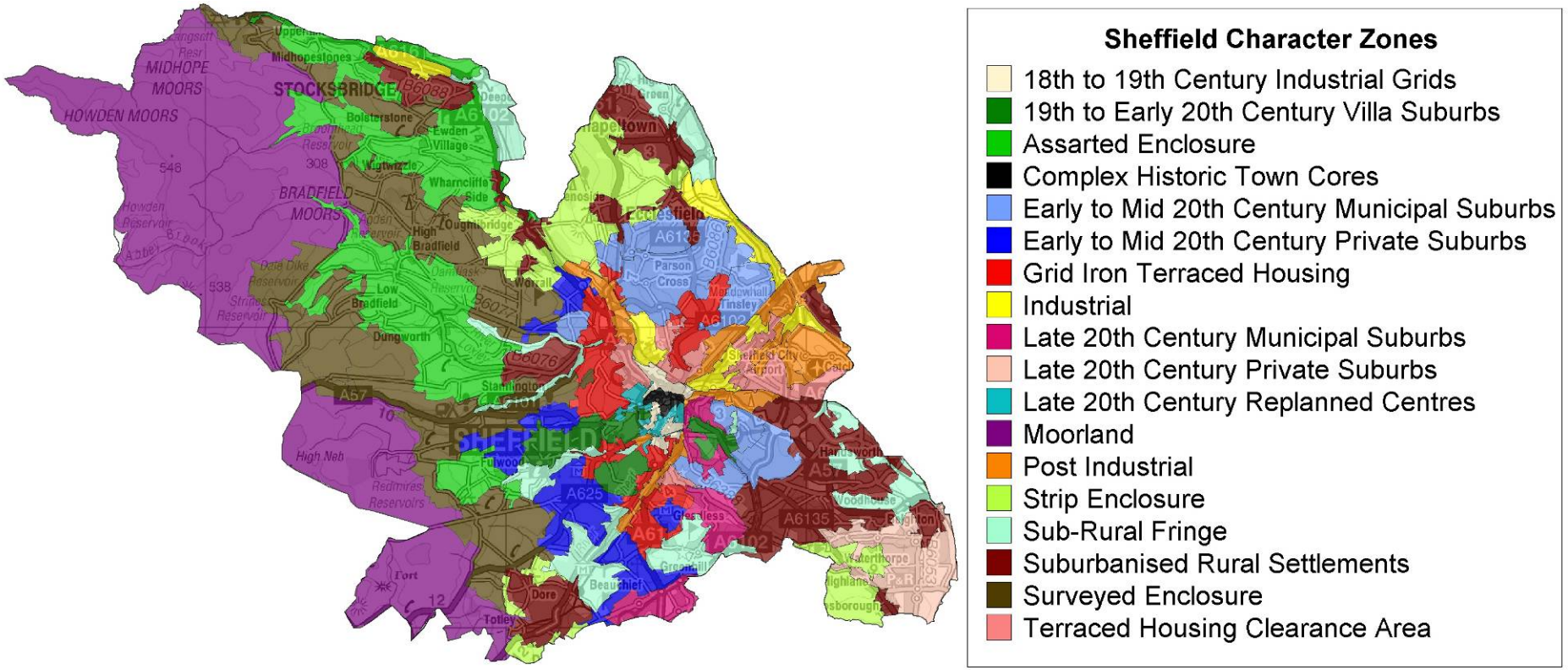
Sheffield Character Zone Descriptions



Moorland

Summary of Dominant Character

Figure 336: Foulstone Moor in the 'Sheffield High Peak' Character Area

This zone marks the western edge of Sheffield and continues to the north into Barnsley, and to the west and south into Derbyshire. It falls entirely within the Dark Peak Landscape Character Area (Countryside Commission 1998 111-115) and consists of areas of "[w]ild and remote semi-natural character created by blanket bog, dwarf shrub heath and heather moorland with rough grazing and a lack of habitation" (ibid, 111). The area is linked to lower ground to the east, within the 'Surveyed Enclosure' and 'Assarted Enclosure' character zones, by areas of plantation woodland and reservoirs, as well as by steeply incised valleys or cloughs cut into the underlying gritstone geology. Over most of the zone, ground cover alternates between vast areas of blanket bog, heather moorland and rough grassland grazing. Whilst classified by the HEC project as 'Unenclosed Land', i.e. the majority of the area is not subdivided by internal boundary features, this area was generally subject to Parliamentary Enclosure. This process generally involved:

"the removal of communal rights, controls or ownership over a piece of land and its conversion into 'severalty', that is a state where the owner had sole control over its use, and of access to it." (Kain *et al* 2004, 1).

The enclosure of the land for the management of game has led to vast areas of managed heather moorland. Viewed from the air, these areas display a complex mosaic pattern, produced by controlled burning in order to encourage habitats suitable for red grouse. Without this management practice, much of the high moors could be expected to develop over time into birch scrub woodland. Management for grouse shooting is also visible in the walls enclosing the edges of the moors (designed to keep people out, rather than livestock in) and in grouse butts, constructed as shooting positions (Bevan 2004, 126).

This zone has also been frequently exploited for the extraction of minerals, since at least the medieval period, leaving a number of quarry sites visible.

Inherited Character

The prehistoric landscape of the upland moors is thought to have been quite different from the heather dominated moors of today. Environmental evidence, principally taken from the analysis of pollen sequences in the region, indicates that a mosaic of woodlands, scrub and grassland developed - with open woodland cover extending even to the high moors (Bevan 2003, Chapter 2, p3), following the retreat of the ice at the end of the last Ice Age. There would have been some more open areas within the denser vegetation, resulting from natural processes of lightning strike fires, tree falls, gales and wild grazing. These areas may well have been attractive to Mesolithic hunter-gatherer populations, due to their richer ground vegetation and their attraction to important game resources such as red deer (ibid, Chapter 2, p7). Occupation of upland areas during the Mesolithic (attested to by the many find-spots of Mesolithic tools recorded on the South Yorkshire SMR) was probably part of a seasonal round with visits made to this zone at times when it was particularly rich in resources (Barnatt and Smith 2004,12).

A significant cultural and economic horizon has been detected during the Mesolithic, represented in this area by changes in the flint toolkits being used (ibid, 12), with an increasing specialisation and localisation of tool types interpreted as indicating more restricted seasonal patterns of movement. Associated with this material change is a horizon within regional pollen sequences indicative of increased clearance of woodland, probably by fire. This has been connected to the formation of blanket bog; as trees were removed from the landscape there was a reduction in transpiration rates resulting in waterlogging of the thin soils (Bevan 2004, 32). The rate at which this blanket bog grew and the relative importance of human influence and climatic change in its development are somewhat controversial subjects. It seems likely though that the earliest areas to lose their tree cover would have been the highest points of the moors.

The introduction of domesticated species into this zone in the Neolithic is unlikely to have been accompanied by dramatic cessation of either earlier hunting practices or seasonal patterns of movement (Bevan 2004, 33). New practices such as the deliberate keeping, breeding and droving of animals were probably integrated into an existing seasonal round. The 'rituals' of daily and annual practice appear to have transformed and domesticated the landscape over many generations rather than in a dramatic change at the beginning of the Neolithic; changes to the character of the landscape as a whole may well have been imperceptible to individual generations. In this zone, clear archaeological indicators for more sedentary lifestyles do not generally appear until the Bronze Age. Field systems, which may date to this period, and associated cairns, barrows and hut circles are recorded on the South Yorkshire SMR in this zone, although generally these are restricted to the lower altitudes. Most Bronze Age monuments in this zone occur at below 350 – 400 m AOD.

Analysis of environmental samples taken from peat deposits at Stoke Flat, just west of the South Yorkshire border (Long *et al* 1998), allow a more detailed localised picture of the environment to be developed. The field systems and monuments of Stoke Flat are comparable to others found at similar altitudes (300m AOD) on the moors, such as those in this zone to the west of the Burbage Brook. The Stoke Flat data suggests that the Bronze Age field-systems found on the eastern moors of the Peak District may have stayed in use into the 1st millennium BC (ibid, 516) in a landscape still largely characterised, at this altitude, by open woodland punctuated with small scale field systems where there was some cultivation of cereal crops. A sharp decline in the remaining woodland cover becomes apparent in the period 373 BC – 223 BC (in the Middle Iron Age). Notably, this decline in tree pollen appears to be associated with a similar decline in the microfossils indicative of cereal cultivation – instead the pollen sequences have been described as indicating the establishment of *"a more open environment dominated by moor and grassland types"* (ibid, 511). The work at Stoke Flat suggests that during a period of climatic change the direct management of the fields and woodlands of the eastern moors was abandoned, leading to increased uncontrolled grazing that consequently left the woodlands unable to regenerate in the wetter climate (ibid, 517-518).

Later Characteristics

During the medieval period the moorland landscape is likely to have been more extensive than that of today, with many areas to the east having been 'improved' by enclosing and intensively grazing areas of former rough ground (see 'Surveyed Enclosure' and 'Assarted Enclosure'). The moors on higher land continued to be an important resource for the inhabitants of the valleys below. The moors were generally seen as a resource held 'in common', meaning not that they were owned by all but that particular groups held traditional rights to graze animals and gather resources such as bracken for thatch and bedding, and heather and peat for fuel (Bevan 2004,

89). Despite these common rights, the open moors remained the legal property of individuals, meaning that property claims and rights of access could be and were open to question. A legal battle over the precise line of the boundary between Hallam and Hathersage Moors and the ownership of the commons and cottages at Moscar (which form the western boundary of the 'Hallam and Burbage Moors' character area), beginning in 1574, is an example (Bevan 2004, 114-115). The legalities of the case dragged on for over 150 years; the boundary was eventually formalised and marked (boundary stones still a legible feature along much of its length) to the Hallamshire side of Moscar. Something of the practical importance of what may seem legal technicalities can be garnered from the protests made by 'men of Bradfield' in 1705 that demanded the restoration of their rights of common on Derwent Moors.

By the mid 19th century the management of the upland moors for grouse shooting was generally seen by landowners in Derbyshire as "a more important and profitable use of the moors than livestock pasturing" (ibid, 126). Physical manifestations of this change in management form the basis of the present character (see above).

Significant modern influences on the historic character of the zone strongly reflect the influence of the nearby presence of a large urban population in Sheffield. This population began to grow in size exponentially from the 17th century onwards (Pollard 1956, 172), creating an increasing demand for resources such as water, minerals and open space for recreation. In this zone these demands are clearly manifested in the present landscape, most notably in the upper Rivelin Valley where the Rivelin Dam Reservoirs were built around 1845. Recreational influences are most apparent in the management of the moors by the Peak District National Park, set up in 1951 in order to "conserve the character of the Peak District landscapes and to enable visitors to enjoy them" (Barnatt and Smith 2004, 136). The foundation of the National Park, the first in the UK, was in part a tacit acknowledgement of growing claims of the importance of the landscape as a specifically recreational and cultural amenity. These claims were brought to the fore in the Peak District by direct action and information raising campaigns by groups of ramblers such as the Sheffield Clarion Ramblers and the British Workers Sports Federation (Bevan 2004, 164-167), culminating in the mass trespass of Kinder Scout in 1932. Groups often based their claims of access to the moors on detailed studies of history and archaeology, helping to demonstrate a history of 'common' access in order to legitimate their contemporary claims (often fiercely resisted by landowners and tenants). A legal right of access was finally established in the 2000 Countryside and Rights of Way Act.

Present day management of the moors for recreation is undertaken hand in hand with programmes of work to manage the historic elements of the landscape. Public access (largely operated, since the establishment of the National Park, by agreement rather than legal precedent) has brought its own lasting physical changes to the landscape, notably the provision of car parking facilities, hard wearing footpaths, interpretation noticeboards and

signposts – as well as more intangible and potentially temporary intrusions such as traffic, pollution, litter and vandalism.

Character Areas within this Zone
'Hallam and Burbage Moors', 'Sheffield High Peak'

Assarted Enclosure

Summary of Dominant Character

This zone is dominated by agricultural landscapes enclosed in irregular patterns. The enclosures within this zone and those of the 'Strip Enclosure' zone form the bulk of the surviving landscape still characteristic of the nature of rural land division before the development of Parliamentary Enclosure in the late 18th century. Landscapes originally enclosed in a similar piecemeal fashion but later subject to significant influences from adjacent urban / industrial areas are not included in the zone.

Assart, the term used to describe woodland cleared for cultivation, has been used to describe the character of this zone, although the irregular fields of this zone are probably the result of piecemeal enclosure of moorland, as well as of woodland. Most such piecemeal enclosures date to the medieval or early post-medieval period. The boundaries of the small, highly irregular fields seen in the Mayfield valley are species rich hedgerows (Friends of the Porter Valley 2004, 62-75), a classic indicator of land assarted from woodland (Taylor 1975, 95).

This zone can mostly be found to the west of the modern city of Sheffield, on the lower slopes of the river valleys. The enclosures within this zone vary in their regularity. The most clearly assarted enclosures are irregular ones on the lower slopes, which tend to have hedged boundaries; away from these areas field boundaries are usually of stone. Some enclosures in this zone form strips arranged in furlong blocks that are set at right angles to one another and feature fields with reversed 's' shaped curves. These have been interpreted as examples of small 'town fields' attached to small settlements. These probable former strip fields have been included in this zone as they rarely form systems as large or clear as those to the east of the city, described in the 'Strip Enclosure' zone.

A dispersed settlement pattern is generally seen within this zone, while nucleated settlements are generally related to areas of former common field agriculture (see the 'Strip Enclosure' zone). This relationship has long been recognised in landscape studies (see, for example, the distinction between 'Ancient' and 'Planned' countryside in Rackham (1986, 4-5), or between 'nucleated' and 'dispersed' settlement zones in Roberts and Wrathmell (2000)). Data collected for the urbanised area of Sheffield suggests it is a frontier between these two settlement zones, and here there is significant blurring of the two.

Within this zone, enclosure patterns indicative of assartment of both woodlands and moorland and associated farmsteads intermingle with small villages such as High and Low Bradfield, Dungworth and Onesacre, which appear to have been associated with small common arable systems – generally only one former open field can be identified for each of these

settlements. Characterisation records interpret a similar pattern extending into the present urban area of the city, as far east as Parson Cross and Wincobank, and as far south as the River Sheaf, with a small nucleated settlement associated with an open or town field at Crookes.

A significant correlation can be seen in the distribution of surviving cruck buildings and areas characterised as piecemeal enclosure, and there is a particular correlation with the assarted enclosure zone. Cruck construction in South Yorkshire generally dates to the 14th-17th centuries (see Ryder 1979c), which corresponds well with the expected date of assarted enclosure.

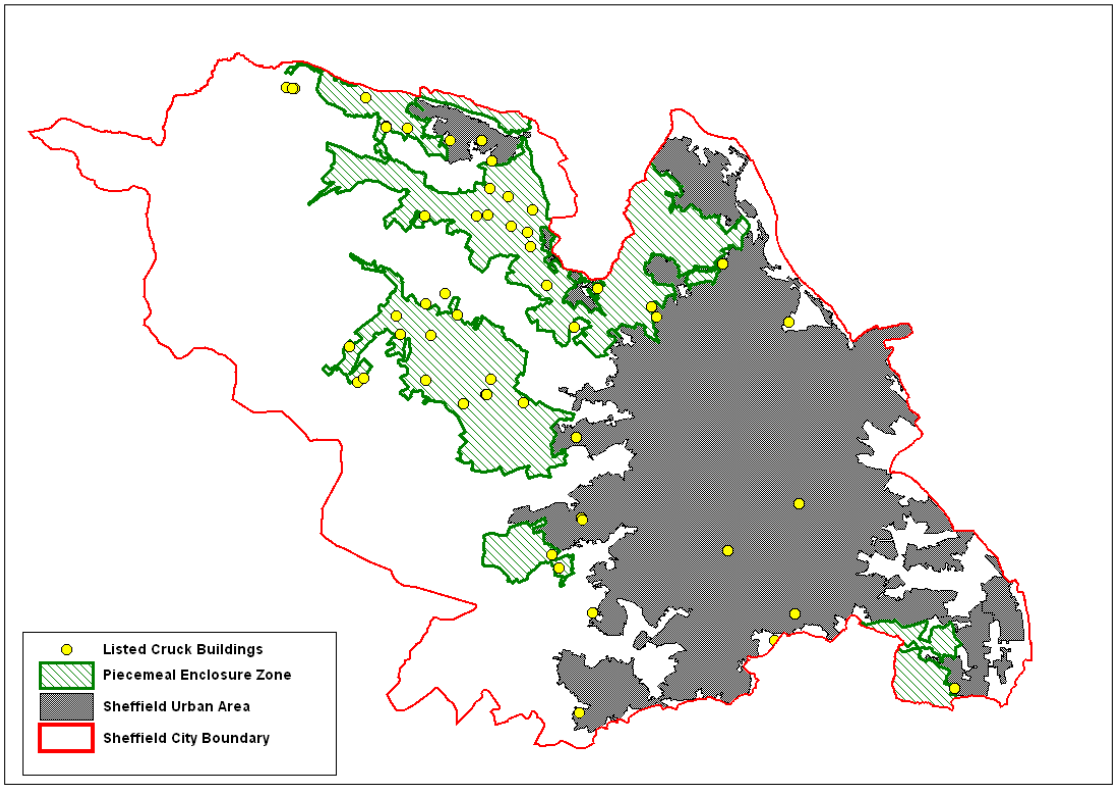


Figure 337: The distribution of listed 'Cruck Framed' timber buildings is closely related to that of land enclosed piecemeal before Parliamentary Enclosure – particularly with assarted enclosure.

Inherited Character

Traces of the ancient woodlands from which much of this enclosed landscape was assarted can be seen across this zone (and the 'Strip Enclosure' zone, particularly to the north of the city). These woods typically survive on steep slopes where the land was impractical to clear. Where these woodlands have not been replanted during the past 150 years they generally have many legible archaeological features relating to their

management for timber, mineral extraction and charcoal burning (Jones 1989).

Later Characteristics

Many elements in this zone, such as its placenames, ancient woodlands, cruck buildings and dispersed settlement patterns all point to origins in the medieval period, or possibly earlier. However, there are also significant modern influences. Major landscape change in this zone began in the late 18th century and continued into the mid 19th century, with the enclosure of remaining common land mostly by Parliamentary Enclosure. Whilst many of the settlements here are recorded either in the Domesday Book or in 13th-14th century documents, the vast majority of surviving buildings are later in date. Many buildings within historic settlement areas are of 18th or 19th century date.

This zone was less attractive than the better connected limestone ridge to the east of Rotherham to developers of ornamental parklands, but small parks dating to the period of parliamentary enclosure survive at Barnes Hall, Chapeltown and Whitely Hall, Ecclesfield.

Further major changes, influenced by the proximity and growth of Sheffield, continued from the later 19th century onwards with the construction of Agden (1864), Damflask (1894), Underbank (1907), Broomhead (1929) and More Hall (1929) reservoirs. All these water supply reservoirs were created by the embanking and flooding of steep sided valleys, with historic map evidence showing the loss of irregular enclosure and dispersed farmsteads. Between More Hall and Broomhead reservoirs a prefabricated community created for the labourers on the project is partially legible at Ewden Village.

Character Areas within this Zone

'Bradfield Semi-regular Enclosures', 'Ewden Valley Irregular Enclosures', 'Mayfield Valley', 'Midhopestones Piecemeal Enclosures'

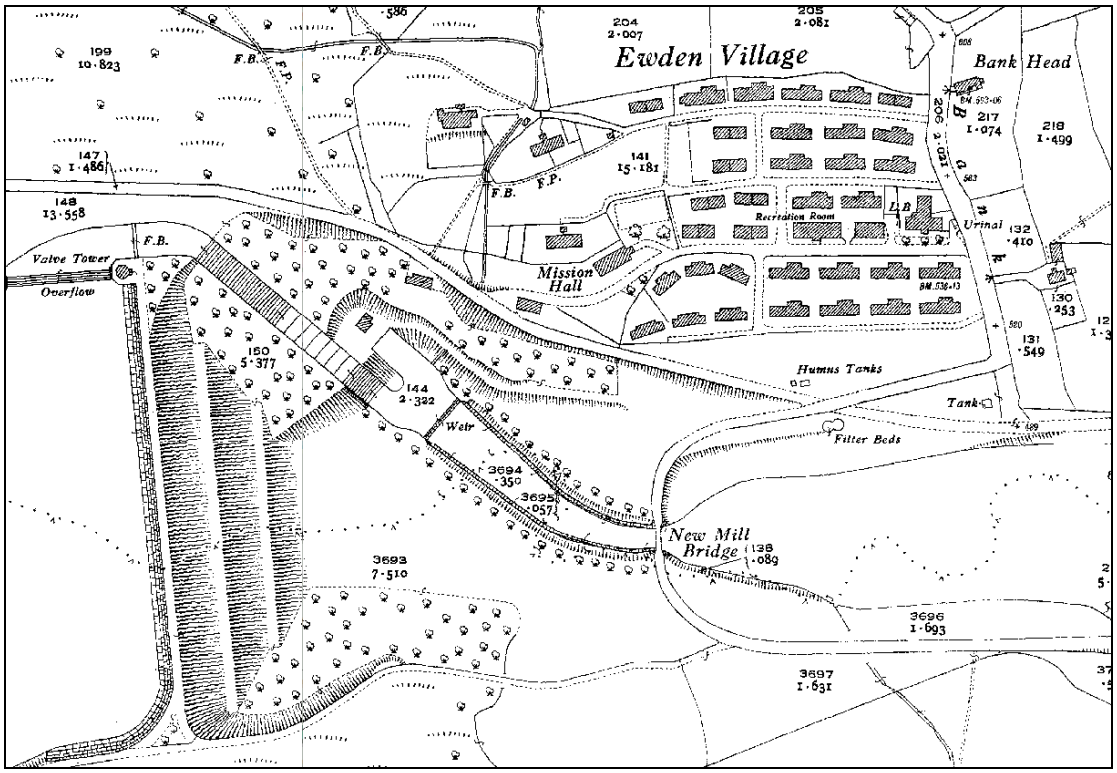


Figure 338: 'Ewden Village' was created in the early 20th century for navvy labourers contracted to build the earthworks of Broomhead and Moor Hall Reservoirs (see above); despite much demolition and some redevelopment, a few original prefabricated houses and most of the road network laid out still survive (see below).

.

Strip Enclosure

Summary of Dominant Character

This zone is dominated by agricultural landscapes enclosed in a semi-regular pattern. This semi-regular pattern resulted from the piecemeal enclosure of strips within the open field arable system. In the medieval period, large open areas of land were cultivated in long thin strips that would be ploughed separately into ridges. Often, the practice of turning the oxen plough team at the end of each strip would produce a characteristic curving reversed 's' shape pattern. This pattern was often fossilised in later piecemeal enclosure boundaries that were laid out around individual or groups of strips (Taylor 1975, 78-80).

This zone occurs principally to the east of the city; this is likely to be due to the lower altitude of this side of the city, making it more suitable for arable cultivation, than that of the assarted enclosure zone to the west. Where the agricultural landscape survives in this area (where it has not been overbuilt), there has been some boundary loss.

Landscapes originally enclosed in a similar piecemeal fashion but later subject to significant influences from adjacent urban / industrial areas are not included in this zone.

The two types of piecemeal enclosure pattern found within Sheffield ('Assarted Enclosure' and 'Strip Enclosure') are closely related to different settlement patterns. Dispersed settlements are generally found within areas of assarted enclosure, whilst nucleated settlements are related to areas of former common field agriculture. This relationship has long been recognised in landscape studies as a classic example of the relationship between social and landscape patterning - see for example the distinction between 'Ancient' and 'Planned' countryside in Rackham (1986, 4-5), or that drawn between a 'nucleated' and 'dispersed' settlement zones in Roberts and Wrathmell (2000). Data collected for the urbanised area of Sheffield suggests it is a frontier between these two settlement zones, and here there is significant blurring of the two.

As well as Sheffield itself, nucleated villages with elements of planning can primarily be found to the east and south of the city, at Attercliffe, Beighton, Chapeltown, Dore, Ecclesfield, Greenhill, Handsworth / Handsworth Woodhouse, Mosborough, Norton and Tinsley. All of these villages were associated with large systems of former open fields; most are likely to have been operating three fields – a pattern common across the English Midlands (see Hall 2001, 13-15).

Only a small proportion of the land within this zone remains in agricultural cultivation – mostly in the 'Moss Valley' and 'Grenoside and Birley'

character areas. Agricultural intensification has led to some boundary loss across much of this zone, although characteristic enclosures and boundaries remain in places, most notably around Bridle Stile near Mosborough, where some very long and narrow strips are preserved. Such examples provide strong evidence for the medieval cultivation methods of open fields.

Figure 339: The enclosure pattern surviving around the 'Bridle Stile' footpath in Mosborough (see above - running across the fields) dates to the piecemeal enclosure of strip units from a former open field, before the Parliamentary Enclosure of remaining common arable in the parish in 1796 (see Figure 2 in Stroud 1996).
Cities Revealed aerial photography © the GeoInformation Group, 2002

The tradition of open field agriculture appears to have functioned on an increasingly small scale as the landscape gains altitude to the west of the city. Assarted enclosures associated with dispersed settlement become the norm here, but there appear to have been small scale common arable systems based on one or two 'town fields' around settlements such as Low Bradfield, Dungworth and Onesacre. From examining characterisation records for past landscape use we can interpret a similar pattern of small scale open or town field agriculture extending into the present urban area as far east as Parson Cross and Wincobank, and as far south as the River Sheaf, with a small nucleated settlement associated with a town field at Crookes.

Inherited Character

Traces of ancient woodlands can be seen across this zone and the 'Assarted Enclosure' zone, particularly to the west and north of the city. These woods typically survive on steep slopes where land has been impractical to clear. The distribution of ancient woodlands is clearly related to these zones of piecemeal enclosure. Where these woodlands have not been replanted during the past 150 years they generally have many legible archaeological features relating to their management for timber, mineral extraction and charcoal burning (Jones 1989).

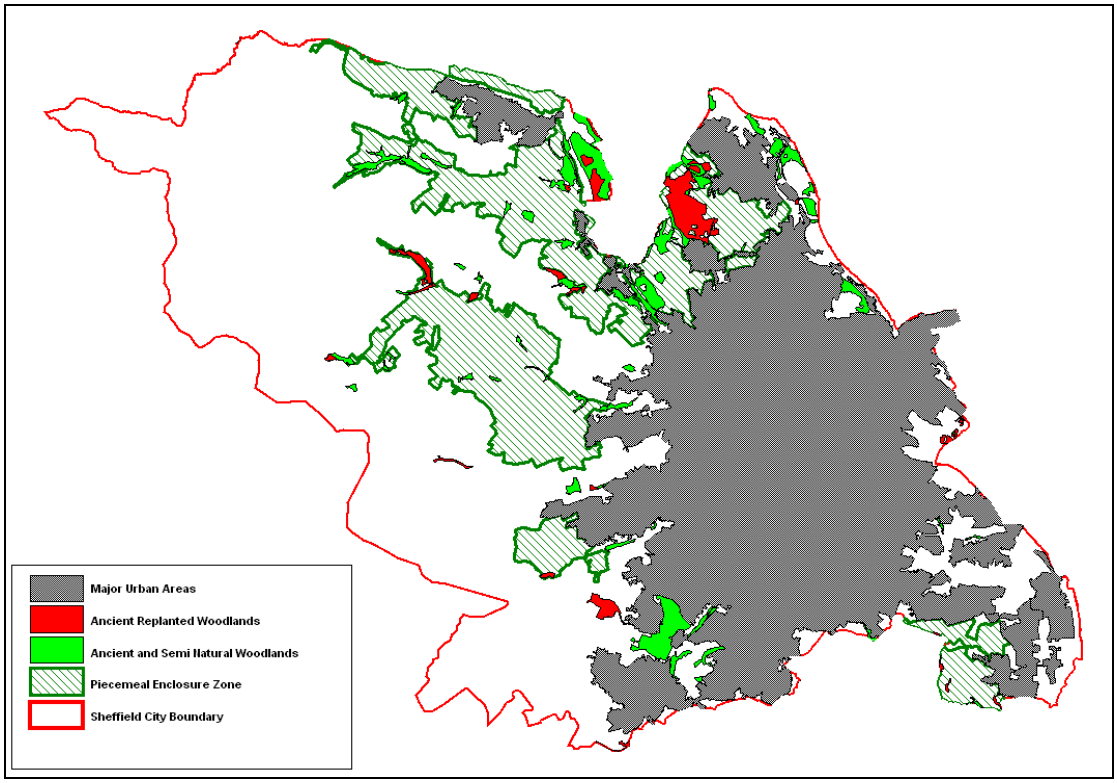


Figure 340: The two piecemeal enclosure character zones (Assarted and Strip Enclosure) include most of the City of Sheffield's ancient woodlands. Most of these woodlands are to be found on steeply sloping land, historically difficult to cultivate. Image © SYAS 2008; Ancient Woodland data © English Nature (used with permission).

Later Characteristics

There has been some boundary loss within the 'Strip Enclosure' zone but this has occurred on a less significant scale than that seen within the 'Agglomerated Enclosure' zone. The biggest influence appears to be the dominant 20th century land use, with land suitable for intensive arable cultivation most likely to have been subject to boundary loss.

Across the zone there has been modern expansion and alteration to the surviving farm buildings. This has often been in the form of the introduction

of modern corrugated shed-type barns, more suited to the mechanised agricultural practices of the later 20th century than traditional farm buildings.

Character Areas within this Zone
'Grenoside / Birley Countryside', 'Moss Valley Countryside', 'Onesacre and Worrall former townfields'

Surveyed Enclosure

Summary of Dominant Character

Figure 341: A typical landscape of Surveyed Enclosure at Loxley Chase to the west of Sheffield. Former moorland was converted to grassland pasture and enclosed by straight dry-stone walls according to plans approved by the Commissioners of the Wadsley and Loxley Chase Parliamentary Act Enclosure awarded in 1789 (date from English 1985)

This zone is dominated by land enclosed by straight-sided walls or, less often in Sheffield, by hedgerows laid out to a regular pattern. In the Sheffield district, surveyed enclosure survives on a large scale almost exclusively to the west of the city, on areas of higher ground. Further large tracts of land were enclosed in a similar way elsewhere in the district, but these have since been lost to urbanisation. The majority of the surviving landscapes of this type are found between the city and the moorland zone.

This landscape is largely the result of enclosure by Parliamentary Award in the late 18th and early 19th centuries, when moorlands were converted to grassland pasture. Most roads in this zone are of standard and regular widths and are laid out on straight courses. These characteristics are typical of roads laid out by Parliamentary Enclosure surveyors nationwide (Hindle 1998). Such standardisation was a typical feature of enclosure countryside and can be seen as representative of a shift from vernacular to designed processes of landscape formation. Rational standardisation was also a

feature of contemporary turnpike roads. In this area, Ringinglow Road, dating to the mid 18th century, represents a well-preserved example. The landscape includes a related 18th-19th century hamlet at Ringinglow, with an inn and toll house.

Surviving settlement in this zone is mostly contemporary with, or post dates, the surrounding enclosures. Settlement is generally dispersed, with the typical farmstead being built from local stone in the 19th century and extended with modern pre-fabricated barns in the 20th century. An exception to this is the small, nucleated village of Bolsterstone. This earlier settlement, first mentioned in 1375 (Smith 1961, 257), is included within this zone as a result of the surveyed enclosure of its surrounding former open or town fields.

On the western extremes of this zone enclosures are larger in size and are often reverting to moorland types through abandonment of grazing over the past 20 years. On the eastern fringes of the zone there are influences from the nearby western suburbs of Sheffield.

Inherited Character

The land making up this zone represents a large-scale systematic programme of landscape design and change. The processes involved dramatically altered the character of the area in social as well as physical terms, as the common resource of the heather moors was transformed into managed grasslands, only accessible to their owners and tenants. This land became, in terms of capital, a private commodity rather than a communal resource. The physical transformation of the land involved, for the most part, a complete change from what was already present. In moorland areas the land was often ploughed for the first time in thousands of years (Taylor 1975, 143), this area having been last exploited for agriculture in the Bronze and Iron Ages. As in many other parts of the country, this process may often have included the deliberate levelling of existing (prehistoric) earthworks, which probably accounts for the relative lack of earthwork monuments in this zone, when compared to higher areas to the west, which remained un-converted to grassland.

Evidence for the earlier moorland landscape is generally too subtle to be significantly legible within this zone, although where larger enclosures have not been converted to grassland or where abandoned fields are reverting to moorland flora an impression of the former landscape character can be gained. Surviving features from earlier periods mostly exist on the fringes of this zone, where lower slopes, especially around streams, preserve fragments of earlier land uses. Good examples of this can be found at Copperas Farm (near Ringinglow), where remains of a mid 18th century lead-smelting cupola survive, and at Whirlow Hall Farm, which includes fragments of buildings relating to older piecemeal enclosure landscapes to the east (now mostly under suburban development).

Later Characteristics

It is impossible to separate the landscape history of this zone from that of the city of Sheffield. The most notable effect has been the creation of the large water supply reservoirs, to meet the needs of the rapidly growing urban population: Rivelin Dams (c.1845); Dale Dike Reservoirs (c.1864 re-opened 1874); Langsett Reservoir (c.1905); and Midhope Reservoir (c.1907) are all within this zone. The most remarkable of these historically is Dale Dike, which failed in 1864 causing destructive flooding in the Loxley and Don valleys as far as Brightside and resulted in the loss of 240 lives, 693 animals, 100 buildings and 15 bridges (Walton 1984, 204). The reservoirs are associated with plantation woodlands, which were created to stabilise the valley sides and reduce silting in the reservoirs (Bevan 2003, 54). The construction of the reservoirs also saw the demolition of a number of adjoining farms, which were seen as a pollution threat to the water supply (ibid, 10).

Within this zone, the transition to a suburban landscape becomes blurred as you get closer to Sheffield. The southern slopes of the Rivelin valley near Crosspool are an excellent example of this, where parliamentary enclosure patterns (probably dating to the enclosure of common grazing land by the Hallam Enclosure Award of 1805 (English 1985, 62)) have been superimposed with extensive allotment gardens, cemeteries and a golf course. At Long Line on Dore Moor, limited 'ribbon development' suburbanisation has taken place along a typical enclosure period road, since the 1930s.

Figure 342: Long Line, laid out by the Dore Moor Enclosure Award of 1822 (Kain et al. 2004)

Modern agricultural changes such as the creation of large scale 'prairie' fields, for the efficient mechanised production of cereal crops, have had a less drastic effect on this landscape than on enclosure landscapes elsewhere in South Yorkshire, where arable farming is the main land-use. However, there have been some losses of boundaries in this area as a result of intensification. Most surviving farmsteads have seen significant enlargement in the 20th century, with the erection of large prefabricated sheds (mostly) for the housing of livestock.

Character Areas within this Zone
Bolsterstone and Upper Midhope Surveyed Enclosures', 'Bradfield Surveyed Enclosure', Dore Moor and Ringinglow Surveyed Enclosures', 'Strines Moorland Edge', 'Upper Rivelin Surveyed Enclosures'

Sub-Rural Fringe

Summary of Dominant Character

Figure 343: Ecclesall Woods, within Sheffield's 'Sub Rural Fringe', an area where essentially rural characteristics have been preserved, largely for amenity value

The historic character of the sub-rural fringe zone is defined by an open landscape with strong rural indicators, such as open space, relict field boundaries, high levels of woodland and a general absence of housing or active industry. Nevertheless, the influence of nearby or surrounding urban settlement has fundamentally altered the character of the land within this zone. All this land has previously been dominated by agricultural or industrial character (sometimes both), however these activities have now generally ceased and the management of these landscapes is largely concerned with maintaining their amenity value as green spaces, whilst encouraging opportunities for recreation and biodiversity. The character areas within this zone feature a wide variety of character types dating to many different periods; as a result, this zone is often one of character transition, areas of sub-rural character often blending or interlocking with adjacent urban landscapes.

A clear difference in the character of these landscapes can be observed between the eastern and the western sides of the city – a difference that

reflects not just topographic and geological changes but also the social patterning of the city's demographic makeup. In the west of the city, for example in the parklands of Norton, in the Porter valley and at Beauchief, suburban expansion for housing growth was balanced by explicit moves to protect greener landscapes. The efforts of J.G. Graves, who purchased the former Shore estate of Norton Hall and presented it to the city in phases between 1925 and 1935 (SCC 1977) as Graves Park - a *"gift to the Corporation to be maintained as a public park for the use and enjoyment of the citizens for ever"* (J.G. Graves quoted in Sewell 1996, 115), is an example of this. Similar moves by the Corporation of Sheffield and bodies such as the Sheffield Town Trust formed the basis of the preservation of the Porter valley parks, Ecclesall Woods, Millhouses Park, Abbeydale Works and land within the Rivelin Valley.

Figure 344: Abbeydale Works, a water powered scythe and steel works preserved as a museum in the mid 20th century

By contrast, in the east of the city much of this zone has emerged as recreational amenity land only since the late 20th century. Former large-scale industrial landscapes dominate much of the sub-rural fringe in this area. For example, around Handsworth and Woodhouse large areas were formerly occupied by coal mines and their associated spoil heaps. This land generally still has legible traces of former extractive activities, although substantial efforts have been made (particularly in the last ten to fifteen years) to introduce management regimes to improve these environments.

Inherited Character

The Western Fringes

Character areas in the west of this zone generally contain older and better preserved historic landscapes and associated features, with large areas of the landscape stabilised in terms of use and management by at least the early 20th century. In the east of the zone, surviving pre-20th century historic landscape features are more likely to be isolated as islands within dynamic 'regenerating' landscapes.

One of the most stable landscape types within the western part of the zone is probably ancient woodland, including substantial areas at Wharncliffe, Ecclesall, Trippet and Endcliffe woods, as well as further smaller ancient woodlands associated with historic parklands around Beauchief, Millhouses and Norton. The majority of woodlands in this zone are described in the Natural England Woodland Inventory as 'Ancient Semi-Natural Woodland' i.e. they are "*composed predominantly of trees and shrubs native to the site that do not obviously originate from planting*" (Goldberg and Kirkby 2002, 7). These woodlands are often preserved on steeply sloping sites historically unsuitable for large-scale agricultural, industrial or residential exploitation. Earthworks connected with woodland management, such as charcoal and whitecoal burning hearths, and small-scale mineral extraction, often evidenced by the annular spoil heaps characteristic of bell pit mining, are common. Ecclesall Woods also contain traces of an older landscape, in the form of a hilltop enclosure and field boundaries potentially dating from the Iron Age / Romano-British periods (A.S.E. Ltd. 2002)

This zone also features some of most legible traces of medieval landscapes within Sheffield, in the remains of Beauchief Abbey and Sheffield Manor Lodge. Beauchief Abbey lies within extensive parkland that was probably land taken out of cultivation in the mid 17th century. Within this parkland remains of ridge and furrow earthworks and associated hollow-way tracks can be seen (Merrony 1994, 66-67). Manor Lodge, first built as a hunting lodge for the medieval Dukes of Norfolk, was converted into a fine country house in the 16th century (Hey 1998, 14). The remains lie in the smallest character area classified as 'sub-rural fringe' – an area that includes irregular fields and two farmsteads probably dating to the enclosure of the medieval deer park as farmland in the late 17th and early 18th centuries (Douglas 2006, 9).

The ornamentalisation of the western fringes of the city began in the 18th century with the emparkment and embellishment of landscapes at Norton Park, Oakes Park, Beauchief Hall and Park, and Whitely Wood Hall. Of these, Oakes Park and Beauchief Hall (including the medieval remains of the Abbey landscape), are considered significant enough examples of 18th century parkland to be included on the English Heritage Register of Parks & Gardens of Special Historic Interest (English Heritage 2004b).

This parkland tradition continued with the acquisition of steeply sloping land to the south of the Porter Brook by the General Cemetery Company in 1836 (Sewell 1996, 181). The company employed Samuel Worth to design a picturesque landscape of sweeping drives amongst evergreen trees adorned with temple-style chapels and gateways influenced by Greek and Egyptian architecture (Harman and Minnis 2004, 226). The cemetery, originally built for non-conformist burials, was extended in 1848-50 for Anglican burial – the newly provided cemetery chapel for this separately enclosed area adopting a noticeably more traditional Decorated Gothic style (ibid, 228). The cemetery, which is included on the English Heritage Register, fell into disrepair during the 20th century and passed into the hands of Sheffield City Council in 1977, who have since entrusted its management to a local friends group.

The sub-rural fringe includes much of the valley bottoms of Sheffield's smaller rivers: the rivers Loxley, Rivelin and Sheaf, and the Porter Brook. Closer to the city centre, the same river valleys have generally been included in the 'Post Industrial' character zone. These valleys are all rich in remains of water-powered sites, most of which were utilised until the late 19th century for the forging or grinding of edge tools (see Crossley ed. 1989 and Miller 1949 for site by site accounts).

Figure 345: The legacy of water-power has left a rich heritage of industrial remains in the western valleys, such as this dramatic overflow from 'Forge Dam' on the Porter Brook

Water-power is known to have been utilised by the monks of Beauchief on at least five sites on the Sheaf before 1300: at New Mill (1180), Millhouses (also known as Eccelsall Corn Mill – 1250), Walk Mill (1250), Moscar (1280), and Bradway Mill (1280) (Mott 1969, 212). It is generally considered that the early use of water-power in the region was largely for the milling of corn. The earliest reference to metal grinding (thought to relate to Moscar Wheel) was made in 1496 (Crossley et al 1989, vii), although this may be the result of few manorial rental records surviving locally from before 1581 (ibid).

The mills in these valleys are regularly depicted on historic plans, such as those held in the Fairbank Collection at Sheffield Archives, and can be seen to tend towards a characteristic and formulaic layout. This typically consisted of a weir diverting flow from the river along a channel (known locally as a *head goit)* leading to a pond (known locally as a *dam).* Dams were often created by quarrying into the hillside adjacent to the river and using the spoil to create an embankment to impound the diverted water.

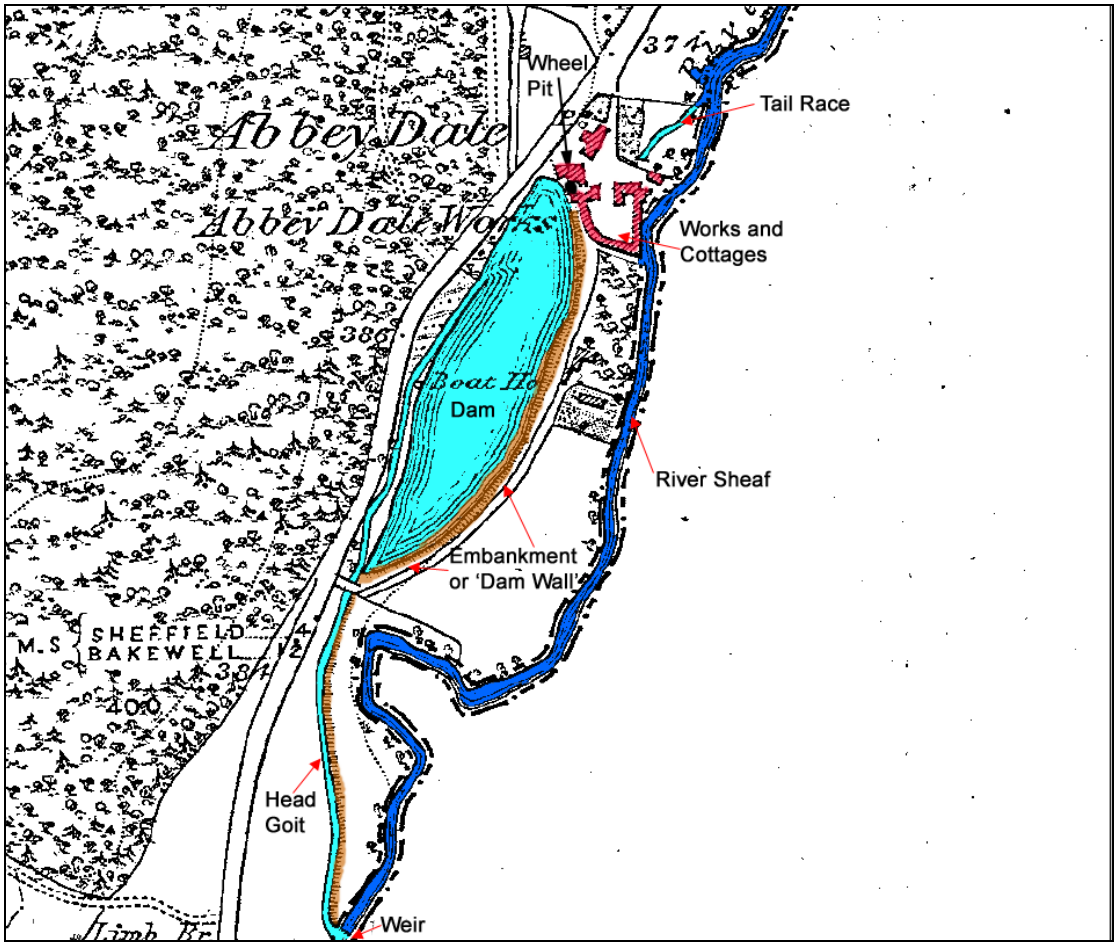


Figure 346: Abbeydale Works (based on the 1852 OS map), showing the typical layout of a Sheffield 'bypass-system' water-powered works. Abbeydale Works was purchased for the city by J.G.Graves in 1935 but not opened in a restored state until 1970 (Crossley 1989, 98-99)

At the *tail* end of the dam the water would enter a *forebay*, where it would exit the dam and flow into the *pentrough* - a wooden or metal box used to control the flow of water to the wheel. The wheel itself would generally be mounted in a *wheel pit* constructed of stone blocks. A building adjacent to the wheel pit housed the powered processes, which could include grinding, forging, rolling, and slitting. Below the works buildings there is typically a *tail goit*, sometimes of great length, designed to drain water swiftly from below the wheel pit and return it to the river without impeding the efficiency of the turning wheel. By the later 19th century the main wheel building is often accompanied at larger sites by various combinations of ancillary workshops, hand forges, furnaces, etc. Domestic cottages are also common adjacent to the industrial buildings and are often arranged around a courtyard.

Steam began to supplant water-power in the mid 19th century, with a gradual abandonment of water-power in the valleys of the Porter, Sheaf, Rivelin and Don. It is notable, however, that water-powered mills continued to be built and maintained on the River Loxley well after the devastation of the valley following the failure of the Dale Dike Dam in 1864 (Crossley et al 1989, ix). This maintenance of water-power has been ascribed in part to the "value of a guaranteed supply of compensation water" (Cass 1989, 29-37), as the Water Company undertook to maintain a constant flow of water to mill sites in this valley, in compensation for the construction of reservoirs in its catchment. It is also possible that the flow of capital resulting from claims for damages from the flood also provided opportunities to invest in existing facilities.

Preservation of water-powered sites in this zone varies from the outstanding, at sites such as Abbeydale Works on the river Sheaf, and Shepherd Wheel on the Porter Brook (both preserved as museums), to the invisible - where dams have silted up, buildings have been cleared and sites have been levelled or over-built. Many mill sites in this zone are, however, legible to some extent, with a number of weirs and dams in some kind of water holding condition. At least eleven water-holding dams are under the management of Sheffield City Council's Parks and Countryside service in the Porter valley parks and the Rivelin Valley, with a further thirteen silted up and overgrown dams in the SCC owned section of this valley (Sheffield City Council 2005). These water bodies provide substantial legibility of the valleys' former industrial character.

The later 19th and early 20th centuries saw significant moves to protect stretches of the Porter, Sheaf and Rivelin Valleys in which industrial activity had ceased. The first steps of this process saw the acquisition of Endcliffe Wood by the Corporation in 1885, partly to improve the transport of sewage away from the expanding housing area of Ranmoor, and partly to provide amenity land (Sewell 1996, 42). The initial area, landscaped by the nationally acclaimed William Goldring, was expanded by the acquisition of further land by the Corporation (with the assistance of generous individuals and charitable trusts) in 1888, 1897/8, 1911, 1913, 1927,1932 and 1937 until the whole of the present linear 'Porter Valley Parklands' system was

established (ibid, 42-43). The former mill dams of Endcliffe, Holmes and Nether Spur Gear Wheels were converted by Goldring to use for bathing, skating and waterfowl respectively (English Heritage 2004b – entry GD3344).

The Corporation established the Rivelin valley as a public open space following its purchase in 1934 (Sewell 1996, 146). Its former industrial sites do not survive as well as those in the Porter valley because buildings were largely cleared during the 1940s and 1950s (ibid), although many legible remains of goits, weirs and dams remain.

Ornamental use of the Sheaf valley at Beauchief Park and Ecclesall Woods has already been noted. The preserved Abbeydale Works remains the only significantly legible water-powered site in this character area. Landscaping of Millhouses Park (by Sheffield Corporation in the early 20th century) removed most traces of the dams and goits of Skargell / Bartin Wheel and Millhouses Corn Mill, although a complex of buildings from later phases of Millhouses Corn mill does survive, reused as a park store.

The Eastern Fringes

Character areas in the east of this zone are generally influenced by the former presence of heavy industries dating to the 19th to 20th centuries.

'Chapeltown Woodlands' are an excellent example of this type of landscape. Historically, the ancient broadleaved woodlands of Thorncliffe, Parkin, Hesley and Smithy Woods covered this area. Ordnance Survey maps of 1855 show a substantial extractive and industrial landscape, concerned with the processing of ironstone, within these woodlands. Numerous annular spoil heaps are indicated, in addition to at least 4 collieries and the iron works of Chapeltown and Thorncliffe. These industrial activities, which would see massive growth by the mid 20th century, were all connected with the ironworks and coal tar refineries of Newton Chambers, established in 1793 (Jones 1999, 148). This concern, which arguably led to the development of much of Chapeltown and High Green, was active until 1981 (ibid). Significant legibility remains in this area of these former extractive sites (notably the remains of Smithy Wood Colliery).

Later Characteristics

The 'Handsworth and Woodhouse Relict Countryside' character area consists of land encircled from the west by housing development. Where agricultural land use continues, it is frequently characterised by the loss of historic boundaries - to create larger units - over the second half of the 20th century. Extractive and post-extractive (where sites have been reused following the cessation of extraction) industries are never far away, with the eastern boundary of the zone generally formed by the historically

extractive Rother Valley. The Shire Brook valley (to the south east of the city) is particularly dominated by post-extractive influences, featuring the former site of Birley East Colliery, opened in 1907 and present until 1988 (although for much of this period active only as a pumping station). The site has recently been planted with trees, to increase its amenity value.

Character Areas within this Zone
'Abbeydale and Millhouses', 'Chapeltown Woodlands', 'Lower Loxley and Rivelin Valleys', 'Manor Lane', 'Norton Village and Parklands', 'Porter Valley Parklands', 'Porter Valley at Sharrow Vale', 'Wharncliffe Woods and Deepcar Don Valley', 'Woodhouse and Handsworth Relict Countryside'

Complex Historic Town Core

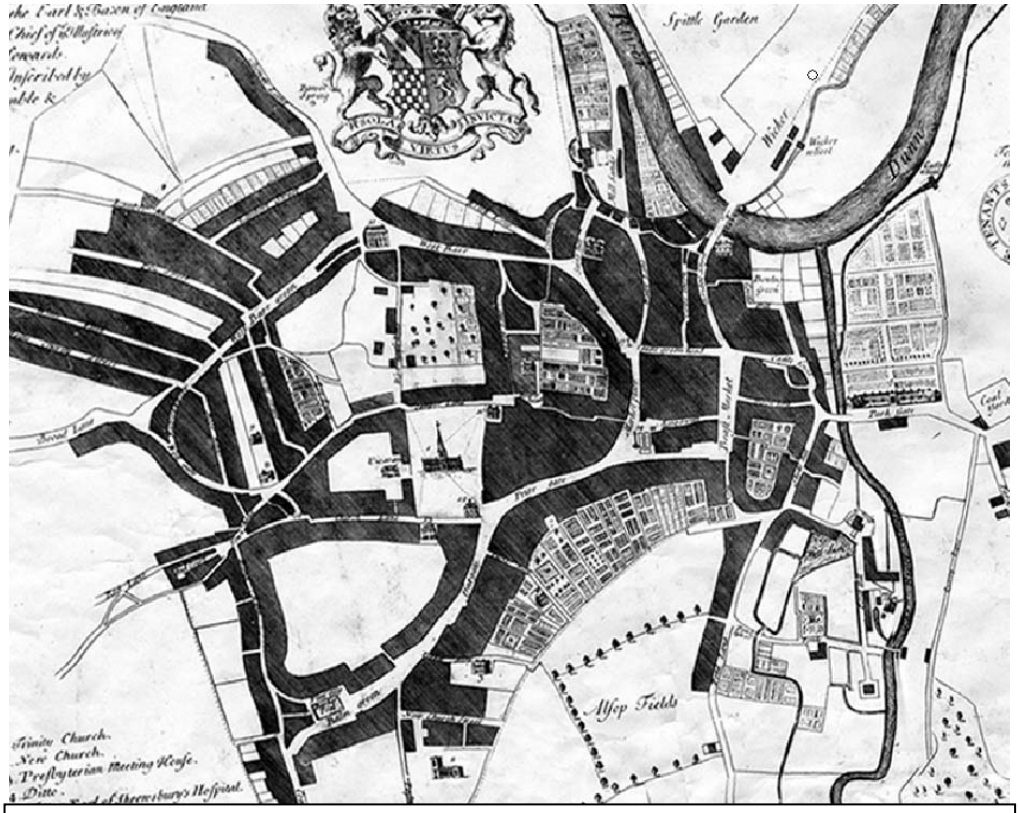
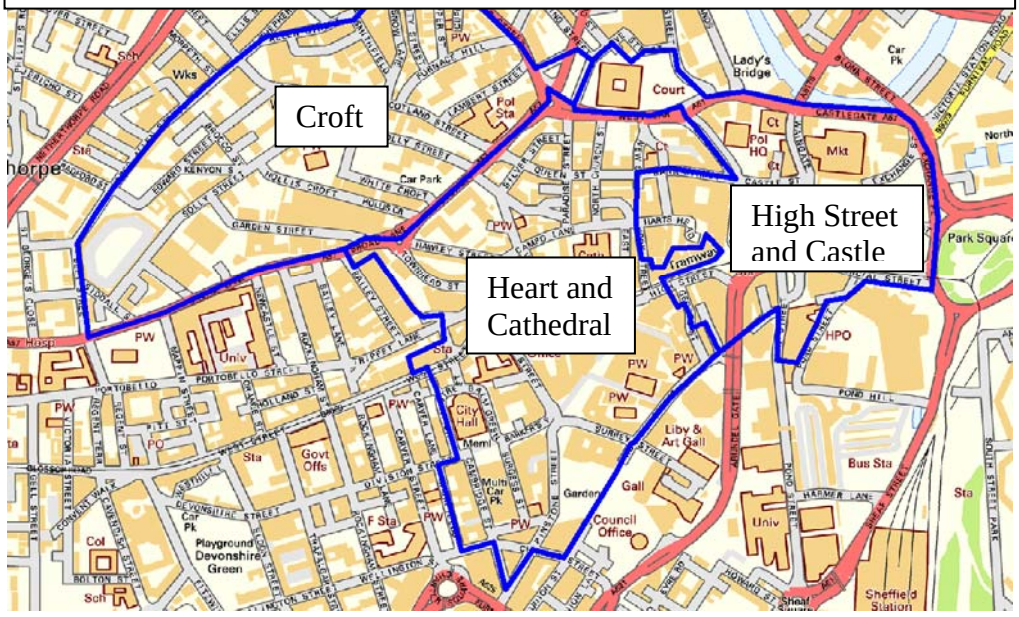


Figure 347a: (above) Ralph Gosling's map of Sheffield shows the extent of the town by 1737. Figure 341b: (below) shows the Character Areas making up the 'Historic Core Zone', which closely correspond to this early town. Outside this zone the urban character of the city centre has developed since the mid 18th century



Current Character Development

This zone includes three character areas in the centre of the modern City of Sheffield, the later development of which has retained an underlying semi-regular street pattern of medieval to post-medieval date. The zone is based on the area shown as developed by the time of Gosling's survey of the town in 1736. To the south of West Bar / Tenter Street and to the east of Pinstone Street and Townhead, this settlement is likely to have developed during the medieval period, with streets to the west and north known to be post-medieval in origin.

The use of this area as the commercial and social centre of Sheffield can be traced back at least as far as 1296, when the right of the township to hold a market was first confirmed by a royal charter (Hey 1998, 1). The market developed in the first instance in the yard of the castle and was controlled by the lord of the manor of Sheffield until 1899 (AHP 2003, 14). The following year, the lord of the manor confirmed the rights of a group of prominent townspeople (later known as the 'Church Burgesses and Town Trust') to administer urban affairs and, crucially, much of the property within the town.

Whilst the cutlery industry is known to have been in existence by the 13th century (Harman and Minnis 2003, 6), it is known to have undergone significant expansion in the 16th and 17th centuries with many new mills built on the Don and its tributaries in this period (Crossley et al 1989, vii). Estimates of the population of the town during the same period indicate a considerable expansion from an estimated 2,200 in 1600; to 3,500 by 1700; and 9,695 by the time of Gosling's survey in 1736 (Pollard 1956, 172). This growth in population was reflected in the expansion of the physical town. On one front the larger population was accommodated by increasing the building density on existing burgage plots, such as one in Fargate where smithies, houses, offices and outbuildings were all said to be newly erected in 1722 (Hey 1991, 88). On another front, new building plots were laid out on the remaining open land within the existing settlement (for example around the parish church) and on agricultural land immediately surrounding the town in the control of the Church Burgesses and Town Trust (examples being the fields making up the present 'Crofts' character area and land west of Fargate, around Barkers Pool).

The 18th century saw not just urban expansion, but also notable renewal of the built environment of the town core. One visitor in 1725 remarked upon the introduction of a fashionable new material to the town, *"There has been a great part of the town, which was made up chiefly of wooden houses, rebuilt within these few years, and now makes no mean figure in brick…"* (cited in Hey 1991, 84).

Industrial activities were present in close proximity to residential development, leading to Daniel Defoe's comment in 1710-1712 that, *"the streets* [are] *narrow, and the houses dark and black, occasioned by the*

continued smoke of the forges, which are always at work" (cited in Hey 1991, 62).

The smoky environment of Sheffield, resulting from the large number of small hand forges or smithies in the town, was compounded in the first two decades of the eighteenth century by the introduction of the cementation furnace; the earliest known sites being at Blind Lane (near Barkers Pool) and Steelhouse Lane (just outside the 'Crofts') (Belford 2003, 4). During the 18th century more cementation furnaces (used for converting iron into steel) are known to have been built at Castle Green, High Street, Fargate, Holly Street and Barkers Pool, all to the south of West Bar. No substantial new steel-making sites are known to have been developed in the 'Heart and Cathedral' or High Street and Castle' character areas after the 1880s (ibid, 37-38); it is likely that the already high-density development in these areas made it unsuitable for the laying out of larger integrated steel making and refining complexes. In the 'Crofts' character area, in contrast, industrial activity appears to have continued beyond the 18th century, with steel makers and refiners generally expanding their established capacity. However, later new works tended to be concentrated outside this zone, in the areas laid out in grid patterns from the late 18th century onwards. Nevertheless, the 'Crofts' area retained a mixed industrial and residential character until well into the 20th century (when much of the housing was cleared).

By the 19th century much of the present street pattern of this zone was well established. Major changes to this pattern, beyond the piecemeal renewal and modernisation of individual buildings, did not begin until the later 19th century, when the Corporation undertook a programme of street widening that would result in the rebuilding of much of High Street, Fargate, Pinstone Street and Cambridge Street, as well as the establishment of Leopold Street, which cut through the medieval street pattern.

Leopold Street became a major administrative focus, with offices for the Education department, Firth College, the Medical School, the Central School and the Assay Office located there. Nearby, in Pinstone Street, a new Town Hall was opened adjacent to St Paul's Church in 1897(AHP 2003, 11). These developments represent a move away from the direct practice of the industrial activities that had first supported and stimulated the growth of the town, towards the administrative, financial and institutional concerns of the modern city. However, industrial premises such as the cutlery and edge tool workshops of the little mesters, and small steel makers, continued to occupy the fringes of this zone.

The architecture of the emerging *city* centre (city status was granted by Queen Victoria in 1893 (Hey 1998, 147)) showed a new economic confidence; a mixture of decorative gothic and classical influenced forms were used for facades that increasingly made use of high status stone, often featuring fine relief carvings, as well as smoke resistant glazed materials such as faience (Harman and Minnis 2004, 28). Notably, however, most buildings continued to be constructed by locally, rather than nationally

prominent architects (AHP 2003, 11), perhaps reflecting a continued insularity in the city's cultural outlook.

Twentieth century development continued the trend established by the 19th century, of civic renewal and rebuilding. In the inter war years, substantial programmes of demolition were undertaken - particularly of housing within the Crofts area, which had been portrayed (albeit by outsiders) for some decades as a 'slum' area. In the words of one late 19th century visitor to the town *"the general darkness and dirt of the whole scene serves but to create feelings of repugnance and even horror"* (J.S. Fletcher 1899 cited in Belford 2001, 107). Clearance was intended to provide space for new industrial buildings, however, much of this area has remained undeveloped ever since.

Elsewhere in the city civic improvement between the wars focussed on the creation of public buildings, including the Graves Art Gallery / City Library and City Hall. This period also saw the demolition of St Paul's church, in 1938. The open space created by the demolition of St Paul's was officially named the Peace Gardens in the early 1980s, having been known as such by the people of Sheffield for many years. The site was first envisaged as a public open space in 1938, in commemoration of the ill-fated Munich Agreement between Chamberlain and Hitler, which coincided with its creation (Harman and Minnis 2004, 95).

World War II resulted in significant destruction of much of the 'High Street and Castle' character area and the vast majority of buildings in this area post-date 1945. Bomb damage included the destruction of every building in Angel Street and King Street and much of High Street, including the Marples Hotel where 70 civilians were killed whilst sheltering in its cellars on the night of December 12th 1940 (Hey 1997, 227). The area was rebuilt in Modernist style and architecturally is similar to the 'Civic Circle' character area.

Development of this zone in the past twenty years has concentrated on improvements to the public realm, for instance redesign of the Peace Gardens, and the increased prioritisation of pedestrians over cars. At street level shop frontages have tended towards the national (and international) uniformity of branding, plate glass and illumination that can be seen in all modern cities.

Legibility

The earliest developments of the medieval town are largely within the 'Heart and Cathedral' and 'High Street and Castle' character areas. As noted above, these areas still form the commercial and public core of the modern city with major features such as the Town Hall, the City Hall, the Cutlers Hall, the Cathedral and the historic markets still sited here. Much of the street plan here is likely to date to the medieval period, with Fargate, Church Street and High Street representing an area of former

planned burgage plots, whilst Angel Street, High Street, Castle Street, Haymarket and Dixon Lane fossilise both the early ditches of the castle bailey and the early layout of the market place. Very little visibly survives of the built fabric of the medieval town beyond these fossilised patterns - the earliest surviving architecture is that of the former parish church (since 1914, Sheffield Cathedral), which includes some fine Perpendicular work from the 15th century, within later 19th and 20th century extensions. Archaeologically, other fragments of medieval Sheffield have been identified in these areas, on Broad Lane and Fargate, although generally these remains are heavily truncated.

Of the areas in this zone, 'Heart and Cathedral' retains the most pre 20th century character, with important 18th – 19th century survivals to the north of the Cathedral. This area was laid out as a fashionable residential quarter by bankers and capitalists benefiting from the growth of the city's traditional industries. The earliest example of the gentrification of the area is Old Bank House, the oldest brick house in the city, which was built in 1728 by a Quaker merchant called Nicholas Broadbent (Harman and Minnis 2004, 111). The area was further enhanced during the 18th century by the laying out of East Parade and Paradise Square by various developers. Both of these developments were infilling open spaces between Church Street and West Bar.

Figure 348: Paradise Square, Sheffield - an 18th century development on the edge of the then town centre

Much of the remaining built form of the 'Heart and Cathedral' area is representative of the later 19th and earlier 20th centuries, with many fine Victorian and Edwardian commercial and institutional buildings along Fargate, Pinstone Street, Norfolk Street, High Street and Church Street.

In the 'Crofts' character area, development within the plots formed by former narrow fields appears to have been little regulated, with historic mapping showing a high density mix of steel production and other industrial complexes alongside residential buildings until the early 20th century. Early residential buildings are now rare, as a result of clearance programmes. The John Watts' cutlery works on Lambert Street contains rare exceptions, having absorbed five 18th-19th century domestic courts as it grew. This character area also preserves a number of late 19th century public houses and a few institutional buildings spared during clearance. The most notable historic legibility within this area is the curving line of the streets and of property boundaries, which fossilise the shapes of post-medieval fields, formed by enclosing strips within a former open or town field.

Figure 349: John Watts Works on Lambert Street includes rare surviving domestic buildings

Later Characteristics

Recently, the open spaces of the 'Heart and Cathedral' character area have been the focus of redesign, with Fargate pedestrianised in 1971 and redesigned in 1997/1998 (Sheffield City Council 2004c, 29); the comprehensive landscaping of the Peace Gardens in the late 1990s; and the redesign of Barkers Pool in 2006, all reconfiguring existing spaces.

In contrast to the Georgian, Victorian and Edwardian architecture still found in 'Heart and Cathedral', the architectural character of the 'High Street and Castle' area is firmly 20th century in origin, resulting from extensive post war clearance and renewal, within the existing framework of the earlier street pattern. This area was proposed for further redevelopment as a main node of the envisioned 'Civic Circle'; *Sheffield Replanned* (Sheffield City Council 1945) originally intended that the 'Civic Circle', essentially a dual-carriageway road system, would continue along Church Street. Instead the 'Circle' terminated at the Hole in the Road, a starkly modernist subterranean shopping mall open to the sky, above which was a major roundabout. The site was backfilled in the early 1990s as part of the works to re-introduce a tram system to the city.

Figure 350: Tram at Castle Square – site of the former Hole in the Road. The buildings to the left are typical of the modern architecture that characterised the rebuilding of the heavily bombed 'High Street and Castle' area.

Character Areas making up this Zone:
'Crofts', 'Heart and Cathedral', 'High Street and Castle'

18th-19th Century Industrial Grids

Summary of Dominant Character

Figure 351: Eyewitness Works, in the 'Devonshire Grids' character area - typical of the large integrated cutlery works that dominated this zone in the late 19th century

This zone represents surviving areas of industrial development around the historic core of Sheffield. This zone grew rapidly in a 'C' shaped band around the city centre, laid out with regular grid iron street patterns from the late 18th century until the mid 19th century. The building density of the zone gradually intensified over the 19th century. Typical early development included mixed-use light industrial buildings, often buildings connected to the light trades of cutlery and tool making, which had ranges of workshops around rectangular central courtyards (Wray 2000, 46), and high density residential properties, often built back-to-back around domestic courts (Belford 2001,110). Streets were generally developed in a hierarchal pattern, with wider streets, which originally commanding the higher land values, occupied by the public showrooms and offices of the industrial works, and narrower back lanes providing service access and land for cheaper residential development.

The original buildings of this area survive less well than the grid pattern of streets, with large numbers lost in the early to mid 20th century due to a combination of industrial modernisation and housing clearance policies and

centrally planned road schemes (see 'Late 20th Century Replanned Centres' Character Zone). The earliest survivals are in the 'Sheaf and Porter' character area. Howard Street and Arundel Street both retain late 18th century, three storey brick built residential properties from the Duke of Norfolk's early scheme (Harman and Minnis 2002, 136). Venture Works (103-105 Arundel Street) represents the industrialisation of one of these Georgian residences by the construction, by 1850, of workshop ranges enclosing a narrow courtyard to the rear of the former house (Wray 2000, 57).

On a grander scale were the integrated works (see Wray 2000, 44-53), where a variety of separate processes could be accommodated within a large courtyard based complex, often featuring stationary steam engines to power grinding and forging processes. Examples include the Butcher Works, Sellers Wheel, Challenge Works and Sterling Works in the 'Sheaf and Porter' character area; the Beehive Works and Eyewitness Works in the 'Devonshire grid' character area; and the Portland Works, Stag Works, Harland Works and Clifton Works in the 'Little Sheffield and Bramall Lane' character area.

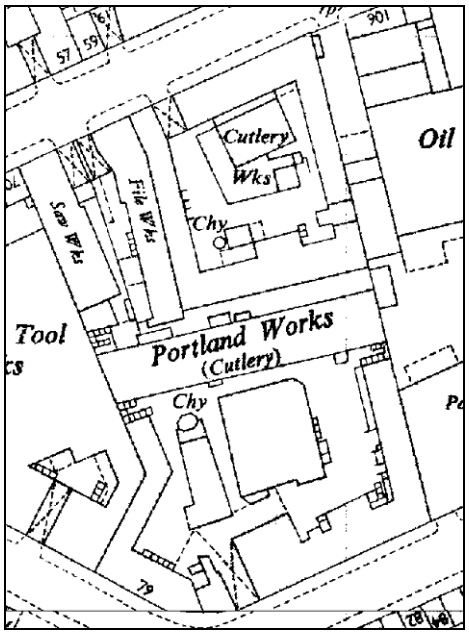


Figure 352: Portland and Stag Works in the 'Little Sheffield and Bramall Lane' character area

The 'Central Don Valley Floor' character area includes a significant group of integrated works connected to the light trades around Kelham Island, including Cornish Place Works (built for electroplating); Wharncliffe Works and Green Lane Works (stove and fire grates); and Brooklyn Works (saws and files). This character area marks a geographical transition between areas dominated by Sheffield's light trades of cutlery and tool manufacture and areas dominated by the heavy trades, concentrating on the production and refinement of steel as well as the production, forging and rolling of large castings. Prior to the 1850s, steel making remained on a small enough scale to operate alongside the lighter trades in premises of similar size (see 'Industrial' Character Zone), and examples can be found in trade directories and other historic sources of steel making facilities in most parts of this zone.

The 'Central Don Valley Floor' character area, however, (which includes an area of grid iron extension to the immediate north west of the 'Crofts' character area) proved to be the site of some notable developments in the steel manufacturing sector. The area still retains significant upstanding examples of the buildings of the steel trade, which predate the relocation of companies such as Charles Cammell, Spear & Jackson, John Brown, and Thomas Firth and Sons to the Lower Don Valley in the 1840s and 1850s into the complexes that would later form the heart of the city's bulk steel production. Large classically influenced office buildings connected to Globe Works (Penistone Road) and Sheaf Works (adjacent to the canal basin) survive from this phase. This area also contains the demolished site of important early integrated steelworks at Spital Hill (Wicker Iron Works) and Millsands (Marshalls / Naylor Vickers, River Don Works). Despite the larger size of the processes within these works, the layout tended to follow the same spatial principles of the smaller cutlery workshops, with narrow ranges of buildings positioned around a central courtyard. This allowed work-pieces to easily pass between various specialised craftsmen.

Harder to read in the present landscape of this zone is the substantial history of residential property that was established here before the 1860s. Historic Ordnance Survey maps show large numbers of mostly back-to-back workers housing throughout this zone.

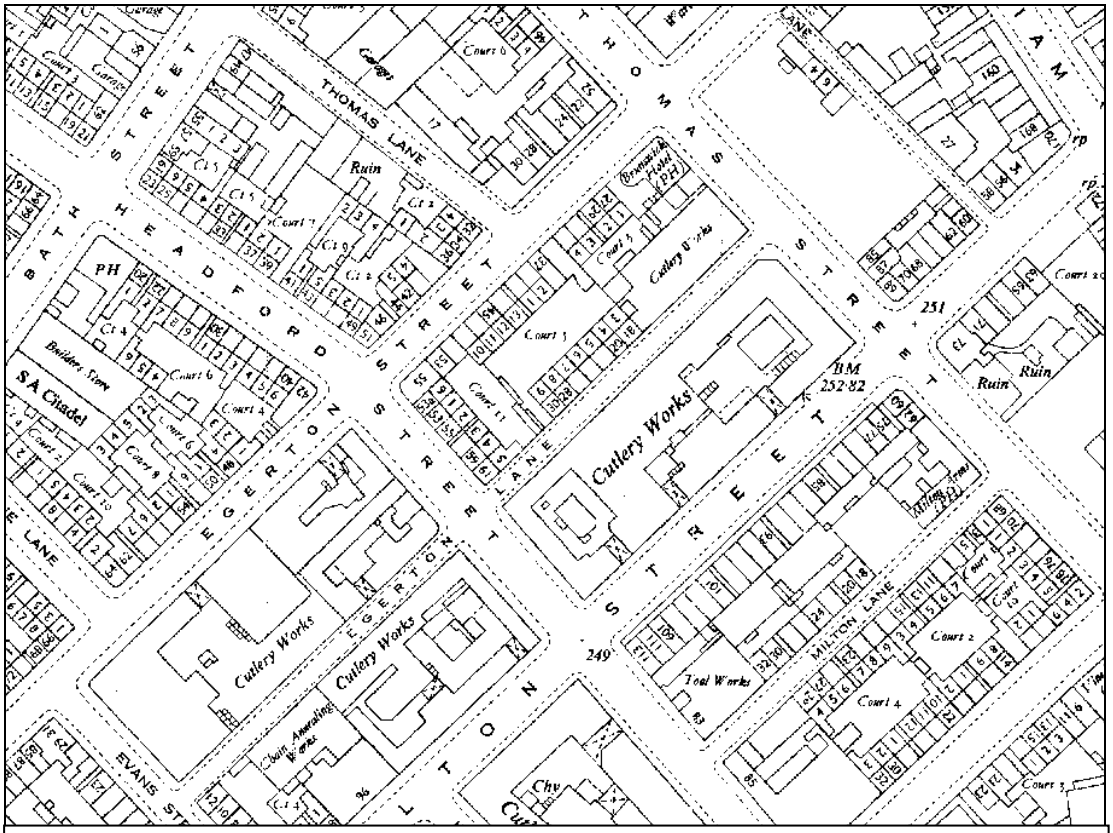


Figure 353: This extract from the 1954 OS 1:1250 mapping of part of the 'Devonshire Grids' character area shows the significant density of back to back property built in this zone in the mid 19th century

Most domestic properties in this zone were cleared in the early 20th century, as part of a co-ordinated programme of demolition and re-housing that created the municipal cottage estates of Parson Cross, Shiregreen and Manor (see 'Early to Mid 20th Century Municipal Suburbs' Character Zone).

Rare survivals include 98 and 100 Milton Street, shown as back-to-back property on historic mapping but converted in the late 20th century to 'through houses' (property owner pers. com 2005). Court 4 behind these properties is an almost unique survival, although it is unusual in only serving four original properties – most Sheffield courts would form the shared communal space for between 10 and 18 households. The only other survivals of small workers houses in this zone are less typical, although nos. 4-14 Canning Street (built 'blind back' against workshop ranges, resulting in ventilation, illumination and access being possible only on one elevation of the dwelling) give a good impression of the typical street frontage of this style of three storey, early 19th century property (see Harman and Minnis 2004, 127).

Inherited Character

Up until the 18th century the expansion in the population of Sheffield, resulting from the burgeoning growth of its industries (Pollard 1956, 172-180), was accommodated chiefly in and around the historic core of the medieval market town through the intensification of building densities within existing burgage plots, and through the infilling of remaining open spaces within the town (see the 'Complex Historic Town Core' Character Zone). During the 18th century significant steps were taken to expand the town by the development of land in the 'Crofts' area to the north of the town and in the area between Burgess Street and Cambridge Street to the south west (Hey 1991, 87-89). These developments (whilst on a small scale) set the pattern for the development of the later grid iron developments of this zone, particularly in the system of leases that was used to facilitate development.

Leases of between 99 and 900 years were typical and under this system (AHP 2003, 16) owners of large estates employed professional surveyors to plan the subdivision of their land into prospective building plots. Plans of Sheffield drawn in the late 18th and early 19th centuries show large areas of this zone in this state, with areas annotated as *building ground* or showing *route of proposed street*. This system allowed the landowner to exploit the value of his land by levying a ground rent on the developed land according to its value in this early state. Subsequent developers could then develop buildings and charge their own increased ground rent (representing the improvement made to the value of the land by their new building). The system could often include further tiers of sub letting. This pattern of lease and sub lease was particularly well matched to the conditions of labour in the cutlery trades. In this sector a complex system, where independent craftsmen (known as Little Mesters from the late 19th century onwards [see

Symonds *et al* 2002, 19]) rented working space within larger buildings had been in existence for many years[1]. As each tier of ground rent had a value that could be used as security against borrowing, the system greatly facilitated the financing of large-scale industrial development (ibid).

The first major example of the application of the building lease system in this zone was instigated by the Duke of Norfolk, in the area between the historic town and the River Sheaf - land recorded by the survey of John Harrison in 1637 as Alsopp Farme (Scurfield 1986, 163-164). This survey recorded the farm as demesne land of Sheffield Manor let to tenants at will. The land lay just inside the boundary of the former deer park and is likely to have been one of the earliest parts of the park to be subdivided and let as farmland. In the 1770s the Norfolk estate commissioned James Paine to prepare plans for a grid pattern of streets here (Harman and Minnis 2004, 135). It was intended that the leases be taken up by developers for high class residential property, but it seems that few were interested and by the 1790s leases were being arranged with cutlers for smaller dwellings; restrictions on 'offensive trades' (ibid, 136), originally intended to protect the new development, had been removed by 1800.

Figure 354: Detail of Fairbank's 1771 plan of Sheffield showing the 'Proposed Streets' of the Duke of Norfolk's development scheme.

[1] This pattern was established by the later 17th century at water-powered grinding wheels, where cutlers would generally rent a 'seat' or 'trow' for as long as necessary to process their wares (Hey 1991, 102). Most 'wheels' (referring in Sheffield to any building used for the grinding of cutlery) were in turn generally rented from a landlord (often the Duke of Norfolk). This pattern of renting working space is known to have continued at all levels of the later urban industry, with even large owner occupied works such as Globe and Sheaf works thought to have been renting out bench space to 'outworkers' (Symonds *et al* 2002, 60).

Historic maps of Sheffield from the late 18th to mid 19th century show the rapid proliferation of grid patterned developments. As well as the progressive expansion of the Alsop Fields grid pattern, separate grids were drawn up for speculative development across Little Sheffield Moor (enclosed from common land by the Ecclesall Enclosure Award (Fairbank 1788, No I Plan) and further parts of the Church Burgesses land to the west of the town centre. Most of these were laid out by the Fairbanks family of surveyors who dominated the local profession from 1739 - 1850 (Sheffield City Libraries 1936), and careful analysis of the patterns from separate phases suggests that each phase was carefully planned to ensure its streets intersected as efficiently as possible with earlier grids. The connectivity of the resultant layout facilitated the industrial specialisation of the Sheffield light trades, where work pieces passed from trade to trade between separate workshops as different processes undertaken to bring a finished product to completion were completed by various craftsmen.

Later Characteristics

The grid patterns of this area, which offered new opportunities for manufacturers to develop integrated complexes, began to be outgrown by the largest steel manufacturers by the mid 19th century. Thomas Firth (whose Portobello Works opened near West Street in 1842) and John Brown's first Atlas Works (opened in 1846 on Furnival Street) had both moved to the Lower Don Valley by 1852 (Belford 2003). Not only did the Lower Don floodplain offer large open spaces over which large new complexes could be laid out, but the newly constructed Manchester, Sheffield and Lincolnshire Railway provided a means to transport increasingly large products to their markets.

The light trades continued here into the 20th century by increasing the production of specialist precision instruments in the face of ever cheaper imports of cutlery from labour markets less resistant to mechanisation than Sheffield's. Walton, writing in 1968, noted a recent revolution in the industry, *"already the traditional ways of apportioning work have been altered, and it has been found that machines of the right kind can, after all, produce first-class cutlery"* (Walton 1984, 268).

These changes in the working conditions of the light trades appear to have been accompanied by the first major clearances of older courtyard works, workers housing and tenement factories. Walton remarked on the *"clearance of whole streets"* (ibid), leading to major reductions in the spaces available for rent to independent craftsmen. Following World War II, there was considerable investment in this zone, which now contains significant quantities of post-war industrial buildings. These were constructed following the City Council's reorganisation of land use through the application of planning policies intended to concentrate light industrial activity into certain areas of the city (Sheffield City Council 1945, 28-29).

Many new cutlery factories can be seen marked on the 1950s Ordnance Survey mapping. These works reflect the introduction to the industry of new working practices based on production lines and mechanisation. The old courtyards are no longer present, instead a wide single storey space is generally provided, with lightweight prefabricated roofing, under which a range of machinery could be accommodated, lit by electric and natural light. By the appendix to the fifth edition of Walton's book, written in 1984, the failure of these changes to protect the skills and workforce of the light trades is painfully apparent with a fall in the workforce quoted as being from "*25,000 to somewhere between 2,000 and 4,000"* a level which recent estimates suggest has remained stable (Symonds *et al* 2002, 108).

The post-war period also saw significant severance of parts of this zone, caused by the redevelopment of the severely bomb damaged Moor and the construction of the Civic Circle and inner ring road. This, combined with the decline of the light industries of this zone in the second half of the 20th century, has stimulated a further loss of industrial character.

Most recently, a profound change in the residential profile of this zone has emerged. Following clearance of former industrial buildings, land has become available for new 'city living' and student accommodation, resulting in the construction of mixed-use commercial and residential buildings, such as West One. These developments have been accompanied by conversion and reuse of some of the most important surviving integrated works, including Butcher Works, Truro Works, Brooklyn Works and Cornish Place. Common to many of these developments, whether situated in new or historic buildings, is a concern to provide strict segregation of the communal and private space of the development with the public space of the street, mediated by entry systems and CCTV security systems (Ratcliffe 2007). It is interesting to how the traditional form of the courtyard works has been adapted to meet the requirements of the modern 'security community'.

Figure 355: Butcher Works in the 'Sheaf and Porter' character area, converted to residential use in the early 21st century.

Character Areas within this Zone
'Canal Basin and Victoria Station', 'Central Don Valley Floor', 'Devonshire Grids', 'Little Sheffield and Bramall Lane', 'Sheaf and Porter Central Industrial'

19th to Early 20th Century Villa Suburbs

Summary of Dominant Character

The character areas that make up this zone were first developed in the 19th century as middle class suburban developments away from the industrial and commercial city centre, which at that time was becoming increasingly densely developed with back to back and courtyard housing. The predominant building types range from detached mansions to large semi-detached houses, normally featuring generous private gardens or (around the larger mansions) small parks and other designed grounds. The majority of buildings in these areas are built of stone with a mixture of Tudor, Classical and Gothic architectural styles generally employed. Larger residences can include such high status elaborations as libraries, ballrooms, conservatories or even (in Nether Edge's Kenwood Park Road) a private theatre.

Figure 356: The tiny Lantern Theatre, built by cutlery manufacturer William Webster in the grounds of his house on Kenwood Park Road

The streets have largely remained free from large areas of later terraced infilling, although this type exists to some extent in most character areas, as do pockets of mid 20th century semi-detached infill. Significant plantings of mature trees (in both streets and private gardens) and evergreen shrubbery contribute to a 'Gardenesque' atmosphere, clearly differentiating these areas from the terraced housing areas and later middle class suburbs surrounding them. In larger scale planned developments, such as Kenwood, Broomhall and Endcliffe Crescent, surveyors and landscape gardeners were employed to design the curvilinear road networks so as "to create constantly changing vistas of the picturesque "villa" residences emerging from their leafy surroundings" (Doe 1976, 177).

Figure 357: A group of mid C19 stone-built villas, typical of this zone, set back from a tree lined avenue in the 'Nether Edge' character area

Public open spaces tend to be less common in this zone than in either 19th century terraced or later 20th century municipally developed suburbs. In contrast to those zones, most residences are provided with some level of private ornamental space. Sports clubs, where they exist, tend to be private developments rather than being accessible to the general public. Industrial land uses are generally absent but institutional buildings are a feature – especially in the Broomhall and Nether Edge character areas, where various departments of Sheffield Hallam University have colonised earlier buildings.

Broomspring and Broomhall character areas: The earliest phases of these developments are to be found around Glossop Road in the districts of Hanover and Broomhill. Developed from the 1820s onwards (Harman and Minnis, 2004, 247) by a variety of landowners, development included many large villas as well as more modest housing. Patterns of development in these areas tended to follow long established traditions of land subdivision; regular straight-sided enclosure and strict building lines are the norm in these areas. This regular subdivision of land produced grid iron street patterns, particularly between Broomspring Lane and Glossop Road where larger examples of terraced housing dating from before the 1864 bylaws have survived the widespread demolition of their back-to-back counterparts due to their grander proportions.

From around 1840 (Doe 1976, 177), the owner of the Broomhall Estate, John Watson, sponsored the development of a new housing development based around Collegiate Crescent, a grand sweeping road lined with trees around which were laid out generous plots for villas - themselves approached by further curving driveways. Gates controlled entrance and access to the estate until their removal in 1916 (Harman and Minnis 2004, 256).

Figure 358: The Broomhall Park Estate in 1891. The layout of the estate was based upon 'Picturesque' principles, to encourage a rural rather than an urban feel; the exclusivity of the surroundings was enhanced by the provision of gates and lodges at entrances (marked by red dots).

Lodges built to oversee these gates survive on Park Lane, at either end of Collegiate Crescent and at the junction of Broomhall Road and Broomhall Place. The restrictive access to this new picturesque utopia was mirrored elsewhere in Broomhall - at the Botanical Gardens, opened by Sheffield Botanical and Horticultural Society in 1833, where access was only granted to shareholders and subscribers (ibid, 261).

Figure 359: A former lodge (now reused as commercial premises) that controlled access to the Broomhall Park Estate from Ecclesall Road
© SCC UDC

Nether Edge: The area now known as Nether Edge is bounded to the west (as the name suggests) by the dramatic escarpment of the Greenmoor or Brincliffe Edge sandstone (British Geological Survey Sheet 100 1974); elsewhere the land slopes gently eastwards. The first major developments stimulating the suburbanisation of the area were the construction of the Ecclesall Bierlow Union Workhouse on Union Road and the laying out of the Kenwood Park Estate around cutlery manufacturer George Wostenholme's mansion, from 1844 onwards. The estate was designed for Wostenholme by garden designer Robert Marnock (also responsible for the Botanical Gardens), who laid out a series of curving avenues radiating from the main gate to Wostenholme's mansion. Despite a greater level of later infilling than has occurred within the Broomhall Park Estate, the estate's large stone villas and their gardens (often accessed through grand gateways), as well as the large numbers of street trees, means that the early picturesque character of this suburb is still instantly recognisable. The remainder of the 19th century saw the development of semi-detached housing to the east of the area by the speculative builder Thomas Steade and the establishment of varied villa housing to the west by the Montgomery Land Society. These developments employed grid iron street patterns, but still feature larger stone-built properties.

Ranmoor and Stumperlowe: The suburban development of this area was generally later than the other character areas within this zone, although at its core lies Endcliffe Crescent - an estate development of 1824 by the Endcliffe Building Company (Harman and Minnis 2004, 264), the earliest example of 'picturesque' suburban development in Sheffield. An interesting parallel with the development of the Broomhall Estate lies in the restriction of access to the development as a whole by the provision of a gate and (surviving) lodge at its entry from the north along Ranmoor Road.

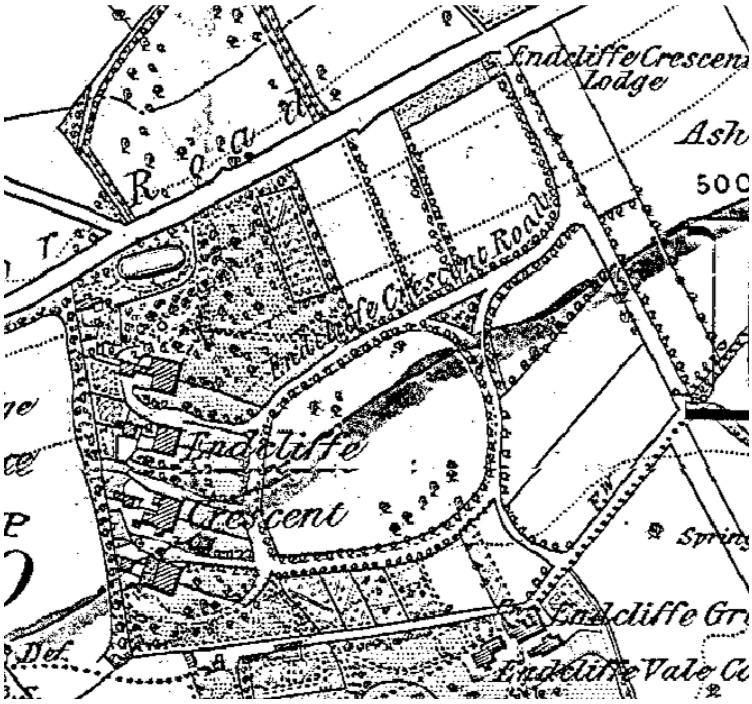


Figure 360: Endcliffe Crescent, Sheffield, in the mid 19th century. OS mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2008) Licence numbers 000394 and TP0024

Inherited Character

The land on which this zone was developed tended to lie away from historic nucleated settlements and the lower slopes of the river valleys. Indeed much of the attraction to the middle classes who sponsored their development was probably this detachment from the industrialised areas (and the concomitant smoke, noise, poverty stricken working classes and dirt) of the older settlements and the industrial valleys. As a result, older residential property boundaries and relict industrial sites tend to be extremely rare or even absent within this zone. Early maps (e.g. Fairbank 1795) show these areas as enclosed farmland characterised by a pattern of dispersed settlement. These earlier enclosure patterns are indicative of piecemeal enclosure processes, probably of medieval date, by the assartment of woodland. There were also small areas of common land, enclosed in typical geometric fashion by parliamentary awards at the turn of the 18th and 19th centuries.

In contrast to the generally poor survival of field boundaries, earlier medieval lanes (generally of irregular form) and later enclosure period roads (with their characteristic straight routes and standard widths) survive well, sometimes lined by original boundary walls.

Figure 361: Overlay of the 1851 1:10560 OS map on modern aerial photography demonstrates little legibility of earlier field boundaries despite a well preserved earlier network of lanes (detail from the Ranmoor and Stumperlowe character area).

Broomspring and Broomhall character areas: Buildings earlier than the 1830s (when the planned estate of Broomhall began to be laid out) are rare. An exception to this is the original timber-built Broom Hall, which survives as the earliest phase of a later 18th century elite residence (Harman and Minnis 2004, 258). The timber-framed section is of post and truss construction and has been dated dendrochronologically to c.1498, with a further extension in c.1614 (ibid, 259).

Nether Edge: Little survives of the pre-suburban countryside, although Machon Bank and Cherry Tree Road fossilise the routes of earlier lanes that served the enclosed countryside depicted in the early 19th century. The recently closed Brincliffe Oaks Hotel on Nether Edge Road incorporates much of a post-medieval farmhouse.

Ranmoor and Stumperlowe: Buildings earlier than the 1830s (when the planned estate of Endcliffe Crescent began to be laid out) are rare.

Later Characteristics

Development trends over the 20th century have led to the continuing intensification of the building density within this zone, with areas of open land infilled up to the present day. Back land development, where the rear gardens of large properties are sold as development land, is a particularly obvious threat to the historic character of these areas. The proximity of the 'Broomspring' and 'Broomhall' character areas to campuses of the University of Sheffield and Sheffield Hallam University has led to a significant trend from the mid 20th century onwards of conversion of large residential properties to institutional use.

Character Areas within this Zone
'Broomhall', 'Broomspring', 'Nether Edge', 'Norfolk Park and City Road', 'Ranmoor and Stumperlowe'

Industrial

Summary of Dominant Character

This zone is made up of areas where large scale industrial activities, principally the production of steel and its processing by casting, forging and rolling, still form a dominant influence on the built environment. Much of the character areas to be discussed here are to be found located on the alluvial flood plains of river valleys. As well as being a location traditionally associated with the metal trades due to the location of water powered industries, these valley floors provided significant areas of level ground, an essential component of the spatial organisation of large complexes.

Figure 362: The 'River Don Works' of Sheffield Forgemasters straddles Brightside Road and represents one of the last working survivals of a large scale steel works established in the late 19th century.

From the mid 19th century onwards Sheffield's heavy trades of steel making and processing began to outgrow the traditional workshop based sites of the '18th-19th century Industrial Grids' zone. This development was largely the result of technological advances in steel-making and transport and was driven by, and helped to develop further, the growth in national and international demand for railway products, ship-building, construction materials and engineering castings. From the 1860s onwards much of the expansion of the Sheffield steel industry was driven by a concomitant

development in the technological sophistication and increases in the scale of the armaments industry. Sheffield's industries particularly focussed on the production of shell casings, guns to deliver these shells and amour plate intended to resist similar projectiles (Hey 1998, 154).

A characteristic of the development of heavy industry is one of continual re-investment in plant and machinery, with the result that the present complexes in this zone are often the result of many phases of renewal, expansion and rebuilding.

Typical forms within this zone are industrial complexes of large sheds with wide roof spans, built to accommodate a range of processes, and often forming linear complexes (reflecting the flow of work along a production line). Building materials have changed through time, with early examples being brick-built and later ones being steel framed sheds clad in corrugated steel sheet materials. Roof lines are frequently punctuated with chimneys, ventilation louvres and extraction vents. Most of the character areas in this zone are (or were) provided with railway links, in order to facilitate the supply of raw materials and the delivery of products to their markets.

The zone represents a dramatic change of scale when compared with the smaller urban industries from which they developed[2]. Production of steel in Sheffield up to the mid 18th century had involved two main processes; the conversion of Swedish pig iron to blister steel in cementation furnaces, and its further refining in crucible furnaces. The landscapes associated with these earlier processes were most often based around courtyard plans (see the 18th – 19th century Industrial Grid zone), with movement between different processes across a shared central courtyard. These buildings were generally narrow by later standards (allowing for natural light to illuminate working areas). The later bulk processes demanded bigger covered working spaces, themselves made possible by larger rolled products that enabled wider roof spans to be constructed using fireproof steel beams. *"[T]he building became simply a shell that sheltered a processing area…"* (Wray *et al* 2001) with the covered open space facilitating the movement of large castings around the working area by cranes.

To the north of the River Don, the 'Saville Street to Attercliffe' character area largely developed from the mid 19th century onwards. This character area is marked by smaller scale development than the other character areas within this zone. As a result there is more variety in the styles, ages and ownership of buildings in this area. Despite heavy post-war investment in new industrial buildings, the original industrial development is still clearly visible, particularly in the street pattern and where early buildings, such as the Canal Street Works, survive.

The remaining three character areas are the product of much larger consolidated industrial concerns. 'Stocksbridge Don Valley' character area

[2] A full account of typological stages in the development of industrial architecture in the Sheffield steel industry has recently been made by Alan Williams (2003)

is dominated by Stocksbridge Works (founded as Samuel Fox and Co. in 1842), which is currently owned in its entirety by the Corus Group. 'Shepcote Lane' character area includes the massive integrated steelworks of Outo Kumpo PLC, as well as surviving buildings of the Imperial Steelworks of the former Edgar Allen Company, and the smaller works of Tinsley Wire Industries Ltd. 'River Don Works' is made up of present and former buildings of Sheffield Forgemasters International Ltd, based on the site of the east end works established by the Vickers company in 1864. These industrial complexes, which have come under repeated threat over recent decades due to continual fluctuations in the global price of steel and the ownership structure of businesses, are generally of a variety of dates, reflecting many stages of modification. Large corrugated sheds are a common theme, although most include earlier brick-built (or, in the case of Stocksbridge, stone-built) phases.

Inherited Character

Prior to its industrial development, much of the land within this zone was marked by the Ordnance Survey as *liable to flooding*. The characterisation project has generally interpreted the medieval land-use of these areas as 'valley floor meadow', an interpretation based on their location alongside the rivers Don and Rother. Historically these meadows are likely to have been managed as wet meadowland – with grasses cut for hay late in the summer, when conditions were suitable. In wetter years, when the hay could not be successfully harvested, the land would be grazed. Where it survived into the 19th century, much agricultural land along the valley floors shows signs of drainage and improvement, as well as straight boundaries often indicative of parliamentary enclosure of former common land. This may suggest that in South Yorkshire meadowland was generally held and operated in common. Within this zone, later industrial development has generally not fossilised any legibility of this earlier meadowland landscape, or its later rationalisation by 18th and 19th century enclosure acts.

Of equal importance to the economic exploitation of the valley floors was the growth in the use of water power from the medieval period onwards. Along the course of the river Don a number of features associated with water management are retained. These include weirs, goits, culverts, dams and other features of the systems developed to harness the energy of the rivers. Until the late 19th century, water power continued to be utilised along the Don for forging or grinding of edge tools (see Crossley et al 1989 and Miller 1949 for site by site accounts).

Within this zone three sites seem to have directly influenced the siting and development of later heavy industries. The industrial complexes at Stocksbridge Works, Royds Mills (Thessco), and Attercliffe Steel Works (Stevenson / Newhall Road) all evolved directly from water-powered sites with early post-medieval origins. At most of these sites, industrial expansion has removed visible traces of the water-powered sites, except on

the banks and bed of the river itself - where a number of weirs and goit culverts can still be seen. However, at Attercliffe Steel Works a lengthy open goit survives, cutting off an area of scrubland between it and the river. The later development of Attercliffe Steel Works has also fossilised the outline of the former mill dam in the form of an open courtyard surrounded by buildings originally built around the dam in the early 20th century.

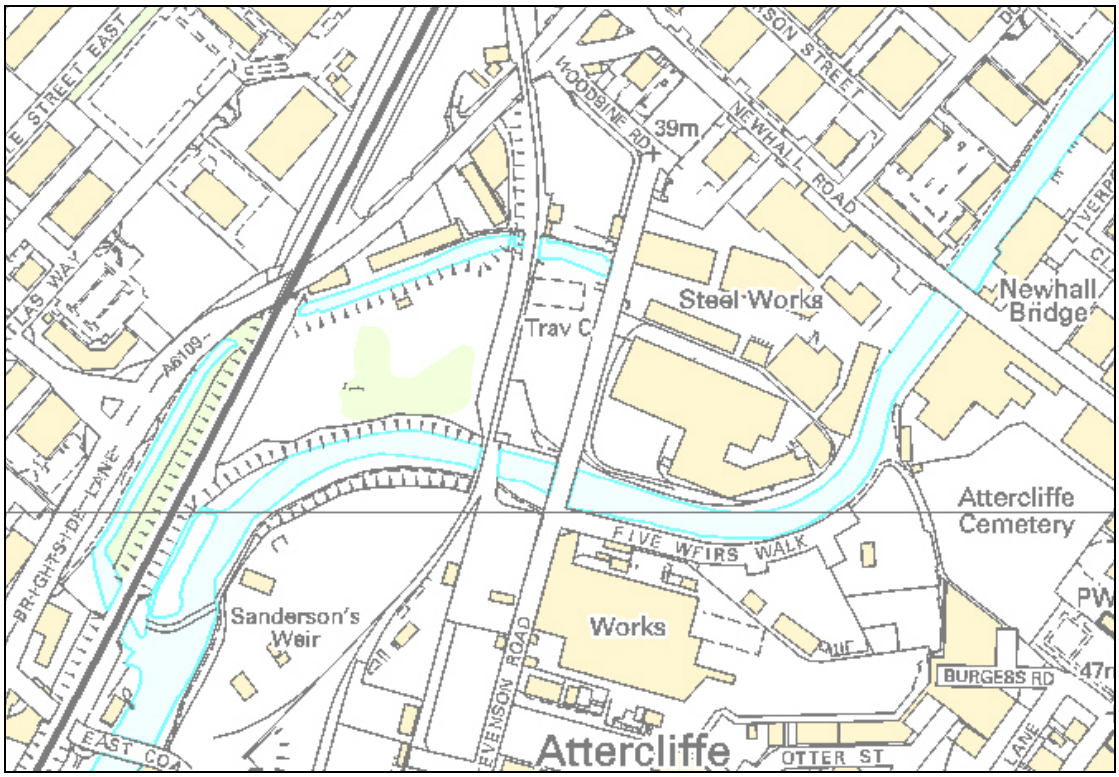


Figure 363: Attercliffe Steel Works, showing the open head goit for the former water-powered wheel (to the left of Stevenson Road) and the site of the former dam – an open courtyard surrounded by buildings (to the right of Stevenson Road).

Crucial to the development of the heavy industries of the east end was the introduction of means of bulk transport. Prior to the 19th century, the only means to import materials into and products out of Sheffield was by road transport. This limiting factor to the growth of the industries of the town began to be overcome in the 18th century with the development of first the turnpike network (see Smith 1997), and the progressive extension of the navigable limits of the River Don; the new channels of the South Yorkshire Navigation reached Tinsley Wharf by 1751 (Hey 1998, 108). The extension of water navigation to the city centre by the construction of the Sheffield Canal, by 1819, enabled the transition from predominantly urban light production, to out of town bulk production. Within 4 years of the canal's completion this industrial expansion was initiated by the construction of William Greaves' Sheaf Works, one of the world's first integrated steam powered steel cutlery works (Harman and Minnis 2004, 158). The canal remains significantly legible along its length.

Later Characteristics

Later landscapes in this zone are largely the result of the clearance or replacement of earlier industrial buildings. A notable 21st century intrusion to the Saville Street to Attercliffe character area was the construction of the Bernard Road Incinerator. Major parts of both Corus's Stocksbridge and Outo Kumpo's Shepcote Lane facilities have closed since 2000, including the arc-melting shop at Stocksbridge (ending a 150 year tradition of primary steel making at the site) and the cold rolling mills at Shepcote Lane. The Stocksbridge site is currently subject to plans for mixed-use redevelopment.

The zone is closely related to the 'Post Industrial' zone – much of which has developed its present character as a result of the regeneration of sites previously occupied by 19th and 20th century heavy industries. As a result there is considerable overlap in character between these two related zones. Characteristics of 19th and 20th century heavy industrial development form the dominant legible character of the 'Post Industrial' zone, whilst recent developments in character areas still dominated by heavy industry is tending towards post industrial development.

Character Areas within this Zone
'River Don Works', 'Saville Street to Attercliffe', 'Shepcote Lane', 'Stocksbridge Don Valley'

Grid Iron Terraced Housing

Summary of Dominant Character

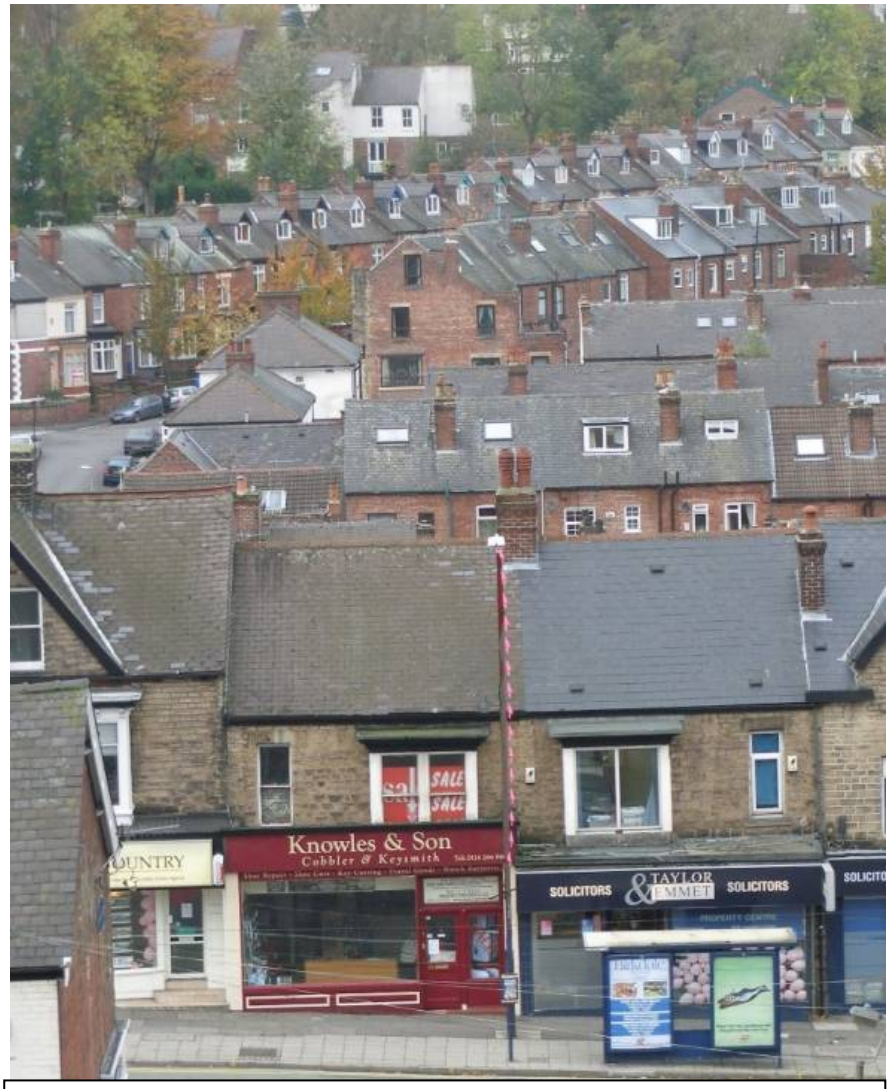


Figure 364: A typical high density landscape of slate roofed brick properties in the 'Sharrow Vale and Hunters Bar' character area

This zone was first subject to large-scale urbanisation in the period 1864-1919, with the development of housing on regular grid street patterns. The dominant housing type is generally standardised terraced property, although a distinct hierarchy of building types can be discerned. This ranges from simple two–up-two-down designs, through to large townhouses providing dedicated scullery kitchens, larders, entrance hallways and bathrooms in addition to a small privately enclosed garden area. For the smaller properties, it is common for there to be regular passageways between the houses, opening on to communal yards that are shared between groups of the houses; this design has been explained as a continuation of patterns

established through the longer established tradition of constructing domestic courts of back-to-back houses (Muthesius 1982). Another characteristic feature of Sheffield grid iron terraced housing is that properties tend to be stepped down along the slope, giving a broken rather than continuous roof line.

The character areas within this zone also frequently include estates developed by Freehold Land Societies, where semi-detached and detached properties of more unique designs and grander proportions can be found. These estates show a greater variety of building styles as here land was first divided into plots that were then developed with individual properties. This reflects the fact that the primary motivation behind the subdivision of these areas was the acquisition of land by a wider sector of society, rather than development for commercial gain; land society developments enabled larger numbers of people to vote, as voting rights were linked to property ownership (Harman and Minnis 2004, 282). These societies provided an important impetus to the development of 19th century suburbs. Once established, a society bought up land and divided it into individual plots, members of the society paying a monthly contribution to costs and charges for making roads, with the society being wound up once costs for the land had been met.

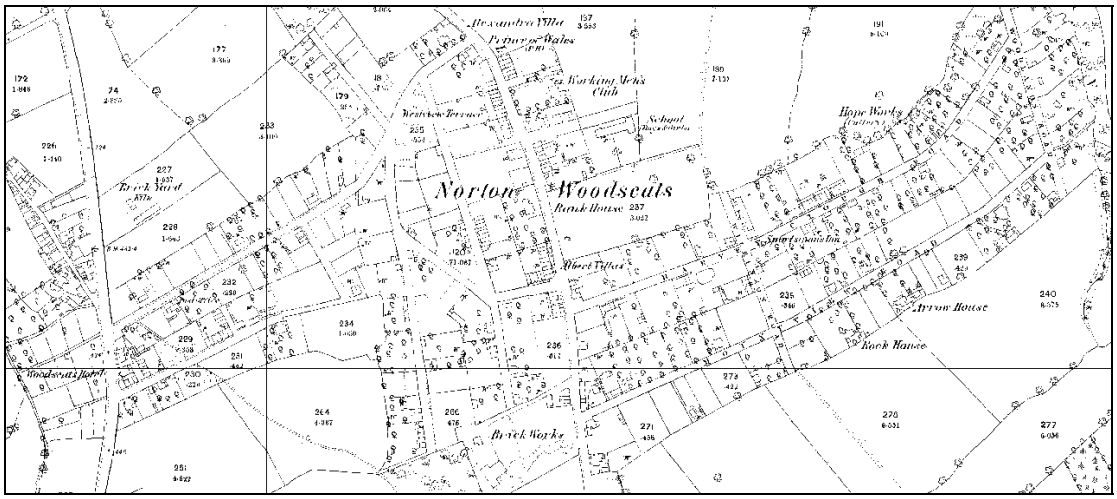


Figure 365: Land Society development in Norton Woodseats in 1894

Excellent examples of land society development in this zone have been recorded in Norton Woodseats, Crookes, Heeley, Walkley and Meersbrook. Historic map evidence shows that often these areas did not develop past the building of a few large villas – the 'building plots' being shown as undeveloped n some places for 40 years or more. In many cases, final development of these areas was undertaken in standard terraced form.

Housing in this zone is associated with contemporary institutional buildings, especially churches and primary schools built by the Sheffield School Board.

Many also feature Vestry Halls, e.g. at Meersbrook Park Road, Cemetery Road (Sharrow), and Crookesmoor Road, built for the collection of rates, administration of local neighbourhoods and to provide local places of assembly.

Figure 366: Former St Luke's Methodist church, Crookes Road

These suburbs were provided with shops and pubs, often sited on street corners. In addition, earlier settlement cores such as Owlerton, Crookes, and Woodseats became commercial centres, as did important termini of the tramway networks, such as at Firth Park. Purpose built variations of larger terraced properties were provided with shop fronts on the ground floor frontages. Most of Sheffield's terraced suburbs also featured at least one larger co-operative society store.

Many of these suburbs absorbed earlier elite houses built in the 18th century by industrialists and merchants. Associated parkland was often set aside by the municipal authority or provided by benefactors to form centrepieces to the new suburbs, such as Meersbrook, Hillsborough, and Firth Parks. Further recreational space was set aside in most of these areas for allotment gardens, the largest area of plots being at Meersbrook.

Contemporary cemeteries can be found in Burngreave, Crookes and Norton, which are typical of their period, with sandstone mortuary chapels and

geometric layouts of avenues mirroring the grid iron patterns of the surrounding housing.

The suburbs that make up this zone are all to be found in close association with industrialised river valleys. All were provided with connections on Sheffield's tramway network, allowing commuting from residential districts to more distant workplaces. Some dispersed small industrial buildings can be found within most areas of this zone, especially in the transitional areas between this and other zones, particularly the older established residential or industrial zones (for instance in the Porter valley at Sharrow Vale).

Inherited Character

The most obvious early landscape features in this zone tend to be found where earlier hamlets have been absorbed by the 19th century suburban developments. Good examples of this process can be found at Crookes, in parts of Norton Woodseats, Woodseats Dale and at Owlerton.

Figure 367: Meersbrook House in Meersbrook Park

The historic parklands of Meersbrook, Firth Park and Hillsborough preserve earlier designed and semi-natural woodland landscapes around large previously private residences of the 18th century, although all were modified on their municipalisation. The parks themselves also preserve legible traces

of earlier agricultural land-uses. A number of other 18th and early 19th century large residences are a feature of this zone, good examples being Abbeydale House; Mount Pleasant and 10 Sharrow Lane - formerly the Charnwood Hotel (Highfields); Pisgah House (Walkley); Abbeyfields House; and Page Hall (now the Abbey Grange nursing home).

Suburbanisation of these areas was frequently as a result of the organic extension of earlier industrial suburbs - Sharrow, Highfields and Abbeydale Road represents the steady advance of housing southwards along the Sheaf valley from the older hamlet of Little Sheffield. Generally, older terraces can be discerned closest to these earlier cores, such as the late 18th or 19th century listed terraces on Barnabas Road - some of the oldest in the city.

Development of new terraces took place over a variety of earlier landscapes. Where earlier land enclosure formed a regular pattern, then development has sometimes fossilised earlier patterns, for instance in the former Club Gardens in Sharrow; the parliamentary enclosures of Sharrow and Pits Moors; and the enclosed strips to the west of Crookes' historic core. However, where regular patterns were not present then old boundaries appear to have been cleared and the new grid patterns laid out wholesale across the land.

Later Characteristics

Later development within this zone has focussed on the sites of former brickworks and quarries (that produced building materials for the original phase of development). Frequently these sites have seen infill housing or commercial developments – often retaining dramatic former quarry faces through the sandstone geological sequences. Good examples of such reuse can be found at Brincliffe and Woodseats. Elsewhere there has been considerable redevelopment of earlier allotment garden sites for housing, mostly small areas of semi-detached housing, in the early to mid 20th century.

Housing clearance has, by and large, been restricted to areas of older housing in other zones. In Sheffield this process was undertaken on a large scale across grid iron terraced areas in the 1960s and 1970s and has been separately described in the 'Terraced Housing Clearance Areas' zone. The most notable exceptions are at Highfields and Lowfields, where three blocks of late 19th century grid iron terracing were demolished in the 1970s, and within Burngreave and Page Hall, where small areas have (and continue to be) subject to clearance programmes.

However, social change over the past one hundred years has led to significant changes to the way houses in this zone are occupied and maintained. Most notably, the now widespread phenomenon of multiple car ownership has had a significant effect on the streetscape, with off-road opportunities for parking near completely absent and on-road opportunities limited by the inherent short street frontage of terraced properties. Within

properties the most notable change has probably been the introduction of bathrooms and toilets in the main living accommodation, rather than contained within the back yard. Changes in property maintenance impacting on the general character of these area include the widespread replacement of wooden doors and windows with double glazed uPVC units; the replacement of welsh slate roofing with concrete and other composite materials; and the introduction of TV and satellite aerials.

Changes in attitudes and practices concerning religion and schooling are also manifesting themselves in the changing characteristics of former institutional buildings in this zone; buildings originally provided for these purposes are now often put to re-use as community centres, clubs or youth centres.

Character Areas within this Zone:
'Crookes, Walkley and Broomhill', 'Highfields, Sharrow and Abbeydale Road', 'Hillsborough', 'Meersbrook', 'Norton Woodseats', 'Pitsmoor, Burngreave, and Firth Park', 'Sharrow Vale and Hunters Bar', 'Wadsley Bridge'

Terraced Housing Clearance Areas

Summary of Dominant Character

This zone is made up of areas characterised by large scale clearance of mostly 19th century terraced housing during the middle to late 20th century. While many original street patterns, institutional buildings, public houses and some housing survives throughout these areas, clearance and redevelopment has left a significant mark on the historic character. Most of these areas feature large quantities of late 20th century municipal housing. These include system built estates constructed in materials new in the 1950s and 60s and, from the mid 1970s onwards, more traditional estates of low rise housing. Open spaces are also regular features of these areas; the characterisation project has shown that over half the green spaces created in Sheffield in the last 30 years are former areas of housing.

Figure 368: This 1999 aerial photograph overlain with the 1891 OS map shows the extent of 20th century housing clearance and redevelopment in the 'Shirecliffe, Woodside, Spital and Lower Burngreave' character area.

Geographically this zone is found most commonly to the north of the city, in close relationship to the sites of former heavy industry in the Upper and Lower Don valley floors. This close industrial relationship is most strongly felt in the Attercliffe, Infirmary Road and to a lesser extent in the Darnall areas, where redevelopment since housing clearance has focussed on the expansion of this established industrial area across previously wholly

residential or mixed residential and industrial areas. Elsewhere, redevelopment replaced older housing forms with often radically new architectural forms, such as the large estates of Kelvin, Woodside, Upperthorpe and Burngreave. The most radical of these (Kelvin and Woodside) have already themselves been subject to further clearance programmes in the early 1990s and 2003-4 respectively.

Figure 369: The Woodside/Burngreave Estate shortly after construction in the 1960s. © SCC

Inherited Character

Attercliffe, Darnall and Heeley all grew as suburbs around earlier villages; the plan form, boundary features and occasionally buildings of which all form important parts of the present historic environment of these places. In the case of Attercliffe and Darnall, these villages were likely to have developed as nucleated settlements by at least the medieval period. Early mapping shows these villages developing in a linear form, with thin narrow plots set perpendicular to main roads. Such plan form layouts are generally interpreted as indicative of some level of planning during the medieval period. Surrounding these settlements were open townfields that had become fossilised by later semi-regular piecemeal enclosure by the early 19th century (Sanderson 1835). The resulting thin strip fields sometimes formed units for later development, for example at Station Road, Darnall.

Early mapping around Heeley (e.g. Jeffreys 1775 and Sanderson 1835) indicates that the later suburbanisation of this area joined up a number of earlier separate hamlets (these earlier settlements are now known as Heeley Bridgehouses, Lower Heeley (or Heeley Bottom), Middle Heeley, Upper Heeley and Heeley Green). These settlements had a much less regular plan form than that seen at Darnall and Attercliffe and there were no clear large scale open field systems in this area. It seems possible that the nucleation of these settlements was a response to the growth of the metal trades industries that flourished here by the early 17th century (see Kingston 2004).

Legible traces of each of these villages survive in property boundaries, occasional buildings (such as the cruck barn at Wilson Place, Heeley, and

the early 17th century Hill Top Chapel at Attercliffe), and the less regular building lines within the former historic cores. The pattern, observable in the 'Grid Iron Terraced Zone', of historic cores becoming the later central places of suburbs continues within this zone, with the historic cores of Attercliffe, Darnall and Heeley still forming the basis of the commercial shopping area of each today.

Suburbanisation of this landscape had begun in earnest by the mid 19th century, following the development of bulk steel making processes in the Lower Don and Sheaf valleys. Development processes in this area were similar to those acting within the well preserved suburbs of the 'Grid Iron Terraced Housing' zone, although the properties developed in this zone tended to be earlier, with large numbers of back-to-back courts. The vast majority of these were cleared from the inter-war period (1919-1939) onwards as Sheffield City Council embarked on the development of major public housing schemes away from traditional industrial areas - such as those to be found in the 'Early to Mid 20th Century Municipal Suburbs' zone.

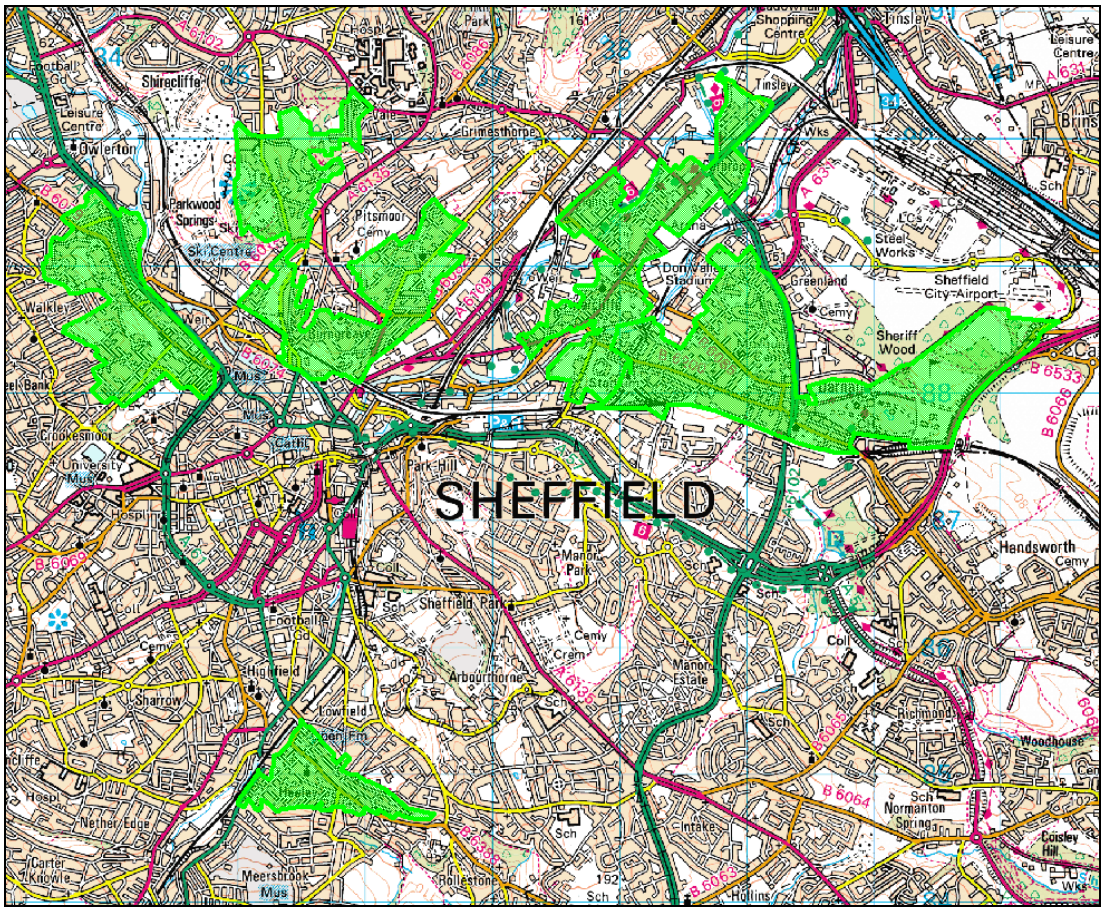


Figure 370: The distribution of this zone corresponds to the first areas developed with terraced housing outside the city centre

Despite the high levels of housing clearance in these areas (and their resultant late 20th century regeneration) strong aspects illustrating their development in the 19th century are legible throughout. As is the case within the 'Grid Iron Terraced Housing' zone, housing within this zone was generally developed in parallel with contemporary institutional buildings, especially churches and primary schools built by the Sheffield School Board. The vast majority of these buildings survive but many have developed new uses as a result of the clearance of their related housing. The zone also features administrative Vestry Halls (such as those to be found at Attercliffe Hill Top and in Burngreave), built for the collection of rates, administration of local neighbourhoods and to provide local places of assembly.

Legible traces of late Victorian suburbanisation are most obvious in the pockets of un-cleared terraced housing that can be found in much of this zone. For example, a corridor of Heeley was cleared in the 1960s and 1970s, when an urban dual carriageway was proposed; outside this corridor examples of 19th century character survive. These include the institutional buildings along Gleadless Road; the land society areas of Artisan View and Heeley Bank; the 3 storey terraced properties fronting London Road South/ Chesterfield Road at Heeley Bottom; and the Sheaf Bank Works, formerly of shovel makers C.F. Skelton.

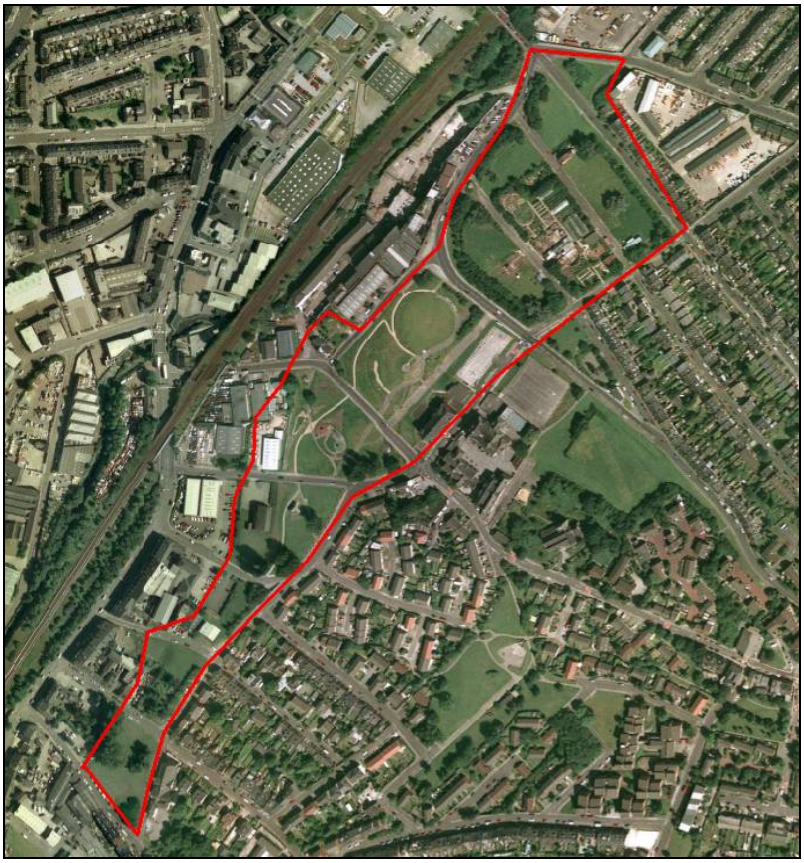


Figure 371: This corridor of land through Heeley was cleared in anticipation of a never built road scheme. The land was regenerated in the late 20th century by local community groups as a City Farm and public park.
Cities Revealed Aerial Photography © the GeoInformation Group, 1999.

Upperthorpe has a similar surviving residential area around Daniel Hill and Blake Street, as well a small historic core area featuring a 19th century public baths and library, as well as one of the city's best preserved areas of mixed housing and industrial buildings (once typical of much of the city centre) from Montgomery Terrace Road to Hoyle Street. Similar characteristics, although with more redeveloped plots, can be found within the grid iron streets between Infirmary and Penistone Road. Upperthorpe also features the reused remains of the late 18th century General Infirmary, surrounded in the late 20th century by a modern supermarket and car park.

19th century character in lower Burngreave is mostly restricted to the Spital Hill area where older terraces survive behind later shop fronts and the Spital Hill Works (formerly of edge tool maker John Sorby) clings to the hillside. To the south and east of Petre Street and Ellesmere Road a well preserved grid iron layout survives from the late 19th century. Despite the redevelopment of much of the original residential and industrial buildings, its earlier character is visible with the preservation of a handful of buildings, including at least two public houses.

Attercliffe has seen the largest shift away from housing to industry following redevelopment. In common with the other areas of this zone, surviving historic character is best demonstrated within the main commercial and historic core. Elsewhere earlier character is restricted to a surviving grid street pattern, occasionally featuring earlier industrial or institutional buildings and with public houses often surviving on street corners - retained to serve the later industrial buildings.

Darnall retains the largest areas of surviving terraced property in this zone, with grid iron groups of later bylaw terraces around Stainforth and Darnall Roads. The Darnall character area also includes an 1859 cemetery and the 1894 High Hazels Park as related suburban landscapes.

Later Characteristics

Following the initial clearances of housing in this area, major projects of housing reconstruction were undertaken, mostly by Sheffield City Council, including the massive deck access Kelvin Flats and the Woodside Estate; both of these have since been demolished. The regeneration of these areas, in an effort to improve their many social problems, remains a major influence on their physical form. These areas are currently being considered as part of the Pathfinder 'housing market renewal' programme.

Character Areas within this Zone:
'Darnall'; 'Heeley'; 'Post Suburban Attercliffe'; 'Shirecliffe, Woodside, Spital and Lower Burngreave'; 'Upperthorpe and Langsett / Infirmary Road'

Early to Mid 20th Century Private Suburbs

Summary of Dominant Character

Figure 372: Abbey Lane, Sheffield.

This zone is characterised by large areas of housing developed speculatively between 1914 and 1945, often in estates, but also includes some areas of later infill, where later housing has been developed within earlier suburbs. These developments have much in common with areas developed in the 'Early to Mid 20th Century Municipal Suburbs' zone. The architectural and urban plan form of both zones developed from earlier conceptions of the garden suburb. Housing areas are generally made up of estates (generally smaller than those found in municipal areas of similar date) on which semi-detached and detached housing of similar style can be found. The estates within these groups were not, as a rule, built to a wholesale plan and as a result many different phases of piecemeal development and areas of pre-existing older landscapes are often legible within them. This is especially true on the boundaries between developments and at the sites of earlier settlement. Housing development is generally of a medium density.

The areas making up this zone are all to be found on the western and southern fringes of the city, with most being in close proximity to open landscapes of the city's 'Sub-Rural Fringe' zone, providing access to a number of facilities developed in parallel to housing within this zone, such as golf clubs, playing fields and parkland. The zone is well provided for with primary and secondary schools, built at a range of dates through the

twentieth century. Industrial landscapes are almost completely absent from this zone, which continues the traditions of 19th century villa suburbs in providing a landscape separated from the world of work.

Inherited Character

This zone has absorbed at least three historic settlements; Greenhill, Norton Lees and Wadsley. Wadsley and Norton Lees appear on mid 19th century mapping as simple irregular small hamlets. However, some attributes of the plan form of Greenhill, still legible today, suggest that this village had at least some elements of planning involved in its layout. The village appears on historic maps as a linear settlement at the centre of an extensive open field system, most of which had been enclosed into semi regular strips by the mid 19th century. Narrow residential property divisions are laid out along this main street, with each plot afforded some frontage to the main street. This pattern of settlement is typical of villages and towns that were replanned in the medieval period (Aston 1985, 72). A number of these boundaries survive along Greenhill Main Street and the historic core area includes 10 listed buildings dating from the 16th – 19th centuries, including timber framed buildings. The village street (Main Street) retains much of the winding character of a medieval street, with a decidedly uneven width and irregular building lines despite later influences.

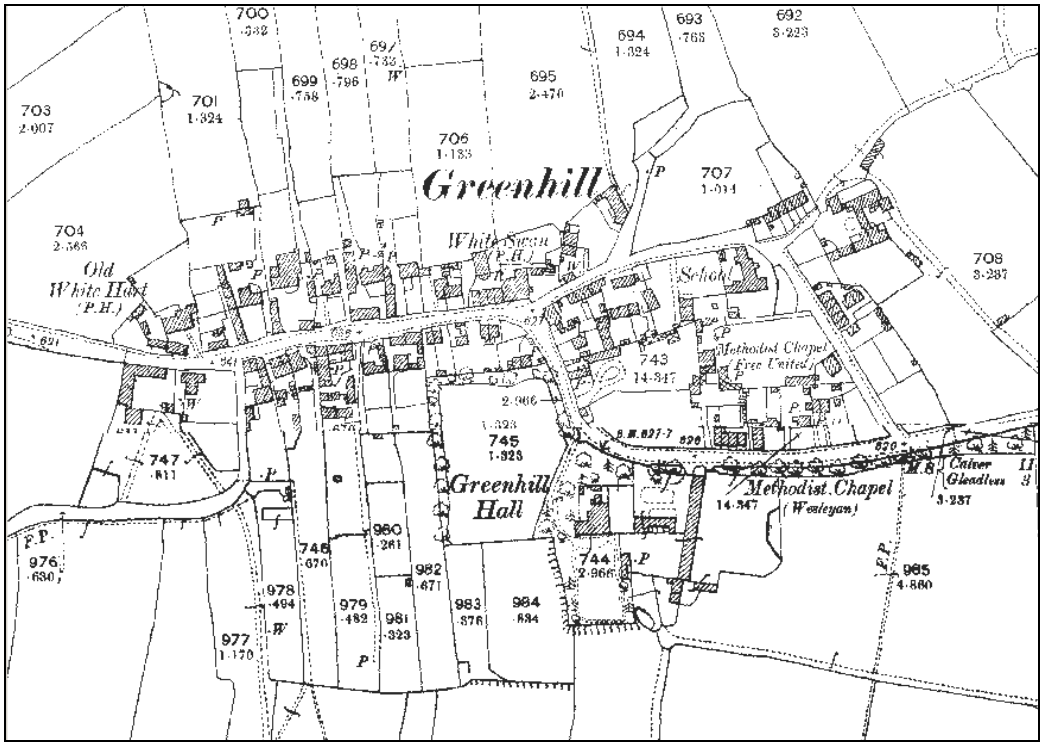


Figure 373: Greenhill Village in the 1890s. The village is typical of small nucleated villages, displaying a simple planned layout based on narrow crofts perpendicular to a main street at the heart of an open field system.

Wadsley and Norton Lees do not appear to display signs of medieval planning, but instead probably have their origins as small hamlets. Both include important survivals of vernacular architecture, especially the outstanding Bishop's House at Norton Lees – a 'post and truss house' dating to c.1500. At Wadsley, significant investment in buildings seems to have been made during the mid 19th century and a fine complex of institutional buildings from this period survives on Worrall Road, including a church, school room and almshouses.

Figure 374: These Almshouses form part of an early-mid 19th century institutional landscape at Worrall Road, Wadsley. Photo

The suburbanisation of this zone resulted in the loss of three types of former field pattern. Much of this zone was characterised until its suburbanisation by piecemeal enclosure patterns, probably relating to the clearance of woodland in the medieval period or earlier. Fragments of these ancient woods survive in close association with this zone, in the 'Sub-Rural Fringe' zone – at 'Abbeydale and Millhouses' and 'Norton Village and Parklands' character areas, on steeply sloping escarpments and sites preserved within parks. The second type of field pattern existed only around the village of Greenhill – the only part of this zone to be built across a clearly discernable open townfield system. This type of landscape emerged as a result of the enclosure of adjacent or individual strips within a formerly open 'common' arable field.

Unfortunately few discernable landscape traces of either of these types of field systems are clearly legible within this zone, with only fragments visible

occasionally at the edges of developments - for instance, the boundaries of Downing and Glenview Road, which were fitted into surviving former strip fields to the north of Greenhill. Despite the widespread destruction of earlier field patterns, as in other zones historic road patterns have proved to be a longer lasting feature of the landscape. The 'Ecclesall and Whirlow' character area in particular exemplifies this pattern, with a complex network of interconnecting lanes surviving into the present day. Of these, Millhouses Lane, parts of Carter Knowle Road, Archer Lane, Button Hill Lane, High Storrs Road, and High Lane (formerly Dead Lane) almost certainly pre-date the Parliamentary Award for Ecclesall of 1781.

The third type of enclosure pattern to have formerly existed in this zone resulted from parliamentary enclosure of large areas of common moorlands on higher ground, to the west of Sheffield, and smaller areas of common grazing, often found at the junctions of tracks leading out towards the moors, as well as on steep sloping sandstone escarpments. The enclosure of these commons produced a newly 'commodified' class of land that could be readily traded by its owners. The frequently marginal quality of the land in agricultural terms probably encouraged its sale for building – often the first residential developments in this zone are to be found on such areas. An example of this is at Carter Knowle, where a triangular former common is shown on the 1788 Ecclesall Enclosure plan as set aside for the building of a new chapel (now the church of All Saints, first built in 1789 and remodelled in 1843 (Hunter 1869, 349)).

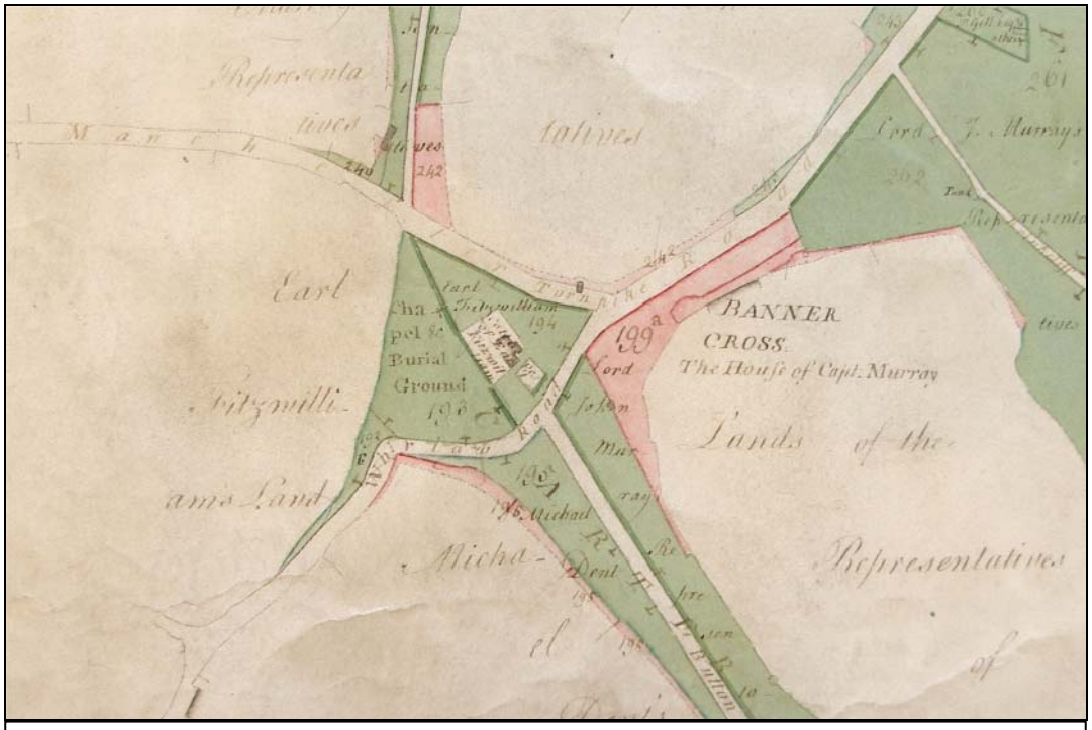


Figure 375: Extract from W Fairbank's 'Plan of the Ecclesall Enclosure Award' of 1788 (Sheffield Archives CA 363) showing the enclosure of common lands (shaded green) at Carter Knoll. Here former common land was set aside for the construction of a new Chapel and Burial Ground
Photograph © SYAS, courtesy of Sheffield Archives. Used by permission.

Another example is seen at Loxley, where part of the former common around the junction of Loxley Road and Rodney Hill was developed progressively for housing after the 1805 enclosure award.

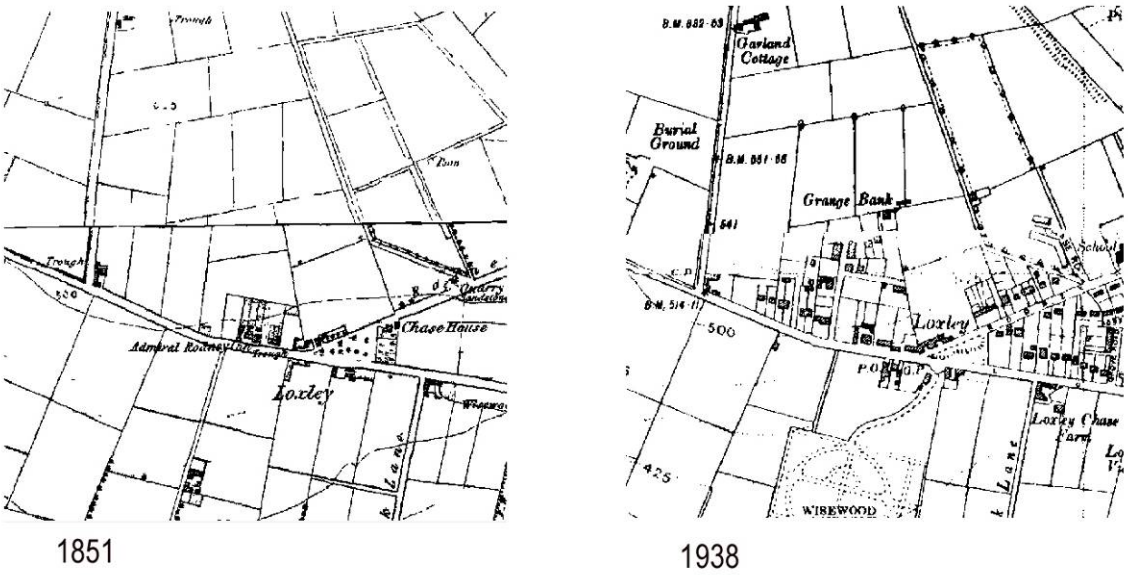


Figure 376: Comparison of these extracts of historic OS mapping shows how early twentieth century suburbanisation subdivided and fossilised straight sided enclosures first defined by surveyors of the Parliamentary Enclosure Award.

Later Characteristics

Whilst some estates in this zone represented wholesale redevelopment (for instance much of Norton Lees was built as a single estate by the Arnold Laver company), by the start of World War II there was still much space within and on the fringes of most of these areas awaiting development. These spaces have been progressively developed during the later 20th century, mostly for further housing by speculative developers. Prior to the mid 1970s, these infill developments included some system built municipal schools and housing developments and tended to follow established patterns of development, on curving geometric through roads. In the late 20th century, new development began to increasingly follow cul-de-sac and sinuous road patterns, where individual houses do not face directly across the street at one another.

Most recently there has been a trend within this zone for the redevelopment of land for new housing. Former institutional buildings are particularly vulnerable to this trend, across Sheffield, as large establishments, originally dating to the late 19th and early 20th centuries, fell into disuse and disrepair in the late 20th century. Examples in this zone include the sites of Lodge Moor and Middlewood Hospitals, established as hospitals in 1888 and 1878

respectively. Both closed during the 1990s and both have been redeveloped for housing since 1999, with significant demolitions of the majority of the former hospital buildings. At both sites perimeter walls and the main administration buildings have been retained.

Character Areas within this Zone:
'Crosspool and Fulwood', 'Ecclesall and Whirlow', 'Greenhill, Beauchief and Norton Suburbs', 'Norton Lees', 'Wadsley'

Early to Mid 20th Century Municipal Suburbs

Summary of Dominant Character

The stereotypical pattern of development within this zone is one of large scale land acquisition by Sheffield City Council, rapidly followed by the laying out of housing around formal geometrical street plans based on intersecting circles with open greens, institutional buildings and retail areas placed at the hubs of these radial streets.

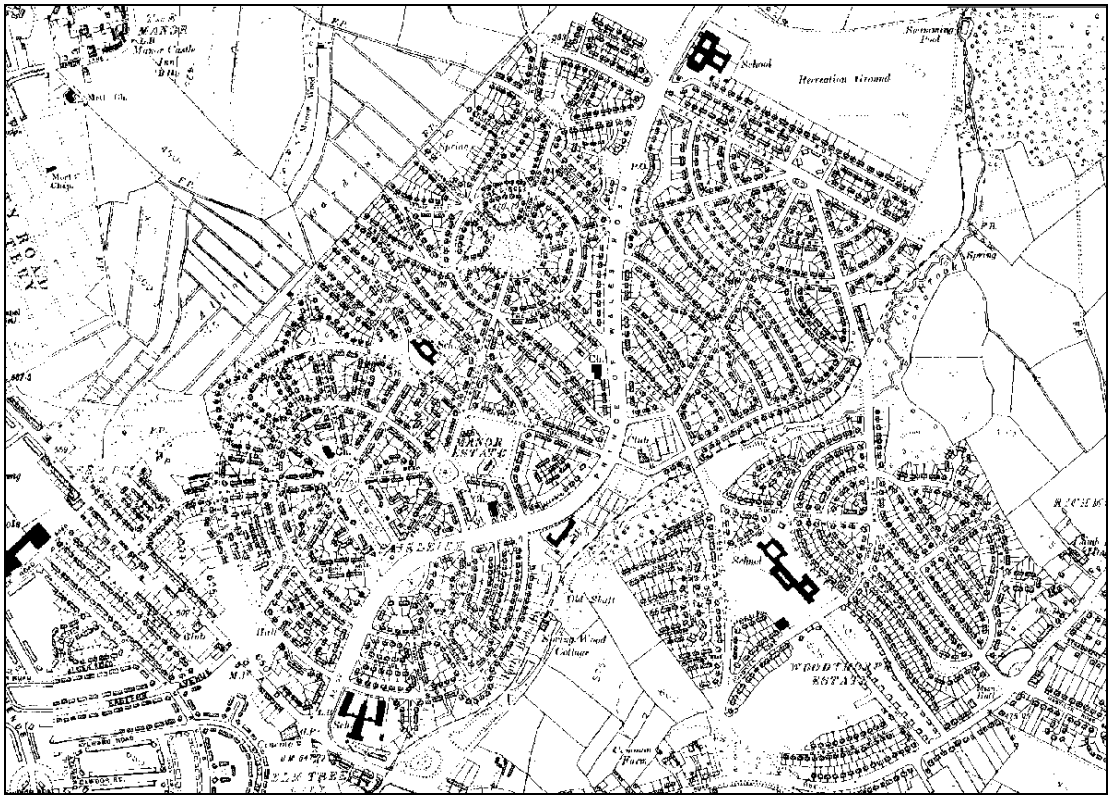


Figure 377: Manor and Woodthorpe Estates, as depicted by the Ordnance Survey in 1938. The radial plans of these estates were influenced both by the Garden City movement and by the model settlements developed by colliery companies in the region in the early 20th century.

These estates generally employed a variety of stock patterns for the blocks of "minimal Neo-Georgian" cottages (Harman and Minnis 2004, 29), which were normally grouped in short terraces of two, three or four dwellings and built of red machine-formed textured brick. Cul-de-sacs are rare, with most roads forming circuits, and houses were generally aligned to a repetitive pattern, with small front and larger rear gardens. It is rare for houses to feature no private outside space. As a consequence, most of the residential units in these zones are recorded by the characterisation project as being of medium density, with an average 25-55 dwellings per hectare.

Sheffield's earliest municipal cottage estate was built at Wincobank, in the east of the city. This estate was constructed following competitions organised by the Corporation for design aspiring in its principles "as far as possible, to … a miniature garden city" (City of Sheffield, 1905, 11). The estate's plan represents the transition of Sheffield Corporation developments from the grid iron patterns and tenement blocks they began the 20th century with, to the more spacious cottage estates that would become so characteristic of the 1930s. Early cottages on the estate were built to a grid iron pattern, around regular open spaces to the designs of architect Percy Bond Houfton (responsible in 1896-8 for Creswell Model Village for the Bolsover Colliery Company). Houfton's houses were some of the first in Sheffield built for workers to provide not only internal toilets but also (in the 'Class B' houses) upstairs bathrooms. These houses were built with both an individual private back yard and a small front garden. A later phase of the estate (the design of which was presented at the Yorkshire and North Midland Cottage Exhibition of 1907) dispensed with the formal grid in exchange for a more 'Picturesque' layout, which mixed the "formality of a central axis (Primrose Avenue), with… the informality of gently curving estate roads" (Harman and Minnis, 2004, 186). A number of different building designs were constructed within this estate, some of which appear to have formed the basis of cottages designs that were rolled out across other Sheffield estates built in the 1930s.

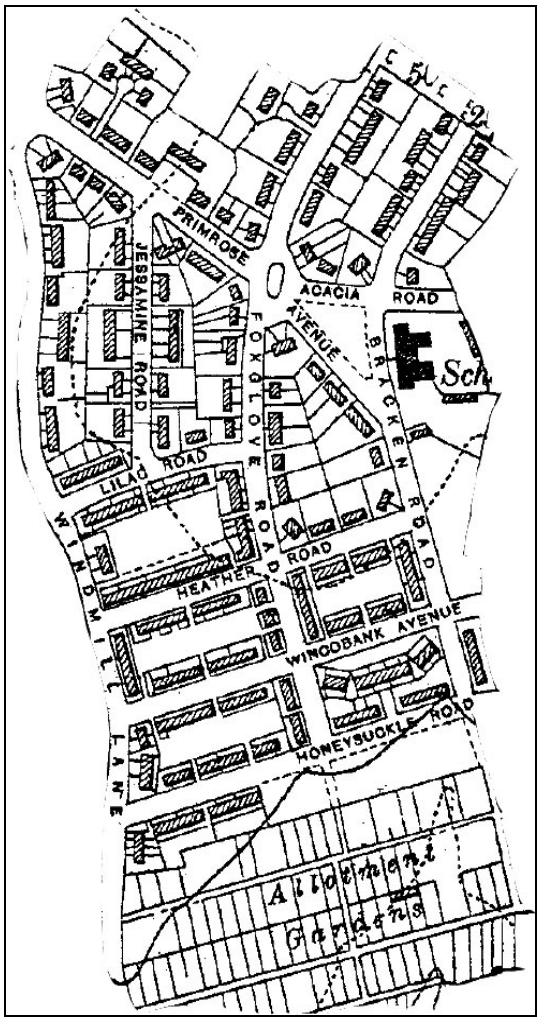


Figure 378: The Flower Estate illustrates the evolution of Sheffield's cottage estates in the early 20th century. Houfton's cottages (making use of central greens) are found in the south, whilst the slightly later 'exhibition' houses, arranged on a gently curving layout, are found in the north.

Primary schools are provided across this zone at regular intervals, the typical design mirroring the Neo-Georgian facades of the housing but otherwise employing 'open-air' principles, with sliding partitions opening from classrooms onto open courtyards (ibid).

Landscaping of the streets is generally harsh, with few street trees included in the designs (notable exceptions to this being at Longley and Wisewood, where some mature trees are a feature). Ornamental and recreational space in this zone was less often of the parkland character common in Victorian or early 20th century suburbs, with open spaces generally reserved as recreation grounds (often featuring pavilions and spaces for team sport), or as allotment gardens.

Inherited Character

As a rule the Sheffield cottage estates did little to preserve existing landscape features. These developments still represent one of the largest single and wholesale alterations of landscapes since the enclosure acts of the late 18th and early 19th centuries improved large swathes of moorland.

Later Characteristics

By the early 1950s it was apparent to Sheffield's Housing Development Committee that the designs executed within this zone would not be able to address the acute housing needs of the post-war period, not least because the land available for development was too limited to meet the demands of these medium density housing schemes (Harman and Minnis 2004, 32-33). This led the city architect's team to actively seek out modernist systems of building and planning, which could take account, on one hand, of sites previously undeveloped because of their steep terrain or unfavourable north facing aspect, and, on the other hand, of systems that could facilitate rapid development on central 'slum clearance' sites (Sheffield Corporation 1962, 6).

A number of the character areas in this zone were finished during this period of architectural change in the city. This process is most noticeable at the shopping areas added to these estates in the 1950s and 1960s, although Manor Park also has considerable numbers of modernist maisonette units.

Later in the 20th century council tenants in these areas were encouraged to buy their homes and there were fewer government incentives for councils to build housing (Short 1982, 59). A number of council houses moved into private hands in this time. This is part of a nationwide trend where home ownership has increased and council renting decreased since the 1970s (Office for National Statistics 2004, 30).

This trend has led to more housing being built by private developers, a trend that has itself led to the development of large late 20th century suburbs. Within the 'Municipal Suburbs' zones there has been infilling with privately built housing, as well as an expansion of private housing surrounding them.

A number of these estates have seen major redevelopment in recent years, with large areas demolished (particularly in the Manor and Parson Cross areas) and replaced with new housing. This programme has resulted in large scale 'interstitial' landscapes of dereliction and scrub, current during the time of this project, but mostly scheduled for redevelopment under the Housing Market Renewal programme.

Character Areas within this Zone:
'Arbourthorne', 'Ecclesfield Estates', 'Manor Park', 'Manor and Woodthorpe', 'Parson Cross / Shiregreen', 'Wincobank and Grimesthorpe', 'Wisewood Estate', 'Wybourn'

Late 20th Century Municipal Suburbs

Summary of Dominant Character

Figure 379: Norfolk Park Estate in 1969.
Aerofilms © English Heritage National Monuments Record

This zone includes a number of large scale mostly high rise municipal housing projects, making much use of non traditional construction techniques and designs. Typically these estates used a mixture of high rise towers and lower rise blocks of 'maisonettes', in which many flats shared common utility services, amenity facilities and access routes. Pedestrian and vehicular traffic was generally strictly separated and most estates were designed as independent communities with their own schools, shopping facilities, public houses and places of worship.

Each character area within this zone occupies upwards of 70 hectares of land. These large scale municipal estates comprise the largest examples of the modernist system built housing in Sheffield and were built from the mid 1950s until the early 1970s. The zone does not by any means include all examples of this type of social housing across the city. Estates of up to 50 hectares exist elsewhere in the city, but these largely form infill development within earlier suburbs (for example the estates at High Green and Woodhouse), or formed part of the replanning of the city centre. As

such, these smaller estates form components of other zones with more dominant historic characteristics.

At the time of this survey (a baseline of 2003) parts of this zone were already subject to redevelopment programmes that led to their demolition or wholesale redevelopment, particularly at Norfolk Park (largely demolished and rebuilt by 2007) and at Park Hill, subject to a regeneration scheme that aims to realise a City Council vision of a "*mixed tenure, mixed use, transformation of Park Hill as a fashionable city centre address".*

There were several similar large scale estates built in Sheffield, including the estates of Kelvin, Woodside, Broomhall and Upperthorpe all of which shared much of the ethos behind the city's embrace of system built high density housing. These areas now lie within other character zones, as they were demolished prior the commencement of this study.

Figure 380: The city architect's vision was of a ring of high rise developments placed on high points around the city centre, in order to build up "hill top compositions… producing something of the fascination of the Italian Hill Towns" (H. Lambert cited in Sheffield Corporation 1962).
Photo © SCC 1967

The guiding hand behind these developments was the Sheffield City Council Architect's department, led by J.L. Wormersley, sent *en-masse* by the council leadership on a tour of European multi-storey housing projects in early 1954. The results of this trip, outlined in a report to council the following year (Sheffield Corporation 1955), was an audacious programme of building around the city on steeply sloping sites that would otherwise prove difficult to develop. The first wave of this work were reviewed by the Architect's department, with internationalist pride (the text was produced in English, French and Russian), in a landmark publication entitled *Ten Years of Housing in Sheffield* (Sheffield Corporation 1962). The aspirations behind these developments were neatly summed up in this document by the council's chair of housing development – *"most of our projects feature as important additions to the total environment … the topographical characteristics of the city allow many of them … to be visually related to one another … - the building up of hill-top architectural compositions – is*

gradually producing something of the fascination of the Italian hill towns" (ibid, 3).

Inherited Character

The estates produced by Sheffield Corporation during this period fall into two main categories – those which replaced existing high density housing (character areas 'Park Hill and Sky Edge' and 'Woodside / Burngreave' fall into this category) and those which were constructed as new suburbs, on what would today be called green-field sites ('Jordanthorpe, Batemoor and Greenhill Estates', 'Gleadless Valley' and most of the larger suburban estates, such as those around Woodhouse, fall into this category). These two subdivisions reflect the challenges facing the Architect's Department in the post -war period, summarised by the council as:

"land shortage, ever increasing distances between homes and work-places, immobility of heavy industry and the urgency for slum clearance" (Sheffield Corporation 1954, 37).

These restrictions led the housing committee to seek out the best ways of building rapidly (using modern materials and prefabrication) and to a high density (using high rise and collectivised designs). Through developing at a higher density than seen with existing housing, the council was able to facilitate the clearance of slum areas without moving too many people away from the areas where they had always lived. In addition, land shortages led the council to develop innovative solutions to the development of land hitherto considered too steeply sloping for economic development, such as at Gleadless Valley, Woodside and Norfolk Park (Sheffield Corporation 1962, 6).

As a rule, the two sub-groups (those built on existing urban sites and those built in 'virgin' countryside) have differing profiles of historic legibility. Those replacing earlier terraced and back-to-back housing tended to involve wholesale clearance and re-landscaping, removing most physical traces of earlier landscapes. Those built across rural landscapes were more likely to preserve earlier features, such as mature trees, woodlands and earlier roads. The best examples of this approach are to be found within the Newfield Green / Rollestone district of the Gleadless Estate, where relict ancient field boundaries (already marked by the presence of many mature trees by the time of construction of the estate) are preserved within the development. The estate is also divided into three distinct districts by the retained and ancient Rollestone Wood, which cloaks the steep slopes of the Meers Brook (historically the boundary of Derbyshire and Yorkshire).

Figure 381: The Woodside Estate was created by total clearance of a large area of terraced and back-to-back housing. The entirely new landscape and plan form was separated from an adjoining industrial area (in the foreground) by open space.
Aerofilms 1969 © English Heritage National Monumments Record

Figure 382: Newfield Green (Gleadless Valley) in the late 1960s. This estate was built across former steeply sloping fields and incorporated former field boundaries and mature woodlands.
Aerofilms © English Heritage National Monuments Record

Later Characteristics

The characteristic developments of this zone have been subject to massive change in the past fifteen years, as public attitudes to high rise and municipal development have changed. Many of the developments of the Womersley period have been fundamentally altered (such as the Netherthorpe cluster of blocks, which were re-clad in the late 1990s) or demolished, such as at Woodside and Norfolk Park. This programme of change was continuing during the life of this project, with Norfolk Park being replaced with a mixed tenure development of private and social rented accommodation.

Character Areas within this Zone:
'Gleadless Valley', 'Jordanthorpe, Batemoor and Greenhill Estates', 'Norfolk Park Estate', 'Park Hill and Sky Edge', 'Woodside / Burngreave'

Late 20th Century Replanned Centre

Summary of Dominant Character

Figure 383: Telephone House, built in 1972 above a brutalist inspired car park, is typical of the architecture originally built around the 20th century urban dual carriageways of this zone.

The character areas making up this zone generally underwent fundamental character change in the period 1945-1977. The dominant theme of this change was urban renewal. Areas were generally cleared wholesale of earlier buildings and features, and street patterns were reconfigured. These clearance projects are generally contemporary with those that produced the 'Late 20th Century Municipal Suburbs' zone. Indeed this zone includes the sites of the high density inner city housing projects (all built on cleared terraced housing sites) of Hanover, Lansdowne, Netherthorpe, as well as the redeveloped site of the Broomhall Flats. The zone also has architectural affinities with parts of the Historic Core zone, where post-war urban renewal replaced large areas of buildings, but left street patterns intact, such as around High Street and West Bar/ West Bar Green.

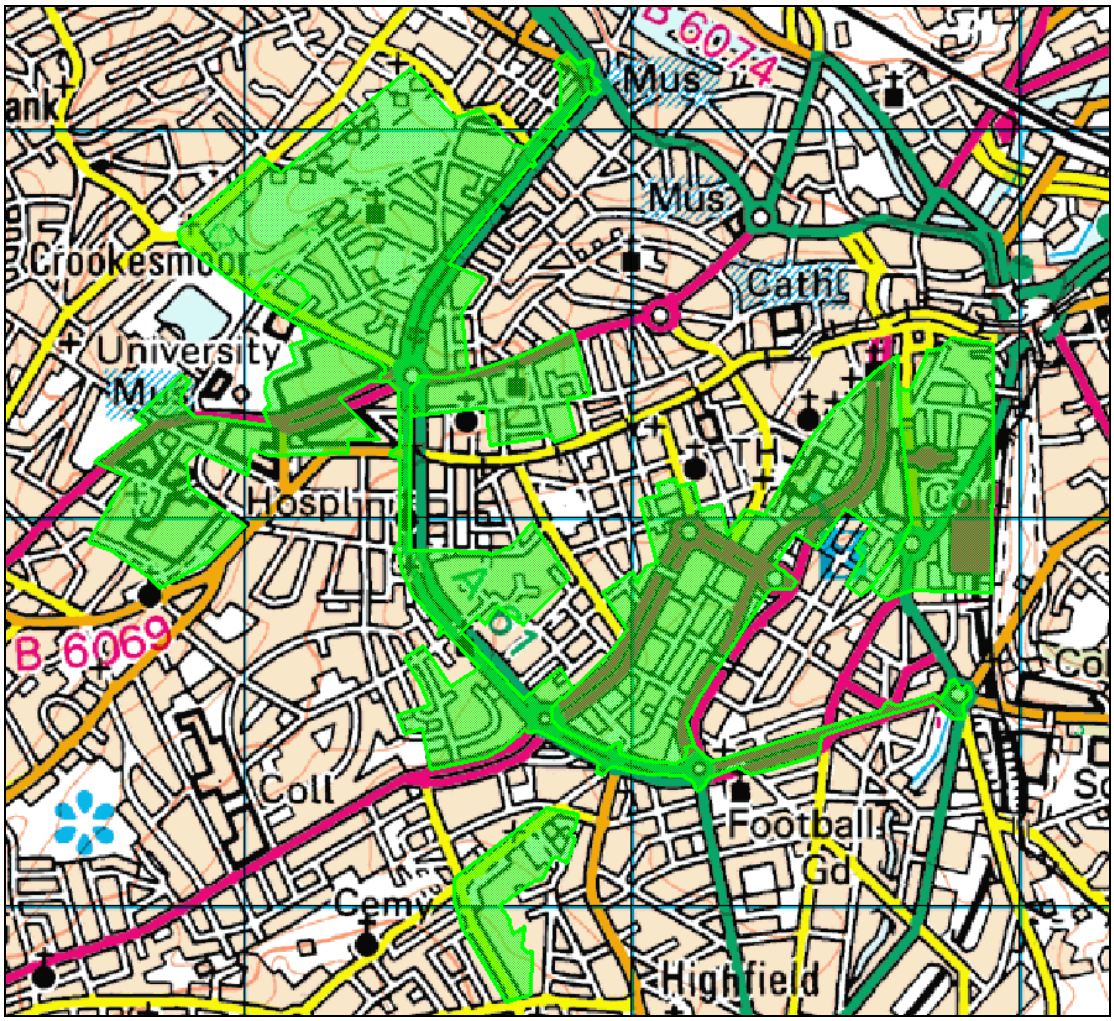


Figure 384: 'The 20th Century Replanned Centre' of Sheffield is defined as those areas of the city centre subject to major clearance and redevelopment, connected to the realignment of the city's road system, central housing schemes and the development of higher educational institutions in the mid to late 20th century.

The character areas of this zone are linked by a system of roads that were designed as urban dual carriageways (although some have now had central reservations removed), which pedestrians were generally discouraged to cross at surface level. To facilitate crossing, a large number of pedestrian bridges and subways were built, especially at roundabouts. Many of the structures constructed during this period were designed to be uncompromisingly modern in appearance, with much influence of the Brutalist school of architecture evident (Harman and Minnis 2004, 209).

The title of this character zone acknowledges the importance of the proposals published by the City Council Town Planning Committee at the end of World War II (Sheffield City Council 1945). These proposals, entitled *Sheffield Replanned*, presented the findings of an investigation by the City Engineer's department into reconstruction possibilities following the devastating air raids on the city in December 1940. The proposals were far

reaching - the changes to the road network alone were outlined in a 50-year schedule (ibid, 73-74). The specifics of the resulting developments often differed from the initial proposals, however, the original document laid out many principles that formed dominant themes in the development of the city centre until the present day. The proposed land-use zoning laid out a basic land-use pattern for the city centre that would continue until the early twenty first century. The present dual carriageway inner ring road and an inner civic circle (only partly built) were both proposed. The civic circle idea was to be revisited in the later 1960s, with the construction of a complete loop comprising Eyre Street, Furnival Gate, Charter Row and Furnival Gate. The segregation of pedestrians and traffic, which would became so characteristic of this zone, was envisioned - with barriers along central reservations working in concert with road crossings provided at approved points and in *"subway crossings (perhaps improved by the installation of escalators) at the more important traffic roundabouts..."* (ibid, 46).

Figure 385: A surviving subway crossing under Charter Square on the Civic Circle.

Other proposals of *Sheffield Replanned* that influenced much of the dramatic replanning of this zone included plans for: a Town Hall extension; a Bus Station (replacing a tram system seen as incompatible with the new 'gyratory' road system); a Technical College, overlooking the bus station (now the Sheffield Hallam University City Campus); a combined and centralised theatre and cinema area; the pedestrianisation of the city centre; the removal of heavy industry from the 'Ponds' character area; and the removal of existing housing from the city centre. The influence of *Sheffield Replanned* would also be felt outside this zone – the document foresaw the redevelopment of the High Street and Castle character area, although this development was eventually accommodated mostly within the historic street pattern.

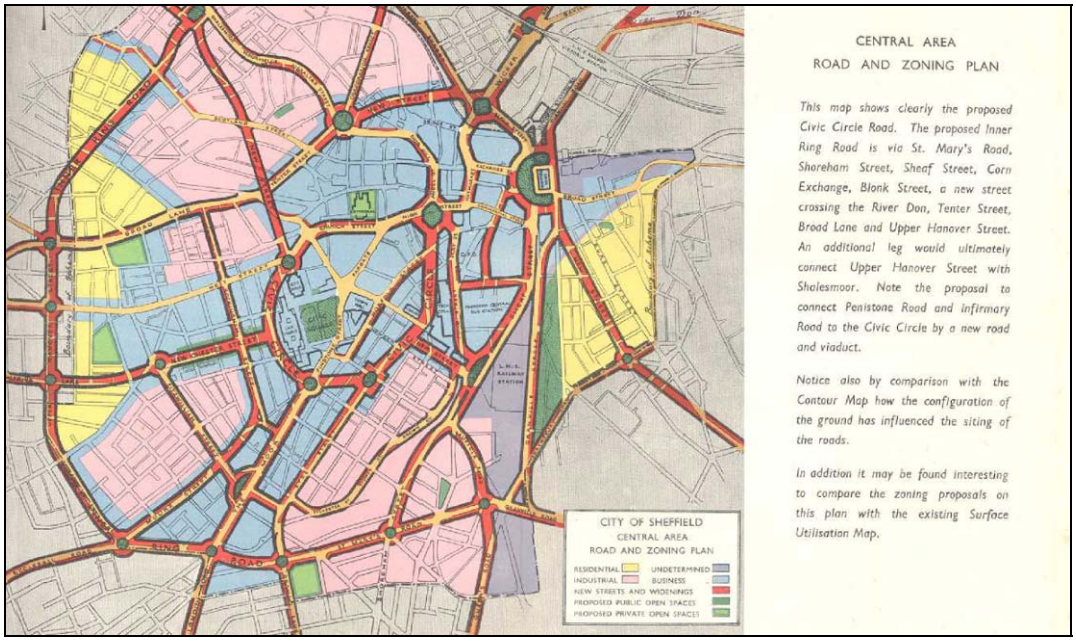


Figure 386: Extract from 'Sheffield Replanned' (Sheffield City Council 1945)

Largely outside the direct sphere of influence of the city council's schemes, but intimately linked with them, are significant developments by the University of Sheffield, the NHS and Sheffield Hallam University (and its predecessors). The City Campus of Sheffield Hallam University has already been mentioned and has its origins in the Technical College proposed in *Sheffield Replanned*. Originally built by Sheffield City Council, as part of its obligation under the 1944 Education Act, the earliest surviving parts are the Owen, Surrey and Norfolk Buildings built 1953-1968 (Harman and Minnis, 2004, 89).

The University of Sheffield was originally established around the former Technical School on Mappin Street, but soon expanded westwards - after the acquisition of land and the construction of Firth Court at Western Bank in 1902-1909. Significant expansion of these early buildings occurred in the same period as development of the rest of this zone. The Western Bank site is now dominated by the Library and 21 storey Arts Tower (1955-1965), designed as complementary linked buildings. The rest of the University buildings are united by the 'Concourse', a pedestrian space designed to bring buildings together despite the presence of a main road bisecting the site. This division was complicated in the mid-late 1960s by the upgrading of the road to dual carriageways, as a main feeder into the Inner Ring Road – a challenge met by construction of a concrete flyover carrying the road overhead. Other buildings on the site are of a variety of twentieth century styles, often rising to 5 or more storeys.

Figure 387: Sheffield University's Arts Tower

To the west of Sheffield University lies a significant and large complex of NHS hospitals. Although the oldest phase of the Children's Hospital dates to 1902, it was massively expanded from the late 1960s onwards in modern style. Three major hospitals, all now affiliated to the University School of Medicine as teaching establishments, are sited here. The most characteristic building within this complex is the massively built concrete Royal Hallamshire Hospital.

Inherited Character

The defining characteristic of this zone is the extent to which earlier urban environments have been re-written. This means that the different landscapes and street patterns that existed in this zone prior to replanning have left very few legible remains.

A significant feature of the replanning of the centre of Sheffield was the construction of Civic Circle and its associated roundabouts and underpasses – including the 'Hole in the Road', which lay at the head of the 'Civic Circle' character area and is discussed within the 'Historic Core' zone. Along Arundel Gate and Eyre Street the Civic Circle cut through an area historically divided into a grid of streets occupied by mixed light industry and housing, which had grown up around the historic core in the late 18th and early 19th centuries. (Surviving examples of this type of development are found in the '18th-19th Industrial Grids' zone.)

Figure 388: Construction work on Arundel Gate, 1967
© SCC

The 18th and 19th century grid pattern here had developed after the 1788 enclosure of the former Little Sheffield Moor. The central axis of *The Moor,* within the modern shopping centre, is now the only legible trace of this triangular common; the central street fossilises South Street, which was laid out by the Ecclesall Enclosure Award as a 60 foot enclosure road down the centre of the common. The triangular pattern of the earlier moor, which had survived within the later street pattern, was lost post-war in favour of a rectangle, which was eventually bounded and sealed by the Civic Circle and its subways in the late 1960s.

Further areas of 18th-19th century industrial grid development were lost to the east of the city centre, with the redevelopment of the theatre and cinema complex (originally known as the Epic development (Harman and Minnis 2004, 152)). This redevelopment featured large windowless blocks, massive car parks, and extensive networks of internal public rights of way directed through subways, deck-style walkways and escalators. This area also provided land for the Town Hall extension, originally proposed in *Sheffield Replanned* for the site of the present Peace Gardens, but eventually constructed further to the east in the late 1970s.

The 'Ponds' character area lies within the valley floor formed by the combined alluvial plains of the rivers Sheaf and Porter. Historically this

area was probably low lying meadow land and mill sites are known here from the medieval period onwards. Some haphazard industrial suburbanisation appears to have already begun by 1736. The area was comprehensively redeveloped in the 20th century, including the construction of the Bus Station in the 1950s, although the recommendation in *Sheffield Replanned* that heavy industry be removed from this area was not fully implemented until the demolition of the remains of Pond's Forge and other steel works in advance of the 1991 World Student Games. The only earlier legible features are the timber framed sections of the 'Old Queens Head', originally part of a medieval elite property and, from the late 19th century, the Midland Railway Station and the gateway from the Ponds Forge works.

The 'Lansdowne, Hanover, Netherthorpe and Inner Ring Road' character area dates principally to the 1960s and 1970s and includes the sites of three surviving and one demolished inner city municipal housing projects. These housing estates were all built to replace condemned mid 19th century working class housing. As a rule, none of these estates fossilised earlier street patterns and the forms of housing introduced represented radical changes in the patterns of urban living. However, the deck access system and continuation of earlier street names at Lansdowne continued the attempt at replicating some of the character of street life begun at Park Hill. The estates are all adjacent to parts of the Inner Ring Road, the construction of which often involved the demolition of at least one street. The construction of the road caused severance of parts of the industrial district to the south of the city centre, as well as of the 18th-19th century suburb of Broomspring (originally a continuous part of Broomhall) and of the two central sites of the University of Sheffield.

Figure 389: Demolition of Aberdeen Street in Broomhall in advance of the construction of the Inner Ring Road and Hanover Estate in 1964 – with the half built University Arts Tower in the background.

The more piecemeal development of Sheffield University's buildings and the hospitals within the 'Western Bank' and 'St George's' character areas preserves the most historic legibility within this zone. Much of the older street patterning, established by the late 18th century and developed along grid-iron lines, is retained. Some important 19th century houses, churches, industrial buildings and the neo-gothic former Jessop's Hospital for Women survive. At Western Bank, clearance and demolition has left little historic fabric, in what was formerly one of the oldest parts of the suburbs of Broomhall and Crookes. However, the earliest building phases of the Children's Hospital and University predate the most characteristic period of development of this zone.

Later Characteristics

This zone has been discussed in terms of the landscape created by large-scale urban renewal and road projects undertaken in the period from 1945-1977. By the early 1980s Sheffield's traditional industries of both heavy steel and light tool production were in serious and near terminal recession (Hey 1997, 238-244). The loss of Council revenue from business taxes as the industrial base of the city collapsed, combined with falls in central government grants (ibid, 245), meant that little spare cash was available for the maintenance of newly created municipal assets in this zone. The brutalist aesthetic of these developments, so promoted by successive city architects and engineers, began to become a symbol of the decline of the city and country at large. This period saw the rise of a new role for architecture and urban design, often characterised as 'regeneration'. Within this zone, early signs of this process include the construction of the Moorfoot building in 1978, built for the former Manpower Services Commission (Harman and Minnis 2004, 100), as part of a government drive to relocate parts of the civil service to the regions.

The mid 1990s saw the genesis of the 'Heart of the City' project, with ambitious plans drawn up to reconfigure the city centre. These centred around the demolition of the Town Hall extension and Registry Office, freeing up a large, central council owned site for mixed commercial and public development. The ambitious plans, which included an explicit aim for the "removal of severance" (Topwood 1999, 78) caused by Arundel Gate, featured a mix of innovative public open spaces (including the Winter and Millenium Galleries, incorporating covered public rights of way) and commercial development (such as the St Paul's hotel). The segregation of pedestrians and vehicles has also been reduced, with the re-introduction of surface crossings to Arundel Gate, Eyre Street, Furnival Gate and Rockingham Gate, and the removal of pedestrian bridges around the Moor. Along Arundel Gate, the extensive subway system has been closed and filled, most notably at Furnival Square, where a monumental grade separated underpass formerly dominated the townscape.

Figure 390: The early 21st century saw the demolition of the 1970s Town Hall extension, popularly known as 'The Egg Box'.

In 2007 developments are also continuing within the St George's and Western Bank character areas as Sheffield University continues to expand.

Character Areas within this Zone:
'Civic Circle', 'Lansdowne, Hanover, Netherthorpe and Inner Ring Road', 'Ponds', 'St Georges', 'Western Bank'

Late 20th Century Private Suburbs

Summary of Dominant Character

This zone represents the expansion of the suburban city, explicitly planned by the city council in the 1960s, into parts of former Derbyshire between the historic settlements of Mosborough, Beighton, Hackenthorpe and the Rother valley. The settlements founded: Waterthorpe, Owlthorpe, Southall, Westfield, Oxclose and Halfway, are known collectively as the 'Mosborough Townships'. In terms of urban planning they borrow much from the ideas of other new towns of the same period, such as Peterborough, Milton Keynes and Warrington. Early plans for these developments show that the new realities of rising car ownership were at the centre of the way the developments were envisioned. The townships had a cellular plan (each approx 1km sq), each with its own local centre with shops, a school and community facilities, with the township edges marked by 'parkway' roads running through open spaces and forming the overall large grid into which the developments fitted (Hey 1998, 233).

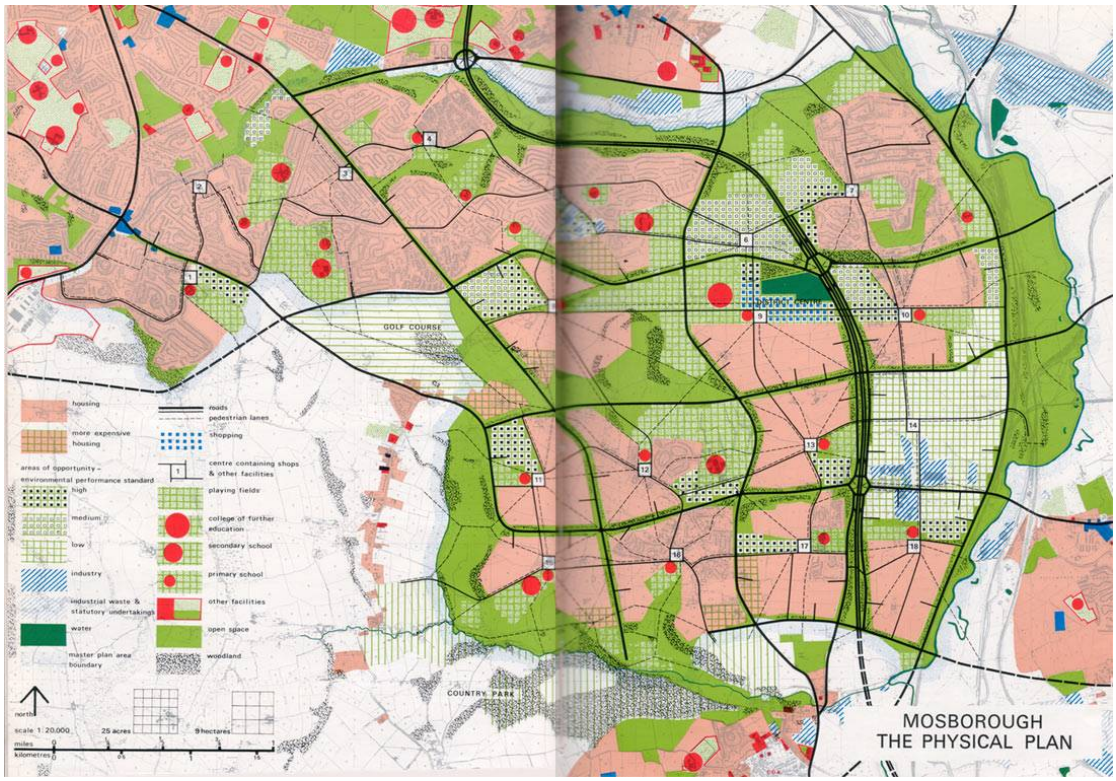


Figure 391: Masterplan for Mosborough Townships, 1967. The 'new town' area is to the bottom right. Here each township was designed to have its own central facilities; roads linking the townships were designed to define each local unit.

The realisation of this masterplan would take somewhere approaching 20 years, with some progress made with the construction of Halfway, Westfield

and Waterthorpe townships by the late 1970s, principally by the construction of social housing. Infilling of remaining areas continued throughout the 1980s and 1990s. As a result of government policies, after 1980 most housing was developed speculatively. Industrial and commercial areas have both been provided within this zone, with industrial estates at Holbrook and Oxclose and commercial, retail and leisure developments at Crystal Peaks and Drakehouse. These latter developments are typical of late twentieth century retail complexes, featuring integral transport nodes, large car parks, and modern utilitarian buildings designed to maximise and combine storage and retail floor space.

Figure 392: The massive developments of Crystal Peaks and Drakehouse are typical of late 20th century centralised retail, with their use of large prefabricated warehouse buildings, dedicated transport nodes, and their enormous car parks. Aerial photograph © 1999 Geoinformation Group.

Private housing developments, which constitute the bulk of the stock built from 1980 onwards in this zone, are based on interwoven cul-de-sacs, featuring a variety of detached and semi-detached housing plans. Both housing and road patterns are designed to minimise through traffic past the frontages of houses, whilst ensuring that each property has some form of vehicular access. As a result, properties do not generally front on to main roads, but are instead clustered around short branching cul-de-sacs.

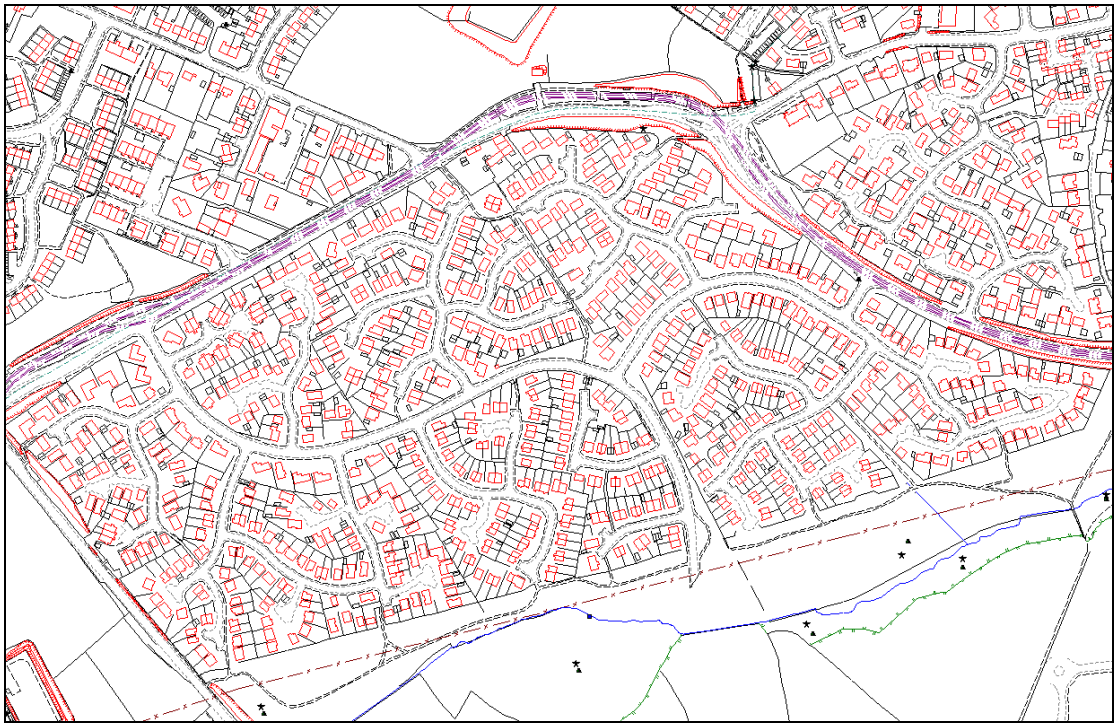


Figure 393: Example of 1980s cul-de-sac development in Hackenthorpe. Houses are set away from major roads on short curving cul-de-sacs.

Inherited Character

The historic character of this area is not on the whole older than the late 20th century, although surviving older settlements and some former strip field countryside in the Moss valley, to the west, closely surround it. Historically this area was characterised by open field agriculture – large areas of arable field and grazing land were still apparently held in common by the time of the Parliamentary Enclosure of the historic parish of Eckington (in which much of this zone lay) in 1796 (Stroud 1996, fig 385). The communities responsible for farming this landscape lived mostly outside this zone, in the nucleated and semi-planned villages of Beighton and Mosborough. The village of Hackenthorpe is the only pre-existing nucleated village to lie entirely within this zone, although the majority of the traditional buildings along its Main Street were demolished in the late 1980s and 1990s and replaced with new estate housing. The most legible part of this former village is a collection of late 19th century buildings around Sheffield Road that cluster around a possible former village green. Fragments of enclosure boundaries (mostly dating to the parliamentary division of the former common land) are preserved across the later phases of the townships, often forming the subdivisions into which culs-de-sac have been inserted.

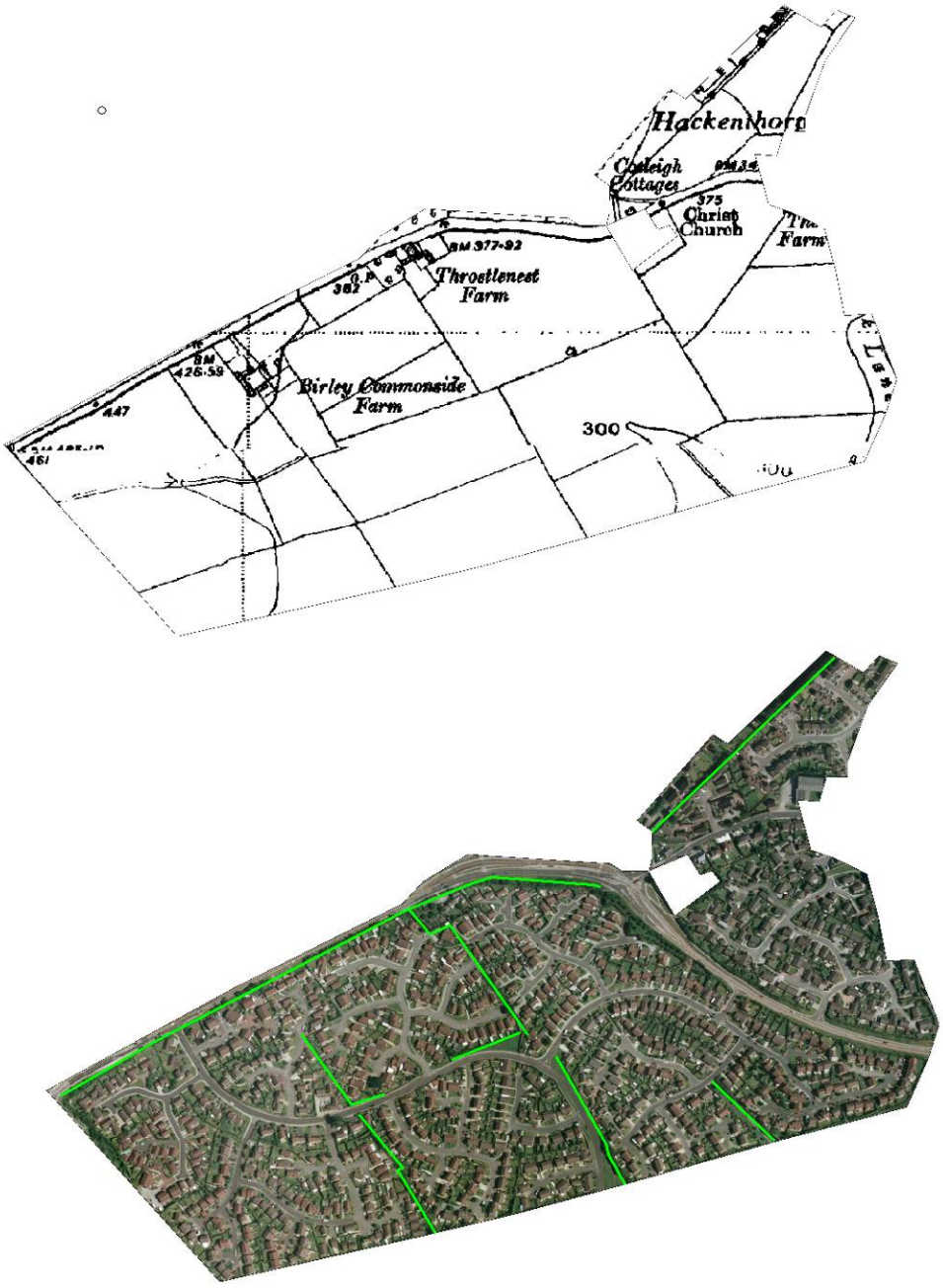


Figure 394: In this unit of the Mosborough Townships, to the south of Hackenthorpe, development of cul-de-sac housing has retained fragmentary legibility of earlier surveyed boundaries, dating to the 1796 Eckington Parliamentary Award.
(Historic Map Extract © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2008) Licence numbers 000394 and TP0024; Cities Revealed aerial photography © the GeoInformation Group, 2002

Later Characteristics

The main period of development in this zone stretches from the 1960s to the time of the characterisation study and, as a result, the dominant characteristics of this area are, at the time of this study, continuing to form.

Character Areas within this Zone:
'Mosborough Townships'

Suburbanised Rural Settlements

Introduction

The character areas described within this zone are suburban areas where the growth of settlement character relates not to the historic core of the medieval market town of Sheffield, but to historic core areas and industrial activity in other locations. There is substantial variation in the character of this zone, both from one character area to another (dependent on their local geological and industrial heritage) as well as within each character area (which are typically made up of a number of phases of expansion around historic core areas). These variations will be described here in sub-zones, where there are fundamental similarities across the character areas.

The Industrial Towns

Summary of Dominant Character

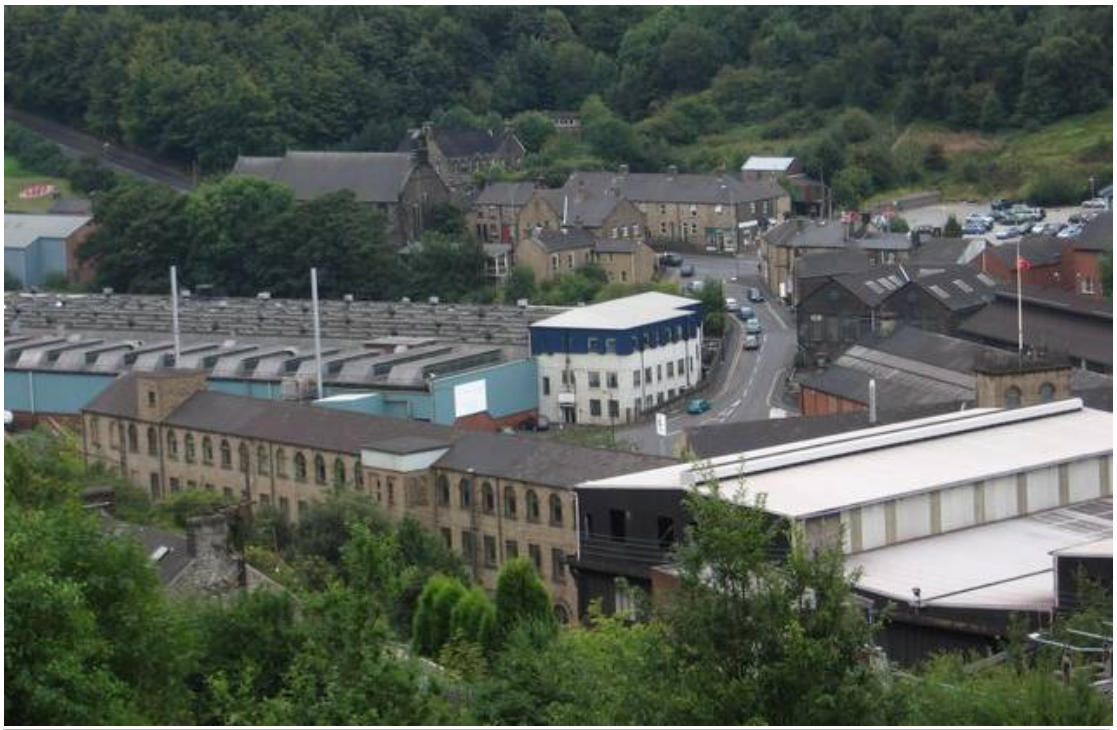


Figure 395: The oldest part of Stocksbridge works- Samuel Fox's wire mill - with part of the industrial town in the background.

The historic attributes of this sub-zone are fundamentally linked in each case to the growth of the heavy industries that provided the initial stimulus for their foundation (in the case of High Green, Mortomley and Stocksbridge) or their rapid mid 19th century to early 20th century growth (in the case of the earlier medieval core settlements of Tinsley and Chapeltown). The heavy metal industries were the basis for the growth of each settlement. High Green, Mortomley, Chapeltown and Charlton Brook

all grew in relation to the large ironworks and the related industry of the processing of coal tar, dominated by the local firm of Newton Chambers and Co (see Elliot c1958). Stocksbridge grew in relation to the works of Samuel Fox and Co., whose works began as a production site for drawn wire before diversifying into bulk production and processing of steel in the later 19th and through the 20th century. At Tinsley, the first phases of suburban development can be related to the contemporary growth of the major steel works of Hadfields (East Hecla Works) and Steel, Peech and Tozer (Templeborough Works), whilst later expansion is contemporary with the growth of the Firth Vickers (later British Steel, Corus, Avesta and Outokumpo) site at Shepcote Lane.

Historic buildings predating the mid 19th century are generally rare in this zone, with the earliest urban landscapes generally made up of terraced workers housing and related institutional buildings. In Stocksbridge, Chapeltown and High Green these developments are generally stone rather than brick fronted, although brick is a more common material after the late 19th century. The terraced housing in Tinsley is generally of early 20th century date and usually of brick construction.

Some level of early 20th century 'model' housing is evident, particularly in the small cottage estates of Mortomley and at Garden Village, Stocksbridge. These developments are comparable to larger scale examples of 'model villages' built by local mining companies, such as the planned community of Woodlands near Adwick-le-Street in Doncaster, consisting of idealised 'cottages' on geometric street patterns influenced by the 'garden village' movement and typically associated with simple landscaped sporting facilities such as recreation grounds, parks and bowling greens.

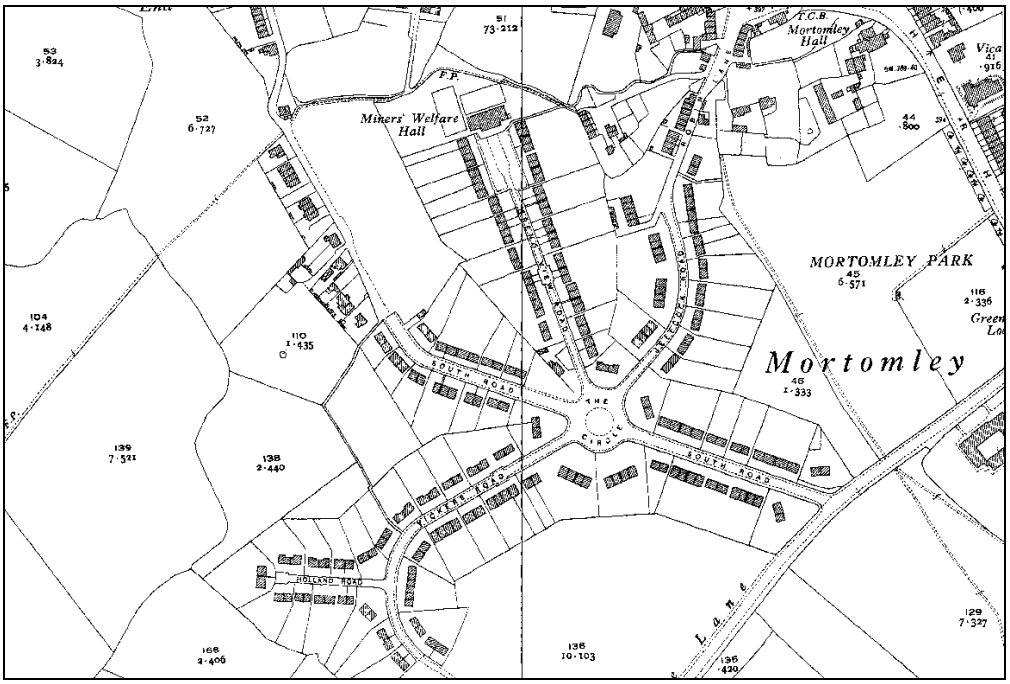


Figure 396: Mortomley village is similar in plan form to the garden villages in the Rotherham, Barnsley and Doncaster 'Planned Industrial Settlement' Zones

The development at Mortomley includes a prominent and listed Miners Welfare Hall. Not far from the Mortomley Estate, at Mortomley Close, stand 8 semi-detached houses built using a system based on prefabricated cast iron components developed after World War I by the castings department of Newton Chambers, to use spare foundry capacity left redundant by the drop in orders for shell casings (Jones and Jones 1993).

Inherited Character

Whist both Chapeltown and Tinsley have medieval origins and are depicted on 1850s OS mapping as small nucleated villages associated with open field systems, little survives of a pre-industrial character in either settlement. Vernacular buildings in Tinsley appear to have been largely cleared and replaced with late twentieth century municipal housing (probably related to 1960s clearance of supposed 'slum' housing). In Chapeltown the core of the historic centre was probably the triangular area near Market Street in which the 19th century Waggon and Horses now stands. The historic pattern of this nucleated settlement has been fundamentally compromised by the railway built through it towards the end of the 19th century.

Clearer surviving traces of the hamlets of Charlton Brook Hollowgate, Mortomley and High Green can be located. A number of vernacular buildings survive from these hamlets, as depicted in 1854 by the OS, including a 17th century building at Charlton Brook. High Green appears to have been enclosed by parliamentary award. Such newly enclosed land appears to have formed the earliest land developed as the hamlets began to grow into industrial villages and then towns.

Whilst no historic village of Stocksbridge seems to have existed, (the name relates to an earlier bridge across the Don at the site of the oldest part of Stocksbridge Works), the later development of the industrial town has preserved some fragments of the earlier dispersed settlements (within piecemeal enclosure) that it displaced. Most notable amongst these is the small hamlet of Pot House, which includes the scheduled remains of Bolsterstone Glass Furnace.

Later Developments

The earliest industrial terraces of Tinsley, dating to the late 19th century, were dramatically truncated by the construction in 1968 of the massive Tinsley Viaduct (see the 'Post Industrial' zone).

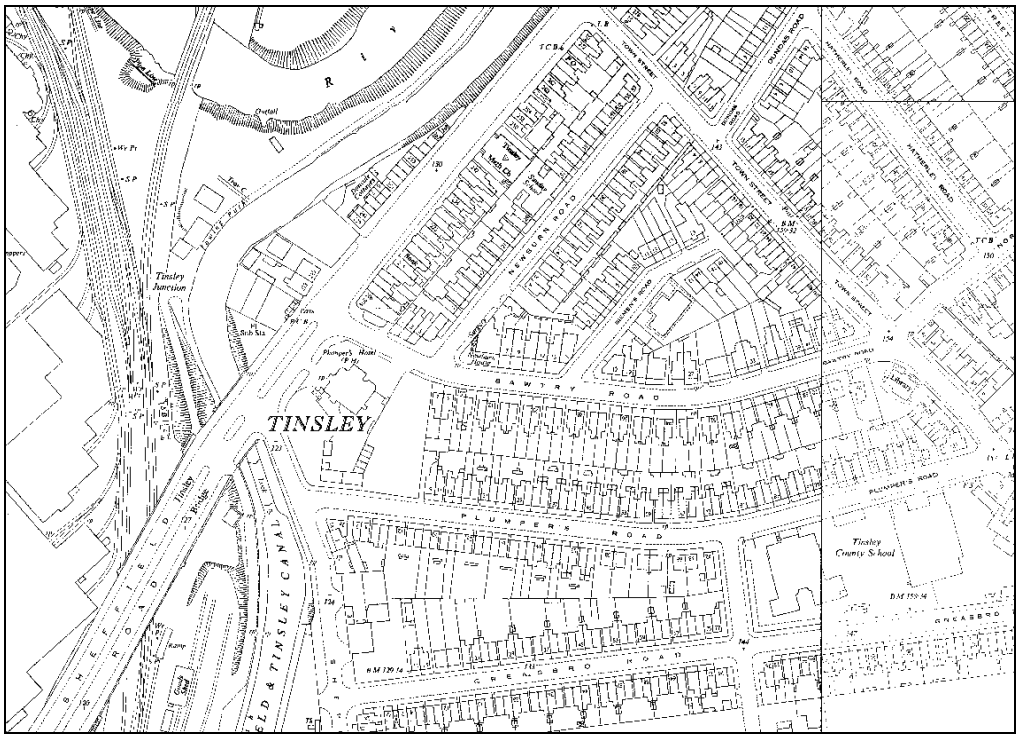


Figure 397: Above – 1950s mapping shows an area of terraced housing on the site of the later Tinsley Viaduct. Below – this 1967 aerial shot of the same area shows the severance caused by the construction of the massive southern roundabout for the viaduct.
Historic mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2008) Licence numbers 000394 and TP0024. Aerial photograph © 1967 Rotherham MBC

In Stocksbridge and Chapeltown / High Green later expansion of these settlements has been less distinctive than the earlier phases of housing, with later municipal housing of less quality and individuality than the earlier. These settlements have seen the construction of substantial areas of late twentieth century detached housing, mostly built in cul-de-sac estates with similarities to the housing built in the late 20th century at the Mosborough Townships. High Green features a large, mostly low rise estate around Cottam Road with some character similarities with the 'Late 20th Century Private Suburbs' zone.

Industrial Towns character areas – *'Chapeltown and Charlton Brook'; 'High Green and Mortomley'; 'Stocksbridge'; 'Tinsley'*

The Colliery Villages

Summary of Dominant Character

This sub-zone occupies much of the south east of Sheffield, between the late twentieth century 'Mosborough Townships' and the municipal estates of Manor and Gleadless. The suburbanisation of this area has steadily increased from the mid 19th century onwards, in part due to the steady growth of coal mining here until the mid 20th century (when most of the area's mines began to reach economic exhaustion) and, subsequently, due to the steady expansion of Sheffield's urban area.

The sub-zone's character is largely one of settlement, with the majority of the current landscape made up of residential units and related institutional and ornamental land-uses. The zone includes the remains of earlier nucleated villages at Handsworth, Woodhouse, Mosborough, Beighton, Gleadless, and Hackenthorpe, in addition to some smaller dispersed hamlets around the fringes of the historic Birley Moor. However, the majority of housing in the area dates to the early to mid 20th century, with large estates of semi-detached housing dating to the 1930s, built both privately and for Sheffield Corporation.

Coal mining in this zone appears to have declined in importance through the 20th century, with extraction ceasing at Beighton and Birley in the 1930s and 40s and at Handsworth in 1967. However, suburban development continued to be the dominant theme, with much infilling of open space between 1945 and 1975. Much of this development follows the trends established in the 'Early to Mid 20th century municipal estates' zone, with layout patterns generally consisting of medium density plots arranged in geometric forms.

Inherited Character

Field boundary and settlement patterns shown on 19th century historic maps of these areas are typical of open field agriculture. On the lower ground are semi-regular strip field patterns associated with nucleated villages, whilst the higher ground is dominated by substantial areas of common grazing land including Gleadless Common, Hollins End Common, Woodthorpe Common and Birley Moor. It is likely that these commons were enclosed as part of the Beighton and Handsworth Enclosure Awards of 1799 and 1805 respectively (dates from English 1985, 63; Kain and Oliver 2004, record EXMID 16913). Fragmentary historic features survive from this enclosure landscape, particularly the road system and some older post enclosure stone built buildings.

At Handsworth, despite substantial demolition at the end of the 19th century (and much rebuilding in terraced forms) and again later in the 20th century (as part of a scheme to turn Handsworth Road into a dual carriageway), a significant cluster of historic buildings survive around the 12th century parish church. These include two pre 18th century buildings that have incorporated parts of earlier timber structures.

Figure 398: Former Rectory, Handsworth – built in the late 17th or early 18th century, but containing part of a cruck timber.

Elements of a street pattern with medieval origins can be traced in Woodhouse, centred on the historic Market Square and the surrounding streets of Church Street, Market Street, Chapel Street and Tannery Street. Around these streets a number of buildings predating the industrial period can be found, although again 20th century road and housing redevelopments have compromised the integrity of the historic core. Historic maps predating the suburbanisation of Woodhouse show a network of enclosed strips, clearly taken from earlier open fields. In the modern landscape only a small but important area of these characteristic curving boundaries survive as enclosed land, associated with a relict section of Water Slacks Lane. Elsewhere this pattern has been lost beneath industrial and residential development or has been removed by 20th century intensive cultivation methods.

The historic village of Mosborough (described in this zone separately from the surrounding 'Mosborough Townships', which form the 'Late 20th century private suburbs' zone) is first recorded in 1002 (Stroud 1996, 43).
The original settlement appears to have been based around a curving main street leading from the medieval manor of Mosborough Hall, along the present Duke Street to South Street; historic narrow tenement plots are significantly legible along South Street. The present buildings in this area date mostly to the mid to late 20th century, but there are a number of important 18th century survivals including the listed no 31 and 32 (Summer House) South Street and the winnowing barns at Eckington Hall Farm, as well as the non listed 18th and 19th centuries buildings at The Pingle, Elmwood Farm (no 27 South St), no 37, The Alma Public House and the terrace of buildings to the north of Eckington Hall Farm. To the north of this area of probable medieval settlement, pre-enclosure survey information names Mosborough Green (see Stroud 1996, fig 19). The enclosure of this former common formed the basis of the current pattern of property divisions here. Street character in this later area of the village is uniform and regular in comparison to the older settlement area.

An area of historic settlement similar in character to those at Handsworth, Mosborough and Woodhouse can be discerned at High Street, Beighton. The pattern of boundaries in this area conforms to the typical layout of medieval nucleated settlements in South Yorkshire, with thin property boundaries perpendicular to a main street. Close by this area lies the church of St Mary the Virgin, which contains 14th and 15th century architecture in its tower and nave arcades despite a widespread 19th century restoration (Richards 1991). To the south of the main area of settlement, the 17th century manor farm is also preserved through residential re-use. Like Handsworth and Woodhouse, Beighton was historically related to a substantial open field system, progressively overbuilt to house a mining community from the early 20th century onwards. The earliest streets of this suburbanisation (Queens Road, Manvers Road and Victoria Road) were clearly built within earlier enclosed strip fields.

Later Developments

The post Second World War period brought major changes to the established patterns of suburbanisation. Whilst large cottage estate type developments continued, on some municipal developments a radical change of design direction was adopted by Sheffield Corporation (see Sheffield City Council 1962) in order to meet the considerable challenges and opportunities of increasing car ownership and large scale housing shortages. New housing projects built by the corporation from the late 1950s onwards generally rejected traditional building methods and architectural forms in favour of flat roofed blocks of multiple occupancy flats in estates featuring large communal green spaces where pedestrian and vehicular space was strictly segregated. The principal area for this type of development in this sub-zone was in Woodhouse, where large estates of system built houses were constructed between 1962 and the early 1980s. Elsewhere large amounts of older housing in the settlements' historic cores were cleared in the 1970s, as part of a long standing programme to remove 'unsanitary' housing. This provided further opportunities for council led rebuilding. Later 20th and early 20th century private housing in this zone has tended to match the spatial characteristics of the suburban housing developments described in the 'Late 20th Century Private Suburbs' character zone.

Colliery Villages character areas – 'Beighton'; 'Birley Moor'; 'Handsworth'; 'Mosborough'; 'Woodhouse'

The Enlarged Villages

Summary of Dominant Character

This sub-zone of the suburbanised rural settlements represents a group of historically nucleated settlements that have grown larger over the 19th and 20th centuries in a symbiotic relationship with the City of Sheffield. Most of these character areas have significant historic legibility. The historic cores of Dore, Totley and Ecclesfield display classic boundary patterns found in many medieval villages in South Yorkshire, with a clear pattern of one or more main streets off which run narrow plots of semi regular form, with later development clustered around them. Grenoside, Oughtibridge and Worrall were also certainly nucleated before the 1850s, although the pattern of properties in each was much less regular. At Stannington, historic settlement appears to have been of a more dispersed character, with the 1850 OS mapping showing a number of very loosely clustered farmsteads.

Suburban expansion of these settlements is highly mixed. Most have accommodated areas of terraced housing, municipal council housing of early

and later twentieth century date, as well as private speculatively developed housing.

Inherited Character

Historically, the largest and most important of these settlements was Ecclesfield. It is likely to have been the ecclesiastical centre of a pre-Norman unit of Hallamshire, with historical documents claiming Sheffield as well as Bradfield as dependent chapelries as late as 1188 (Hey 1979, 28). The layout of the village, as depicted in the mid 19th century, has largely persisted in the present townscape, with regular plots along Town End Road, High Street and Church Street clearly corresponding to those shown on the first edition Ordnance Survey mapping. Within these plots some important stone built vernacular architecture survives, not least the scheduled 19th century former file factory at 11 High Street.

The ecclesiastical importance of the village is represented in the townscape by the fine medieval church of St Mary's, at its centre. This church, at which evidence for a pre-conquest foundation was found in 1892 with the discovery of a Saxon cross shaft, includes Early English (c.1180 –c.1275) and Perpendicular (c.1350-c.1580) architecture (Pevsner and Radcliffe 1967, 185). Behind the church, lie the remains of a Benedictine Priory; the surviving buildings, restored in the 1880s, consist of two ranges, the first housing a chapel and the second interpreted as a refectory and dormitory block. The complex, particularly the chapel range, retains significant 13th century architectural elements (Ryder 1980, 453-454).

Figure 399: Ecclesfield file works

More fragmentary legibility of the medieval landscape continues to the north east. The present vicarage is a modern building, but it stands within the remains of a large 19th century garden. At the far end of this plot lies the scheduled Willow Garth, a probable medieval moated site. Beyond the moat lies a large dam, now used as a fishing pond, but formerly associated with a water powered mill – possibly on the site of the medieval corn mill of the priory (Miller 1949, 95).

19th century OS mapping shows the historic core of Ecclesfield to have been surrounded by a distinctive network of narrow strip fields to the south and west, with common land to the north. Much of the former open field known as St Michael's Field (to the east of the historic core area) remained unenclosed until the early 20th century – the original communal character being retained by the strips' conversion to allotment plots. Those plots not retained as allotments were generally developed as housing between World War I and World War II – fossilising significant legibility of the earlier strip patterns.

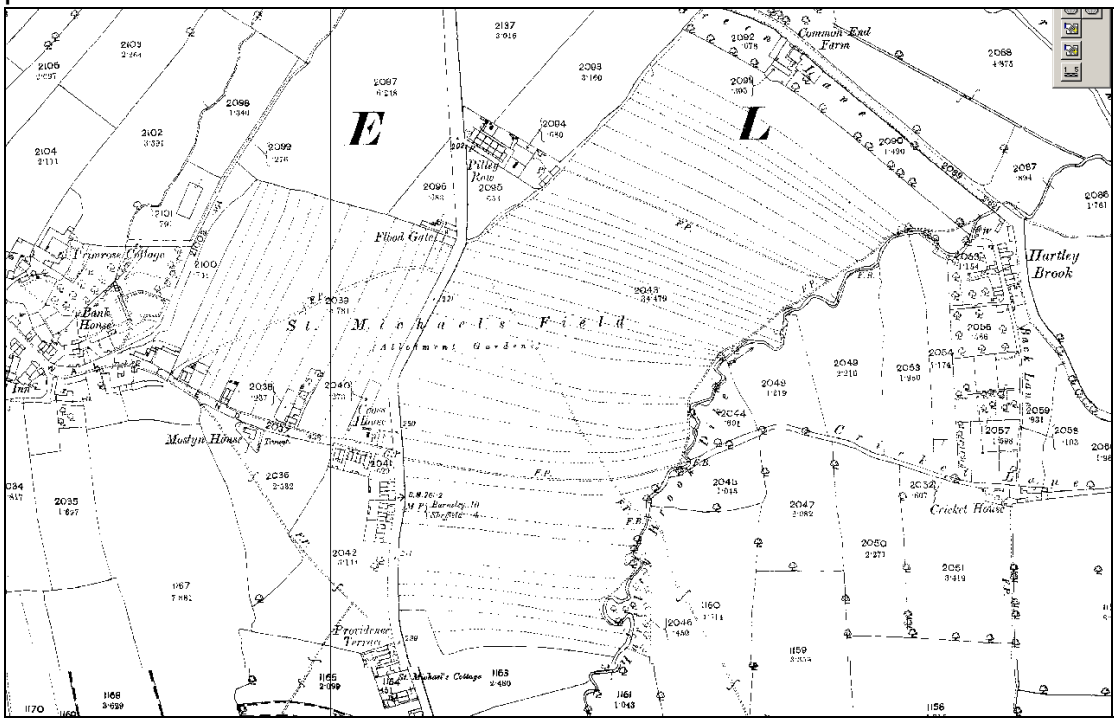


Figure 400: 1894 OS mapping of the unfenced strips of St Michael's Field in Ecclesfield - one of the latest examples of open common field patterns in the South Yorkshire.

Ecclesfield Common was enclosed by Parliamentary Award in 1789 (English 1985, 45). Much of the length of Church Street, The Common, Mill Road and the relict boundaries within Ecclesfield Park survive from this award. Housing developed along the enclosure period roads from the later 19th to early 20th centuries – much of it of 'bylaw terrace' form.

The oldest part of the Grenoside character area provides some striking contrasts to Ecclesfield. The evidence points towards this being a late medieval unplanned nucleated settlement. The characterisation data notes an absence of burgage type plots, church, or manor. The settlement is not associated with a recorded former open field system and (perhaps tellingly) Grenoside is not recorded as a placename until the 16th and 17th centuries (Smith 1969, 246). The earliest evidence for settlement here is two cruck buildings at Hill Top Farm and Prior Royd Farm (Morley 1984). Cruck construction in South Yorkshire generally dates to the 14th-17th centuries (see Ryder 1979c). The stimulus for Grenoside's growth was probably as much due to the growth of rural metal working as to agricultural activity. Hey (1991, 83) has noted the growth of likely 'squatter settlements' around greens and commons in the post-medieval period, a process he associates with the activities of the emerging class of 'cutler-farmers'. At Grenoside, Morley (1984) highlights a number of residents listed as members of the Cutlers Company in the 17th century, in addition to a thriving nail making industry. Unplanned squatter development would be expected to result in a highly irregular plan-form of pre-enclosure settlement, such as that depicted here by Jeffreys in 1775. Houses are shown around the edge of and on small assartments within the historic Greno Moor.

The present road pattern is likely to have been laid out by the 1789 Ecclesfield and Greno Wood Enclosure Award (English 1985, 45). It is typical of new road layouts of this period, being straight edged and of regular character. It was probably drawn to formalise property ownership within this growing township. Building phases predating this enclosure period are unlikely to be aligned with the later roads.

Legible evidence of metalworking in Grenoside can be found throughout the historic core of the settlement. Iron founding was developed by the Walker family on Cupola Lane in the 1740s, before their expansion into ever larger premises (with better communications) in Masborough, Rotherham. The name of this lane probably originates in either the air furnaces built here by Aaron Walker or their later cementation furnace, constructed around 1749 (Morley 1984). The Grenoside steelworks remained in the hands of the Walker family until 1823, when they were taken over by the Aston family. By 1825 three separate crucible steelworks are known to have been in operation - one with twelve melting holes on Cupola Lane, eighteen melting holes at Top Side and twelve melting holes on Stephen Lane. Traces of these furnaces survive at Topside and Stephen Lane, but the site of the works at Cupola Lane has been built over. The SMR records a further eight sites of workshops and a file cutting shed in Grenoside, mostly within surviving vernacular buildings.

The improvement of transport communications to Grenoside are represented by the Sheffield-Halifax turnpike built in 1777 (Smith 1997) [now Main Street]. Buildings along this road are largely 19th century in origin and include a Primitive Methodist Church, National School, stone built public houses, inns, and workers housing.

Dore is traditionally thought to be the place where in AD 827 Ecgbert, King of Wessex, met the Northumbrians and accepted their subjection (Hey 1998, 6); the village lies on the boundary between the former Saxon kingdoms of Mercia and Northumbria (until the 20th century the boundary between Yorkshire and Derbyshire). A well off middle class suburb developed around the village's historic core from the late 19th century onwards.

The present village retains the probably ancient street pattern shown on the 1835 Sanderson map. The pattern is irregular with little evidence for burgage plots. A number of older stone built vernacular cottages and farmsteads dating from the 17th through to the 19th centuries are retained, with the majority being listed. The 20th century has seen the demolition of some important earlier buildings including the early post-medieval Dore Hall. Important institutional buildings include the listed former village school on Savage Lane (dating to 1821), and Christ Church (dating to 1828), which was built near the site of an ancient chapel of ease. Later suburban expansion outside the historic core preserves little legibility of the former surrounding field patterns, although some ridge and furrow and relict piecemeal enclosure boundaries are preserved in the recreation ground immediately to the west of the village centre.

Like Dore, Mosborough and Beighton, Totley lies within the area of historic Derbyshire rather than Yorkshire. The urban form of the historic core (a typical medieval linear village with a single main street along the present Hillfoot Road and Totley Hall Road) has little changed from its form on the 1877 OS mapping of Derbyshire. Most buildings within this area have survived from this time, with few completely new buildings; most later buildings, (for example 315 -329 Baslow Road, a late Victorian terrace) continue to use vernacular facings and building styles.

The majority of the buildings in this core area date from the 18th and early 19th centuries with much use being made of local building styles, such as the use of sandstone rubble, stone mullions, stone slate roofs and casement windows. The oldest building is probably Cannon Hall, which the English Heritage listing text ascribes in part to the late 16th century, with early 17th century additions. An adjacent cruck framed barn, with possible medieval origins, is recorded on the SMR.

Other important buildings include an early school house (dated 1827, converted to residential use in mid 20th century) and several vernacular farm complexes. Also included in this area is the mansion of Totley Hall, originally built in 1623 in local style and enlarged in a similar style in 1883 and 1894 as an industrialist's residence. The Hall was re-used in the 20th century as part of Sheffield Technical College and is associated with a Hall Farm to the north.

In plan form the village suggests unplanned nucleation, with little evidence on Sanderson's 1835 map for burgage plots. This map does, however, show a clear pattern of strip enclosure around the village, a form often ascribed to the piecemeal enclosure of open fields in the early post-medieval period

(Taylor 1975, 120-122). Sanderson's map also shows a small square to the north of the village, a probable green now fossilised by the plot on which stands Ash Cottage.

The centre of the historic village area is crossed by the turnpike road from Sheffield to Baslow, built at the start of the 19th century. The village form, however, suggests that the more historically important route was that which runs from Dore to Woodthorpe.

The suburban growth of both Totley and Dore (which form a common character area) was first stimulated by the construction of the Midland Railway in the early 1870s. By the 1877 1st edition mapping of Derbyshire, the main line of this railway (London via Chesterfield) had been opened, with a station built at Abbeydale Road. A new road (Dore Road) was built to link the station with the historic village and this had become the focus for the development of large detached villas by the 1890s.

The historic core of Stannington appears to have been dispersed over a wide area; the characterisation records a probable medieval road pattern including at least one village green. The historic settlement core includes a number of listed buildings (including some cruck built structures). Suburbanisation appears in Stannington later than in most of the other villages in this zone. Whilst plots were laid out for villa development in the Liberty Hill area in the late 19th century, it was not until the 1920s to 1930s that they are depicted with any number of buildings. The same period, between the wars, appears to have seen development in the Woodland View area of geometric estate housing in the typical municipal cottage estate form - in addition to infilling by privately developed medium density housing around the historic settlement core. Post-war development has seen a continuing mixture of these types with some later large-scale high density municipal housing. Field patterns in Stannington include well preserved early 19th century parliamentary enclosures at Greaves Lane still managed as enclosed agricultural land.

Oughtibridge is another settlement that appears to have grown from settlement around a former common or green. Enclosure of this land, probably by the Hallam Enclosure Award of 1805 (English 1985, 62), appears to have defined the current property boundaries and conditioned the later growth of the village. The oldest historic character in this area, on a landscape scale, is around the junctions of Langsett Road and Church Street, characterised as representative of 19th century development. Otherwise this character area is made up of medium density 20th century suburban extensions to the early core area.

The settlement at Wharncliffe Side probably post-dates the construction of the Wadsley and Langsett Turnpike in 1804-5, as the oldest stone fronted buildings here are generally strung out along this road. Most of the buildings depicted by the OS in 1854 survive, although the vast majority of housing in this area dates to the construction of mid 20th century municipal housing estates. These were expanded with private developments in the

late 20th century. Estate development has fossilised no evidence for the earlier piecemeal enclosure landscape.

Worrall, a small nucleated settlement still surrounded by farmland to the west of Sheffield, retains much village form in the historic core around Town Head Road, in addition to a number of vernacular buildings depicted on 1850s OS mapping. This early mapping shows a small unplanned nucleation of farmsteads. Analysis of Harrison's 1637 survey (Scurfield 1986) shows the settlement was on the edge of moorland common at that time – a niche occupied by many of the villages of the former Bradfield Township. Suburbanisation began between the wars with construction of semi-detached and detached medium density housing around the historic core and to its north. Post-war development has also tended towards medium density development, fossilising little historic legibility outside of the historic core of the settlement.

Enlarged Villages character areas – 'Dore and Totley'; 'Ecclesfield'; 'Grenoside'; 'Oughtibridge'; 'Stannington'; 'Wharncliffe Side'; 'Worrall'

Post-Industrial

Summary of Dominant Character

Figure 401: 'New and Old in Brightside' – In the foreground are office buildings of Jessop's Riverside, an early 21st Century commercial development on a former steelworks site. In the background are the Electric Arc melting sheds of Sheffield Forgemasters.

Only in the city centre has development been more intense and resulted in a more diverse and fast evolving historic landscape than within this zone. Contemporary developments of retail parks and multiplex cinemas overlie and are juxtaposed with surviving traces of both earlier heavy industry and earlier semi-rural water powered industries. Underlying all these developments is a dense network of roads and railways, laid out in the later 19th century to connect the works buildings sited here with one another and with the wider world.

The dominant character of this zone (which lies mostly within the Upper and Lower Don valleys, as well as in part of the Sheaf valley) has altered markedly in the years following the collapse of Sheffield's main industrial base in the late 1970s. The historic character of around 65% of the land within this zone post dates 1970. For most of the 19th and 20th centuries land in this zone was dominated by the manufacture of steel and its processing into tools, castings and rolled products; these industries evolving, in many cases, directly from water powered sites present along the rivers from the late medieval period onwards. In the closing decades of the 20th

century Sheffield's heavy industries were subject to immense change, during which large areas within this zone fell derelict, its buildings obsolete and its workforce redundant.

Efforts to regenerate these areas can be traced back to the late 1980s, with the formation of the Sheffield Development Corporation in 1988 (Hey 1997) and Sheffield's successful bid to host the 1992 World Student Games. Regeneration development has begun to shift land use within this zone away from industrial use to commercial and recreational activities. Major examples of this in the Don valley include the sports facilities around the site of the Student Games (Don Valley Stadium, Bowl and Arena – all built on the site of the former Brown Bayley Steel Works); the Meadowhall Shopping Centre (on the site of the massive Hecla Steel Works of the Hadfield company); and the Valley Centertainment complex of cinema, restaurants and bowling alley (on the site of the former Attercliffe Common Steelworks and its associated railway sidings). Throughout this zone, many 19th century brick built works buildings and the immense corrugated black sheds that superseded them in the early 20th century have been replaced by newer warehouses, retail parks, car parks - as well as sheds used by specialised light industries that were able to modernise and capitalise on the skills of the established workforce and the presence of Sheffield's two universities. The corridor to either side of the A57/A630 Sheffield Parkway road, which links the city centre to junction 33 of the M1, is considered as part of this zone as a range of late twentieth century retail, commercial and service developments have grown up to either side of it - on the site of the early 20th century Nunnery coal mine and associated railway goods yards.

The change of land use from industrial to commercial and service sectors has involved other changes in the built character of this area, notably the huge increase in facilities for car parking and public transport (the Sheffield Supertram system was built along both the Upper and Lower Don valleys during the mid 1990s). A further, and generally welcome, change has been a reintroduction to these areas of vegetative cover, especially along the rivers themselves; once heavily polluted by industrial activity, these areas are now championed by city authorities as 'Green Corridors'.

Inherited Character

The most ancient landscape features of all these zones are the courses of the historic rivers Don, Sheaf and Porter, sitting at the centre of the wide alluvial flood plains that proved so suitable for the development of heavy industries in the 19th century. These rivers all retain traces of their management from at least the late medieval period. The rivers were first harnessed for industrial use for the grinding of edge tools and later for the rolling and processing of steel (see Crossley 1989 for comprehensive details on the survival of these features). Surviving features include weirs, goits, culverts and other features of the systems developed to bypass and harness the energy of these rivers. The buildings and dams associated with water

powered industries survive less commonly – the vast majority having been levelled to provide building platforms for later works. However, a handful of sites retain built features, such as the reused mill dam of Rawson's Mill (now Oxspring Dam), and the surviving rows of vernacular cottages (built as parts of small industrial hamlets) at the sites of Moscar Wheel and Norton Hammer, both in the Sheaf Valley, and again at Rawson's Mill.

Figure 402: Vernacular cottages, probably at Norton Hammer Lane, thought to have been built for workers at the nearby water powered forge.

Large-scale industrial expansion of this zone began first in the Lower Don valley, following the 1838 opening of the Sheffield – Rotherham Railway, with its terminus at Wicker Station (Hey 1998). This opened the wide valley floor to industrial expansion in the late 1840s, with the foundation of large integrated works by Spear and Jackson (Etna Works) and Charles Cammell and Co. (Cyclops Works), both companies having outgrown smaller sites in the city centre. Earlier mapping shows the flood plains of these rivers generally occupied by irregular enclosures, often identifiable through *meadow* or *ing* place-names as places for seasonal grazing. Later development has left few traces of these enclosures.

Further development soon followed, as other established major steel-makers, including Thomas Firth, John Brown, Naylor Vickers and Co. and William Jessop, opened new works. This expansion was represented in an increase in the annual production of crucible steel in Sheffield from 10,000 tons in 1835 to 100,000 tons by 1873 (Barraclough 1976, 13). These

industries were mostly developed on a grid iron pattern of streets aligned with the railway (later the Midland Railway); Carlisle and Savile Street, running to the north west and south west of this grid respectively, provided road transport up and down the Lower Don valley. The grid iron pattern of these streets echoed the internal arrangement of the works themselves, where processes were initially developed around square open courtyards, with different processes operating on each side and accessed through a common cart entrance set in a more architecturally ostentatious front range, through which access to the yard beyond could be strictly controlled. This arrangement was developed in tandem with that of typical Sheffield integrated cutlery works, where key concerns were: the need to bring different processes together; the need to provide light at workshop benches; and the need to control secure access for the delivery and despatch of valuable supplies and products (see Wray 2001, 45-53). Later development produced more linear 'shed type' buildings, as the steel making technology evolved into bulk processes requiring the internal transport of products by rail transport (Williams 2003).

The later 19th and earlier 20th century saw a rapid succession of technological innovations in the steel industry, these included: the move from crucible and cementation furnace based technologies to the Bessemer furnace; the development of the Siemens open-hearth process, based on methods of bulk production; and consequent enlargements of rolling and forging equipment. These changes are represented in the almost constant modification, addition and enlargement of complexes visible on historic Ordnance Survey plans of the Lower Don valley. In the earlier phases of steel making described above, furnaces and other plant were often an integral part of the buildings around the courtyards, with individual processes clearly identifiable on contemporary etchings and maps by the building forms. As the 19th century progressed, buildings increasingly took the form of substantial brick and later corrugated steel clad sheds, in which a wide variety of different processes and plant could be accommodated (Wray *et al* 2001, 21).

Each of the types described above can be seen in this zone. Few examples survive in the 'Norfolk Atlas and Cyclops' and 'Hecla Jessops and Staybrite' character areas, although the brick built front range of the 1856 President Works on Savile Street East is a notable surviving fragment of a 'courtyard type' integrated complex. The 1863 West Gun Works (Savile Street East) and the surviving components (dating mostly to the early 20th century) of Cammell's Cyclops Works (Carlisle Street) are good examples of the move to large 'shed based' complexes. The scheduled Darnall Works in the 'Darnall Canalside' character area is the largest surviving traditional crucible steel works - developed around 1871-2 for the production of large castings (Harman and Minnis 2004, 200). The level of destruction of earlier steel manufacturing buildings in this area is due not just to their modernisation in the 20th century, but also to the severe recession of the industry by the early 1980s and the remediation of derelict sites by the Sheffield Development Corporation - especially the site of the former Firth Brown company's works (much of the Norfolk, Atlas and Cyclops group), and the

site of the Hadfield company's Hecla Works (redeveloped as the Meadowhall Shopping Centre).

Elsewhere in this zone the sites of steel works were generally cleared of buildings and left as regenerative scrubland for many years with no new buildings erected until the early 21st century. Examples include the Brightside Steel Works of William Jessop and Co. and Tyzacks Little London Works, both of which evolved from the sites of medieval water powered wheels, known from documentary evidence to have been engaged in the metal trades by at latest the 18th century (see Badcock 2000 & 2002 and Crossley 1989).

All of the character areas in this zone make up major transport corridors, with 19th century railways forming major features of both the Sheaf and Don valleys. Some monumental railway architecture survives, especially along the route of the Midland Railway (dating to the 1880s) in the Sheaf valley - where bridges, embankments and retaining walls are built from local stone. The disused Heeley Station, for instance, is raised some 20 feet above the surrounding land by a massive retaining wall forming a definite 'edge' to the adjacent residential suburb. At least one further disused station survives at Brightside, in addition to a large number of either reused, derelict or active areas of railway sidings (including the large surviving marshalling yards at Tinsley dating to the mid 20th century). In Albert Road, Heeley, are the remains of a Sheffield Tramways depot and stables, built in 1878 to house tram cars and the horses that pulled them.

Figure 403: Albert Road Horse Tram Depot in 2006 © SYAS.

Later Characteristics

As this zone is typified by much of the most recent developments to affect the Sheffield landscape it is perhaps best to consider it as a growing landscape, highly likely to expand over the next decade. During the life of the characterisation project development work has been in progress in all the character areas of this zone.

Character Areas within this Zone:
'Blackburn Meadows and Tinsley Viaduct', 'Darnall Industrial Canalside', 'Don Valley Sports and Leisure', 'Hecla, Jessops, Brightside and Staybrite', 'Parkway', 'Lower Porter Valley', 'Lower Sheaf Valley', 'Norfolk, Atlas and Cyclops', 'Tinsley Park and Airport', 'Upper Don Valley (Claywheels Lane to Club Mill)'