also a smaller grant scheme of awards up to £7,000 for organisations with a turnover of less than £350,000 per annum.

HERITAGE LOTTERY FUND

Various grant schemes for historic buildings, ranging from Sharing Heritage (£3,000-£10,000) to Heritage Grants (over £100,000). A strong community and activity element is expected with each project, but can also cover repair costs and capital works.

HISTORIC ENGLAND

Repair Grants for Heritage at Risk, £10,000+

These grants are given for the repair and conservation of heritage assets to enable repair and improve future management. The structure must be on the Historic England, Heritage at Risk register (Barnsley Main is not).

NATIONAL CAPACITY BUILDING PROGRAMME

English Heritage offer grants to voluntary organisations for projects that promote the conservation, understanding and enjoyment of the historic environment. Grant offers vary by project.

PILGRIM TRUST

Various levels of fundraising are available for projects in the UK concerned with social welfare and heritage preservation

There may also be funding streams available that focus on improving biodiversity and the natural environment of the site.

SKINNERS COMPANY, LADY NEVILLE CHARITY

£1,000

One-off capital grants available to grassroots charitable organisations that offer a diverse range of activities and interests. Priority areas include Local Heritage and Local Community.

THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

Restoration Grants of up to £20,000

The structure must be significant for its industrial heritage and must be covered by a Conservation Plan. The heritage asset must be sustainably managed, displayed and interpreted for the public (the public must have full access to the asset). The applicant must be a not-for-profit organisation and should be used as partnership or match funding.

THE DULVERTON TRUST

Max value £30,000

Grants for projects in the field of youth opportunities, general welfare, conservation and preservation, supporting national and regional charities.

TRUSTHOUSE CHARITABLE FOUNDATION

Max value £30,000

Grants for charitable and not-for-profit organisations relating to projects that address health, community support, arts education and heritage.



PURCELL

Barnsley Main Colliery; Conservation Management Plan; November 2015