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**PENISTONE ROAD NORTH/CLAY WHEELS LANE,  
SHEFFIELD, SOUTH YORKSHIRE  
ARCHAEOLOGICAL DESK-BASED ASSESSMENT**

*by Rowan May*

**Report Number 2010/48**



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### Abbreviations

YAT	York Archaeological Trust
aOD	above Ordnance Datum

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## Non-technical Summary

This report consists of an archaeological desk-based assessment of a former factory site at the junction of Penistone Road North and Clay Wheels Lane. The assessment was required to inform proposals for a supermarket development at the site, and comprised a site visit, documentary and cartographic research, and was commissioned by Riley Consulting. The majority of the site consisted of meadows and arable fields in the medieval and post-medieval periods, with probably some structures along the Penistone Road North frontage by the 17<sup>th</sup> century. Homesteads and outbuildings were located on the street frontage by 1797, and cottages and two public houses were recorded in the 19<sup>th</sup> century. The Travellers' Inn survives at 72 Penistone Road North, the exterior apparently of 19<sup>th</sup>-century date, possibly with elements of a late 17<sup>th</sup>-century house retained within the building. The inn is of local historic interest, but is not a listed building. It is the only historic structure surviving within the site, and further assessment of its historic and architectural significance is recommended.

There is the potential for the survival of sub-surface remains of 17<sup>th</sup>- to 19<sup>th</sup>-century cottages and other structures within the site. No prehistoric to Romano-British sites have been recorded within 500m of the proposed development site, but little archaeological fieldwork has been undertaken within this area. The presence of alluvial deposits across the site suggests that deeply buried prehistoric to Roman remains could survive within the site. The construction of a factory on the site in the 1930s-40s may have impacted on shallow sub-surface remains, but more deeply-buried deposits could survive in good condition.

## Key Project Information

Project Name	Penistone Road North/Clay Wheels Lane
ArcHeritage Project No.	5382
Report status	Full report for submission
Type of Project	Desk-based assessment
Planning Application No.	N/A
NGR	SK 3321 9128
Museum Accession No.	N/A
Author	Rowan May
Illustrations	Rowan May
Editor	Anna Badcock
Report Number and Date	2010/48, June 2010

## **1 INTRODUCTION**

This report presents the results of an archaeological desk-based assessment on a former factory site at the junction of Penistone Road North and Clay Wheels Lane, Sheffield, South Yorkshire. The assessment was required to inform plans for a proposed supermarket development on the site, in line with governmental guidance (PPS 5 policy HE6). ArcHeritage were commissioned by Riley Consulting to undertake the assessment.

## **2 METHODOLOGY**

### **2.1 Aims and Objectives**

The assessment was undertaken in accordance with the standards and guidance of the Institute for Archaeologists (IfA 2008). The general aim of the assessment was to determine the nature of the archaeological resource in areas affected by the proposed development. This was achieved by collating existing archaeological and historic information relating to the proposed development area and its immediate environs and by placing it in its local, regional and national context.

The specific aims are to:

- assess the potential for survival and significance of buried archaeological remains within the proposed development site;
- assess the historic significance of any standing structures on the site; and to
- assess the impact of the proposed development on the cultural heritage resource.

### **2.2 Sources**

All readily available documentary resources were consulted, including historic maps and recent aerial photographic data. Information on recorded archaeological sites within 500m of the proposed development area was obtained from South Yorkshire Archaeology Service. Relevant documents, databases and secondary sources, published and unpublished, were consulted. Data was collected from the following sources:

- South Yorkshire Sites and Monuments Record (SMR);
- Sheffield Archives;
- Sheffield Local Studies Library;
- Picture Sheffield;
- Archaeology Data Services (ADS);
- Multi-Agency Geographic Information for the Countryside (MAGIC);
- Heritage Gateway.

A site visit was undertaken on the 24<sup>th</sup> June 2010 to investigate the current condition of the site, the location of any above-ground archaeological remains or historic standing buildings, and any areas where ground disturbance is likely to have damaged sub-surface deposits.

No geotechnical data (e.g. ground investigation test pit records) was available for the site.

## 2.3 Designations

All cultural heritage designations were checked for the area, including Scheduled Ancient Monuments, Listed Buildings, Conservation Areas, Registered Parks and Gardens and Registered Battlefields. The site is not within a Conservation Area, and there are no listed buildings within 500m of the site. There are no Scheduled Ancient Monuments, Registered Parks and Gardens or Registered Battlefields within 1km of the site.

## 2.4 Planning Policies

Sheffield City Council's Unitary Development Plan (UDP) adopted 1998 and saved from 2007 pending finalisation of Sheffield Development Framework, contains policies relating to the historic environment. The policies were based on governmental guidance set down in PPG 16 (Archaeology and Planning 1990) and PPG 15 (Planning and the Historic Environment, 1994). This guidance has now been superseded by PPS 5 (Planning for the Historic Environment, 2010), which provides a framework for the investigation of sites and the management of historic assets, including Conservation Areas, Listed Buildings, non-listed historic buildings and archaeological remains, which are considered to be a finite and non-renewable resource (PPS 5 paragraph 7).

Within areas which are likely to have the potential for the survival of archaeological deposits, an assessment of the nature and significance of the remains will be required (PPS 5 policy HE6). Proposals that would adversely affect a significant archaeological feature will only be permitted where it has been demonstrated that the overall benefits of the proposed development clearly outweigh the need to safeguard the interest of the feature, and where archaeological remains can be preserved *in situ* or by record (PPS 5 policies HE9, HE12; UDP policy BE22). The retention of historic buildings which are of local interest but are not listed will be encouraged wherever possible (UDP policy BE20).

## 3 LOCATION, GEOLOGY AND TOPOGRAPHY

The site (centred on SK 3544 8691) is located to the northwest of the junction of Penistone Road North and Clay Wheels Lane, c.4km to the northwest of Sheffield city centre (Figure 1). It consists of a roughly square plot, c.2ha in extent, currently occupied by car parking, with two pubs, the Gate and the Traveller's Inn, on the Penistone Road North frontage, and a factory building in the northern corner. The northwest side of the site is bounded by buildings associated with Fletcher's Bakery, and the northeast side by a former chapel on Carrwell Lane, Cockill's Bank and a scrap yard. The site is located at a height of between 67 and 68m aOD. The River Don runs c.250m to the southwest of the site.

The underlying geology of the site consists of Flandrian Alluvium (clay, silt, sand and gravel), overlying mudstone, siltstone and sandstone of the Pennine Lower Coal Measures formation. At the northeast corner of the site, the geology consists of Greenmoor Rock sandstone, again of the Lower Coal Measures formation.

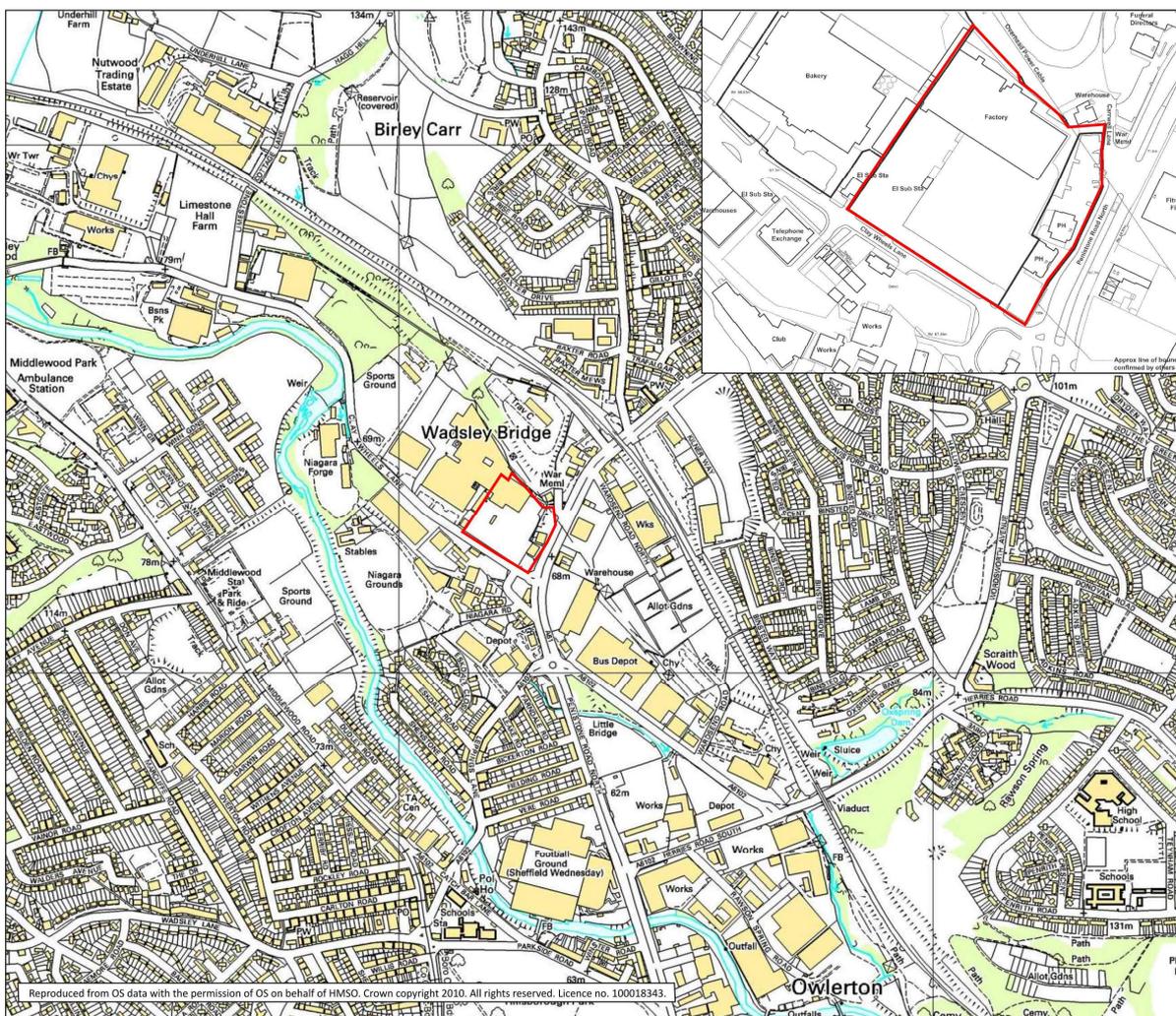


Figure 1: Site location map

## 4 BASELINE CONDITIONS

### 4.1 Archaeological and Historical Background

#### 4.1.1 Gazetteer of heritage assets

A list of known heritage assets within 500m of the proposed development area has been compiled from a number of sources, including the SMR, historic maps and documentary sources and the site visit. The location of the sites are shown on Figure 1.

Site no	Description	NGR	Identifier
1	Travellers' Inn. Unlisted historic public house on Penistone Road. A former coaching inn. Notes from a survey of historic buildings in the 1950s stated that it was reputedly little altered beyond the removal of horse troughs, and that a large fireplace in the kitchen had an inscription of 1697. A house/houses were shown on this site in 1789 and 1797, but the pub has been rebuilt or altered in the early 19 <sup>th</sup> -century, possibly incorporating earlier fabric. The pub was in existence by 1822.	SK 3326 9125	1789 map 1797 map 1851 OS map
2	Former site of the original Gate Inn, a public house shown on the 1851 map, rebuilt in the early- to mid-20 <sup>th</sup> century. The site mainly lies under the widened Penistone Road North, and the current pub was rebuilt further to the west.	SK 3327 9122	1797 map 1851 OS map
3	Site of buildings, possibly cottages, shown fronting onto Clay Wheels Road on the 1892 OS map.	SK 3321 9121	1797 map

Site no	Description	NGR	Identifier
4	Site of a building, possibly a house or cottage, shown to the west of the Centenary Methodist Chapel in 1892.	SK 3324 9132	1892 OS map
5	Site of cottages to the northeast of the Travellers' Inn, shown on the 1892 OS map. Now mainly underlying the widened road. The cottages were described by Henry Tatton in the 1940s as 'the oldest cottages in Wadsley Bridge'. Shown on a photograph in the 1950s as two-storey stone-built cottages. Demolished in the 1960s-70s.	SK 3329 9128	1797 map
6	Centenary Chapel. A Wesleyan Methodist chapel, to the west of Carrwell Lane. Currently in use as a warehouse. Constructed between 1797 and 1865.	SK 3328 9133	1851 OS map
7	Niagara Works steel forge, constructed between 1905 and 1934. Buildings survive on the site.	SK 3290 9130	SMR 01680
8	Wire mill associated with the Niagara Works, built in the first half of the 20 <sup>th</sup> century.	SK 3310 9120	SMR 01679/03
9	Wadsley Bridge Paper Mill/Niagara Works. A paper mill was established c.1759 by Joseph Bonsor. Paper and glazing mills were recorded in the 1759 rental, and a fire insurance policy of 1763 listed a house, two tenements and a warehouse, paper mill and glazing mill. A tilt hammer was built at the site between 1801 and 1806. The last of the paper makers at the site was Joseph Hault, who died in 1834. The steel tilt continued working, and in the mid-19 <sup>th</sup> century the name was changed to the Niagara Works. It still used water power in 1907. The weir survives in good condition and outbuildings survive to the west of Niagara Road.	SK 3315 9915	SMR 01679/01-02
10	Wadsley Bridge or Leppings corn mill. A corn mill was built before 1731, working on a bypass from the main goit. The mill was last recorded in 1802. A forge was built on the site shortly after, recorded in 1803, when it was leased to Jonathan Marshall, steel refiner. A dam was constructed in 1810. In 1824, two forge wheels, two tilt wheels and two bellows wheels were recorded at Wadsley Bridge Steel Works. The 1907 list names it as Marshall's Forge, working on water and steam. The site of the forge, on Leppings Lane, is now occupied by a garage.	SK 3325 9102	SMR 01681/01-03
11	Wadsley Furnace. One of two blast furnaces built in 1583 for the Earl of Shrewsbury in the Sheffield region. The ironworks were held by Lionel Copley in the 17 <sup>th</sup> century. The furnace had fallen out of use by the late 18 <sup>th</sup> century, and its site was indicated by field names on maps of 1783 and 1797. Upper Dam lay immediately north of the modern Herries Road, placing the furnace on the site of the current bus garage.	SK 3350 9090	SMR 03543/01
12	Former Hillfoot Steelworks, Wadsley Bridge. Constructed in the early to mid-1850s. The site is unusual in that two parts of the steel making process (cementation and crucible steel manufacture) were undertaken in the same block of buildings. The site was redeveloped in 2002, with the two surviving buildings (sawmill and workshop) converted into dwellings. Archaeological investigation in the central area identified sub-surface remains of two crucible furnaces, one of which was retained <i>in situ</i> , the other recorded.	SK 3333 9154	SMR 04921
13	Hawksley or Clay Wheels. A newly erected wheel, known as the Holm Wheel nigh Beeley Wood was leased by John Hawksley in 1686. The wheel was rebuilt between 1736 and 1743, and Joseph Clay took charge of the works in 1769. In 1794 there were 43 troughs and 56 men employed. The Clay tenancy continued until 1827. The site was still working in the 20 <sup>th</sup> century, and was occupied successively by Firths and Tyzacks, and used for scythe making. No traces of the original buildings are visible.	SK 326 917	SMR 01678
14	Wadsley Forge/Wardsend Steelworks. Recorded from a rental of 1581 as 'a new wheel at Wadsley Bridge', rented by George Hobson. An iron forge was leased by Lionel Copley by 1646, with the furnace upstream (site 11). Briefly used as a grinding wheel from c.1812-1840, then a forge again by 1849, known as the Wardsend Steel Works.	SK 336 905	Ball et al 2006

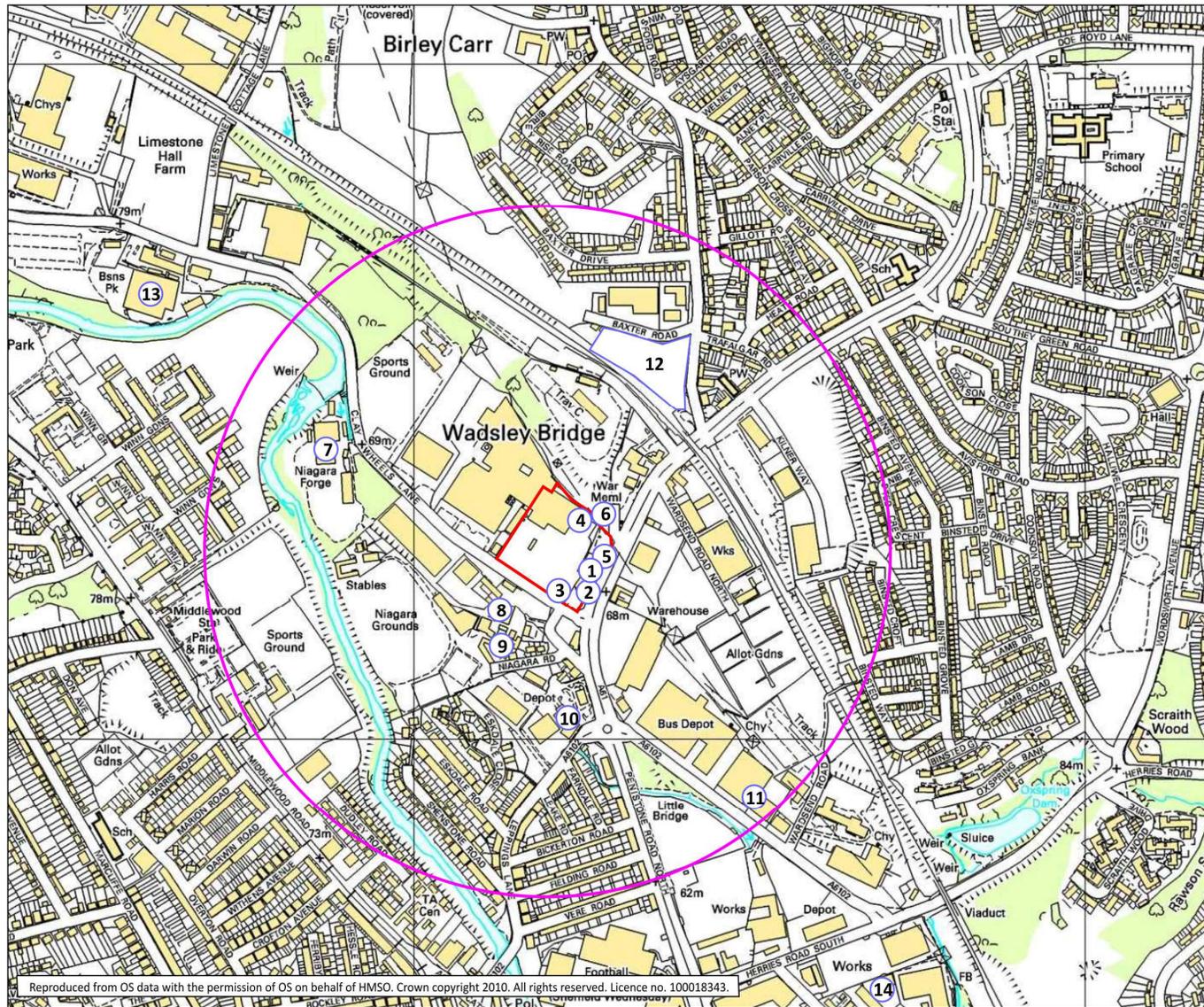


Figure 2: Location of known heritage assets

#### 4.1.2 *Prehistoric to Roman*

The SMR and other sources record no prehistoric to Romano-British sites within 500m of the proposed development site. At a greater distance, Romano-British field systems survive as earthworks and stone cairns and walls on a gentle hillslope at Wheata Wood (SK 3277 9434), SAM 31226, and in the adjoining Handlands Wood, 3km to the north of the site. Sparse numbers of prehistoric artefacts, mainly individual chance finds, have been recorded from the immediate vicinity of the River Don itself, although none within the search area. It is likely that the river would have formed a useful resource during these periods, and the presence of alluvial deposits across the site could preserve deeply buried archaeological deposits. This could include relict river channels and waterlogged deposits, which would have the potential to contain environmental remains.

#### 4.1.3 *Medieval to Seventeenth Century*

Wadsley Bridge was part of the manor of Ecclesfield in the medieval period. It was divided from the manor of Wadsley (in Bradfield parish) by the River Don. The name 'Wadsley' derives from the Old English 'Wadd(e)'s forest clearing' (Smith 1961, 213-4). Wadsley Bridge was first recorded in a document of 1472 (Smith 1961, 249), suggesting that there was a bridge over the River Don by that date. Wadsley Bridge Lane is likely to have been a medieval route between Sheffield, Wadsley and Ecclesfield. The route shown on a map of 1775 ran via Leppings Lane, and the original bridge and ford were located near the leppings ('leapings') stones shown on the 1851 OS map. The 1775 map showed this as Wadsley Bridge. It was superseded by a new bridge further to the east on the more direct turnpike route along Penistone Road by 1777, which was shown as 'Wadsley New Bridge' (WC 1533M). There are records of repairs to the old bridge in 1716, 1748 and 1762, the latter referring to a wooden bridge (Eastwood 1862, 396). The new bridge, and associated turnpike road, were shown on the 1775 map, with a note stating that the road was 'made since this map was drawn'.

In 1637, a survey of the manor of Sheffield with the manors of Cowley and Ecclesfield was undertaken for the heirs of the late Earl of Shrewsbury. The site was within Southall Soake (administrative district) in the manor of Ecclesfield, and was part of Smithy Farm. The land close to the River Don is likely to have been predominantly meadows in the medieval period, and in 1637 was in use as a mixture of arable cultivation, meadows and pasture (Harrison 1637, Scurfield 1986). The site appear to have been within a field known as 'Ughtybridge [Oughtibridge] Meadow', with a small enclosure next to Wadsley Bridge Lane (Penistone Rd North) called 'Leighton backside', with a hay house of two bays. 'Backside' often refers to the land immediately behind a house or cottage, suggesting there may have been an associated building on the lane frontage, not part of the estate of the Earl of Shrewsbury. The tenant of this part of Smithy Farm was William Carr. Tenements were recorded just to the south of the site, facing onto Smithy Green, which was a widened part of the road in the vicinity of the Clay Wheels Lane/Penistone Road junction.

The name 'Mill Field' recorded in 1637 to the west of the site, would suggest that at least one of the water-powered sites in the vicinity (sites 9, 10 and 13) was in existence in the early post-medieval period, although no clear references to them are recorded prior to the 17<sup>th</sup> century.

There are 14<sup>th</sup>-century references to a mill at Wardsend, though the location of the mill is unknown (Ball et al 2006, 11).

In the 16<sup>th</sup> century, an iron furnace was located to the southeast of the proposed development site, underlying the current bus depot (site 11). Wadsley Furnace had been built by 1583, when it appeared in the Earl of Shrewsbury's rentals. It was one of two blast furnaces for smelting iron ore which had been built in the Sheffield area by that date, the other being located at Kimberworth. The associated Wadsley Forge was located just downstream (site 14), and has clear records from 1581, but was possibly the 'axiltree of iron' mentioned in a will of 1547. Both the forge and furnace were held by Lionel Copley in the 17<sup>th</sup> century, and were recorded in a valuation of 1671, although there is no firm indication that a furnace was working at that date. The focus of the ironworks appears to have been located on the forge site, which continued in use in the 18<sup>th</sup> and 19<sup>th</sup> centuries (Ball et al 2006, 10-11). The furnace was no longer in existence by the late 18<sup>th</sup> century, and its location was indicated by field names on a map of 1783, which depicted Upper Dam and Cinder Hill fields, as well as Furnace Hill (FC MB 165 f14).



Figure 3: 1797 map (ACM S62)

#### 4.1.4 *Eighteenth to Nineteenth Century*

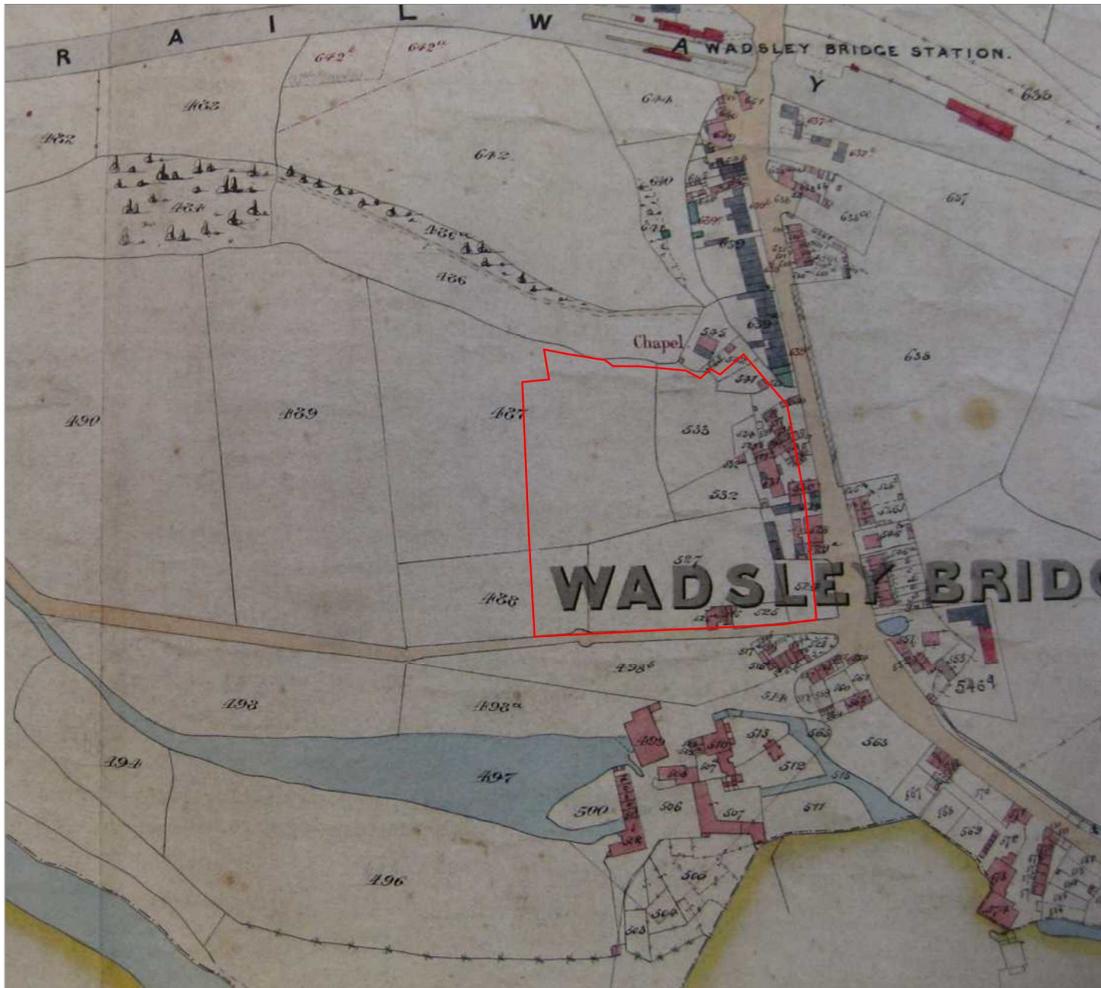
The Carr family appear to have had a long connection with the site, following the mention of William Carr as the tenant in 1637. A survey of Ecclesfield from 1797 recorded that part of the proposed development site (plot 2359) was owned outright by Thomas Carr, and leased to George Carr (ACM S94; ACM S92 – Figure 3). An indenture of 1702 between a Thomas Carr of Dublin and George Carr of Wadsley Bridge, yeoman, related to the lease of buildings and fields at Wadsley Bridge and Southey, probably including this part of the site (YWD 1197/4). It would seem unlikely that these were the same people recorded in the Ecclesfield survey over 90 years later, but it is probable that the land was held by their descendants. A Jane Carr was also listed as a landowner in the vicinity (plot 2374). Thomas Carr's plot, 2359, consisted of a homestead, two gardens and a croft, and two houses. Carrwell Lane, which runs to the immediate northwest of the proposed development site, may be named for a well (shown on the 1892 map as adjacent to the lane) belonging to the Carr family.

The Travellers' Inn (site 1) and Gate Inn (site 2) were shown along the Penistone Road North frontage in 1851 and 1865, on the same location as buildings shown on the 1797 map. Both were listed in Baines' 1822 Directory of Yorkshire, the Travellers' Inn being run by George Mills and the Gate by Joseph Wells. The inns were not mentioned in the 1797 survey, though they are on the same site as buildings described as homesteads and houses at that date. A description of the Travellers' Inn from the 1950s, possibly from the Committee for the Conservation of Sheffield Antiquities' survey of historic buildings (Picture Sheffield reference y02253), stated that it was a coaching inn, supposedly not much altered apart from the removal of the horse troughs (Plate 1). In the bar area, which was formerly the kitchen, there is a large fireplace with the initials 'G.C.' and date '1697' carved on it (Liversidge 1999, 170). The initials presumably refer to George Carr, recorded in the indenture of 1702. This may indicate that the pub was previously Carr's house, shown on the 1797 map, although it appears that the building was rebuilt or heavily modified in the early 19<sup>th</sup> century, with the reuse of earlier elements of the structure. The inn is likely to have been established to cater to the Sheffield to Halifax (via Penistone) road, which was turnpiked in 1777 (Smith 1997, 72).

In 1797, the field and tenements to the south of Carr's, plots 2360 and 2361, were owned by the trustees for schools at Pismire Hill and Parson Cross, and occupied by Joseph Machin. These plots were described as Walker Croft, homestead, garden etc, and included a small building along the southwest boundary (site 3). The fields to the rear, plots 2377 and 2378 were owned by the Duke of Norfolk and leased by Joseph Machin and George Fearn respectively. Fearn also occupied one of the houses within plot 2359. The fields were known as Rough Meadow and Meadow. The Gate Inn was shown in photographs from the early 20<sup>th</sup> century as a plain brick building, closer to the street frontage than the Travellers' Inn (Plate 2). It was on the site of buildings shown on the 1797 map, although the style of the building shown in the 1900s suggests that it had been rebuilt by that date.

Between 1797 and 1865, the settlement at Wadsley Bridge had extended to the north. A railway line, on the Sheffield and Manchester Railway, had been constructed further to the north by 1851, with a station just off Halifax Road. A valuation map for the Poor Rate, drawn in 1865 and modified with corrections up to 1898, showed a generally similar layout within the

site to the 1797 map (Figure 4). A chapel had been built to the north of the proposed development area by 1851 (site 6), known as the Centenary Chapel and built for Wesleyan Methodists. No date of construction has been found, but the 'centenary' name suggests that it may have been built c.1839-40, 100 years after the founding of Wesleyan Methodism.



**Figure 4: 1865 Poor Rate valuation map, corrected to 1898 (SY/555/C2/1)**

A group of cottages (site 5) were shown to the east of the Travellers' Inn in 1851 and 1865, at an angle to Penistone Road North, which may relate to the route of Carrwell Lane. These stone-built cottages were described by Henry Tatton in the 1940s as 'the oldest in Wadsley Bridge' (Tatton 1942, 400). They were presumably demolished to make way for the widening of Penistone Road North in the mid-20<sup>th</sup> century. The rear of one of the cottages is shown on Plate 1.



Plate 1: Travellers' Inn, and rear of one of the cottages (site 5), taken in the 1950s. © Picture Sheffield



Plate 2: View north along Penistone Road North in the 1900s, showing Gate Inn to the left. © Picture Sheffield

A small group of buildings (site 3) was also shown along the current Clay Wheels Lane frontage in the 18<sup>th</sup> and 19<sup>th</sup> centuries. A structure was shown in this location on the 1789 enclosure map and the 1797 Ecclesfield survey, although at that date it was set back from the road. The route of Clay Wheels Lane was altered between 1797 and 1851 to run along the southwest edge of the proposed development area. The buildings were included within the land owned by the trustees of the Parson Cross and Pismire Schools in the 18<sup>th</sup> century. A building (site 4)

was shown to the west of the Centenary Chapel in 1892, at the northern edge of the site (Figure 5). This was not shown on the 1865 map, and was demolished between 1905 and 1934.

To the south of the site, and south of Clay Wheels Lane, was a water-powered paper mill (site 9). The head goit for the mill ran to the south of Clay Wheels Lane, and the mill was located close to the settlement at Wadsley Bridge. It was established c.1759, and operated until 1834. A tilt hammer was added to the site between 1801 and 1806, and after the closure of the paper mill, the steelworks expanded. It was known as the Niagara Works, the name taken from the steep, semi-circular weir on the river which fed the head goit.

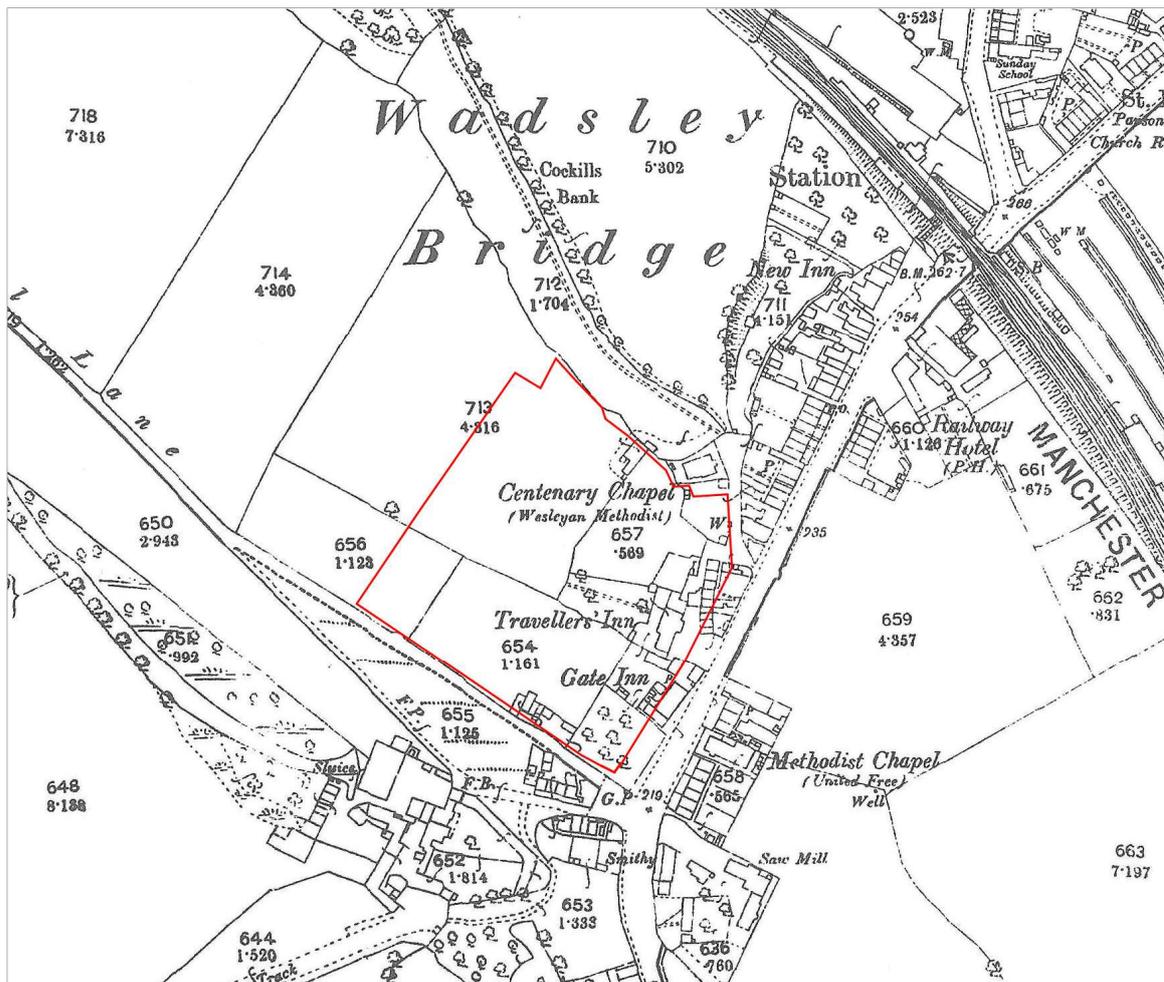


Figure 5: 1892 OS map

#### 4.1.5 Twentieth Century

There were few changes within the site during the first quarter of the 20<sup>th</sup> century. The settlement at Wadsley Bridge expanded further to the north, and board schools were constructed on the opposite side of Penistone Road North in the 1900s. By 1934, the Centenary Chapel was shown as an Unemployed Occupational Centre (Figure 6). The Niagara Works to the south expanded further, with the main part of the works converted to a wire mill (site 8), and a steel forge built to the northwest, near the weir, by 1934 (site 7). The cottages on Clay Wheel Lane (site 3) and the structure to the west of the chapel (site 4) had been

demolished by 1934, with a small structure, possibly an electricity sub-station, built further to the west of site 3.

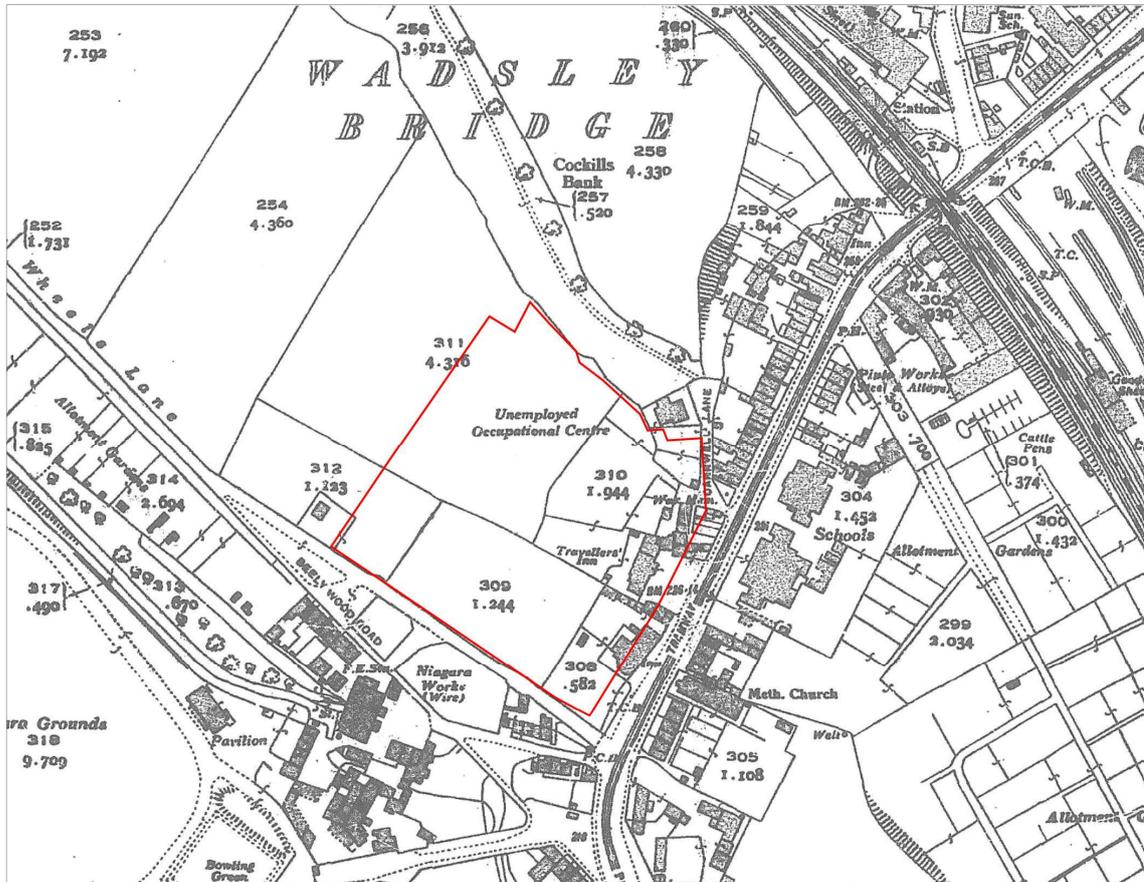


Figure 6: 1934 OS map

By 1951, factory buildings had been constructed across the majority of the proposed development site, west of the buildings fronting onto Penistone Road North (Figure 7). The factory was shown in 1951-52 as 'Intal Works (steel)', and in 1965 as 'Tool Works', by which date the works had expanded further to the north. To the west of the factory, Fletcher's Bakery was shown in 1952 as a relatively small building, having expanded substantially by 1965. The cottages to the northeast of the Travellers' Inn and the Gate Inn, with outbuildings to the northwest, were still in existence in 1965 (Figure 8), but had been demolished by 1976, in association with the widening of Penistone Road North (Figure 9). The Gate Inn was rebuilt further to the west. A building adjoining the Travellers' Inn to the north, possibly stables or outbuildings, was also demolished between 1965 and 1978.

A large, rectangular building, probably associated with the works, had been built fronting onto Carrwell Lane by 1965. This building was demolished between 1985 and 1990, and part of its site became the car park for the Travellers' Inn (Figure 10). The factory was altered in the 1980s, with the structures at the northwest corner demolished by 1985, and a new a longer eastern side constructed, partially over the site of the rectangular building. It is not clear from the maps whether the entire factory was rebuilt at this date. The factory was still shown in 2004, but burned down in 2007. The former Centenary Chapel, to the north of the site, was

shown as a warehouse throughout the second half of the 20<sup>th</sup> century, and remains in this usage to date.

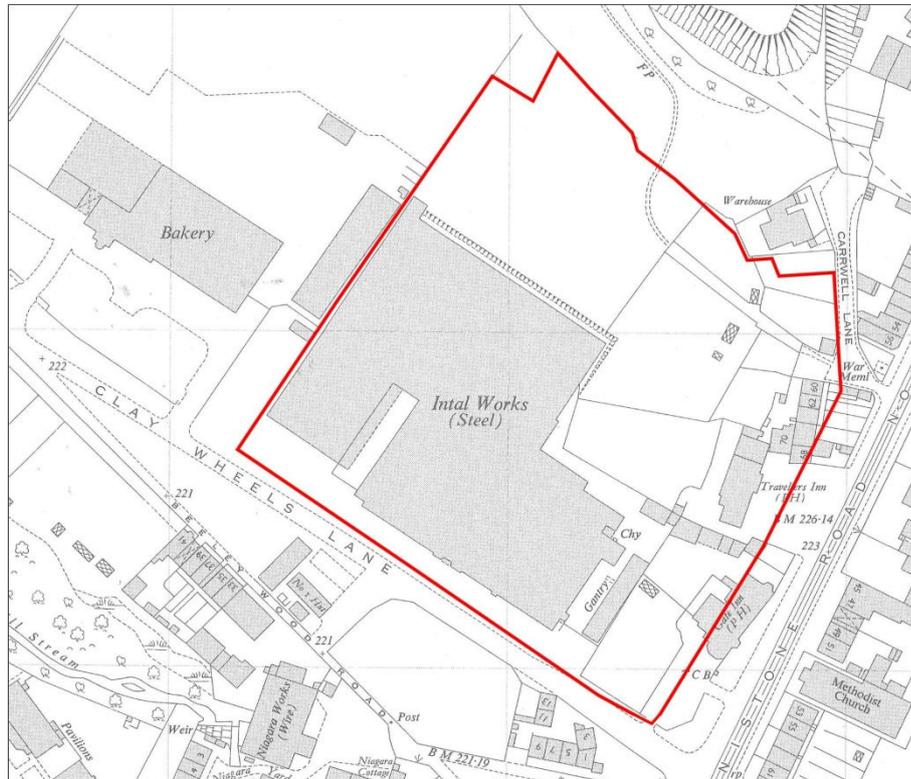


Figure 7: 1952 OS map

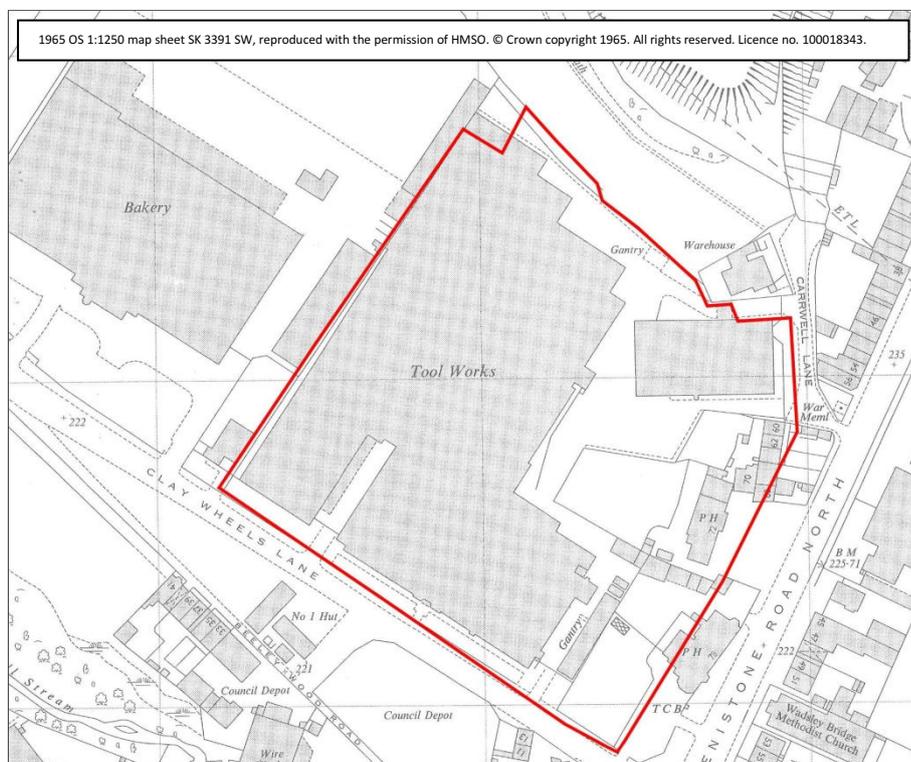


Figure 8: 1965 OS map

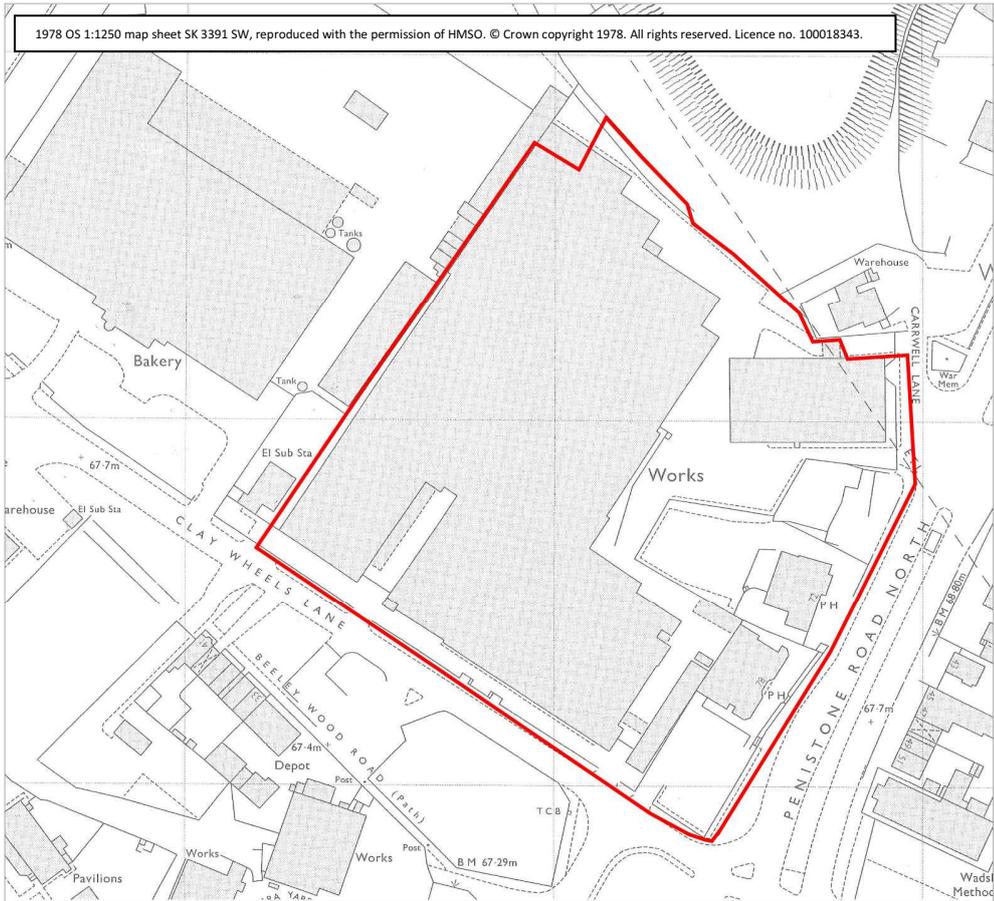


Figure 9: 1978 OS map

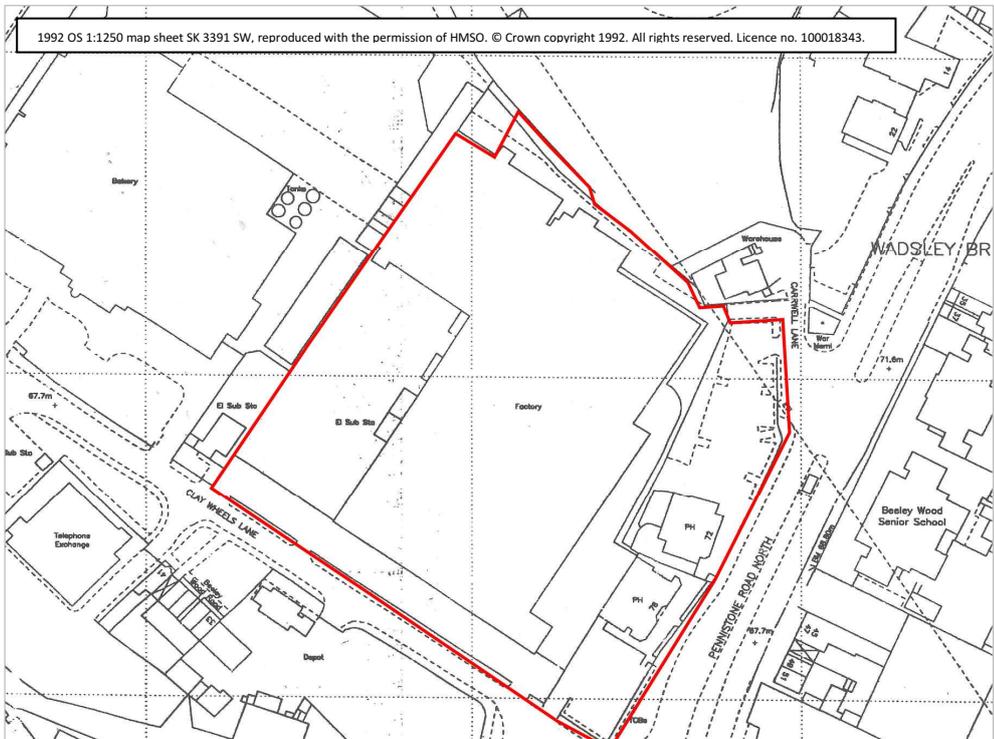


Figure 10: 1992 OS map

## 4.2 Site Visit

A site visit was undertaken on the 24<sup>th</sup> June 2010. The majority of the site is currently occupied by a large car park, on the site of the former factory. The car park has a concrete slab surface, with remains of the factory floor surfacing visible (Plate 3). The surface of the car park is located c.0.50m below the adjacent pavement, and is bounded by modern walls on the south and east sides. Other than some floor details of the former factory, no archaeological features were visible in this area. The area to the west of the electricity sub-station was fenced off, but also appeared to be concrete surfaced.



**Plate 3: View southeast across car park showing former factory floor, back of The Gate to rear left**

At the eastern side of the site, fronting onto Penistone Road North, are two public houses, The Gate to the south (no.78) and the Travellers' Inn to the north (no.72). The Gate is a modern building of no historic or architectural interest, constructed in the 1960s to 1970s following the demolition of the original in association with the widening of Penistone Road North. The floor level of the building is set slightly lower than the pavement, with steps down to the door on the eastern side. There is a car park to the south of the pub, with a concrete surface (Plate 4). As with the larger car park to the west, the surface is set c.0.50m below the pavement level on Clay Wheels Lane, with a ramp down from the street. The pub is closed, and the windows and doors boarded up.



**Plate 4: View northeast across car park to The Gate public house**

The Travellers' Inn is a sandstone-built structure apparently of early 19<sup>th</sup>-century date, with later additions. The interior was not inspected as part of the site visit, but a fireplace with the date 1697 carved on it is located in the bar area, formerly the kitchen (Liversidge 1999, 170). The building is of two storeys at the front; at the rear is a two-storey section in the centre, with single-storey sections to each side (Plate 6). There is a modern flat-roofed single-storey extension to the rear, and a modern bayed porch extension to the front at ground floor level (Plate 5). There are four tall stone chimney stacks regularly spaced along the roof. On the frontage at upper storey level there are a pair of dormer windows slightly off centre, and the northern pair of windows are in a slightly different style to those at the southern end.

The style of the building's frontage and the date on the fireplace do not appear to be contemporary. It is likely that the building was either rebuilt or heavily modified in the early 19<sup>th</sup> century for use as a coaching inn, but earlier elements, including the fireplace, could be retained within the building. A more detailed building appraisal, including of the interior, would be necessary to establish the date and phasing of the building.



**Plate 5: Front view of the Travellers' Inn, viewed facing west**



**Plate 6: North gable end of the Travellers' Inn, showing single- and two-storey sections**

There is a tarmac-surfaced car park to the north of the building, sloping gently downwards towards the public house. No archaeological features were visible within the car park, which is set at a higher level than the larger car park to the west. To the north of the car park, outside the proposed development area, is the former Centenary Chapel, now a warehouse. The building is a small, double-gabled structure of sandstone construction. It was constructed in

the first half of the 19<sup>th</sup> century. It is currently in use as a warehouse, with the east side painted white and covered with signboards. The name 'Centenary' is carved in relief above the central window on the east side, which was formerly the main doorway, now blocked. The building will not be physically impacted by the proposed development, and is not listed.



Plate 7: East and south sides of the former Centenary Methodist Chapel, viewed facing west

## 5 ARCHAEOLOGICAL POTENTIAL AND IMPACT OF DEVELOPMENT

The term 'heritage assets' covers a variety of features, including: buildings; standing, buried and submerged archaeological remains, sites and landscapes; and parks and gardens, whether designated or not. Heritage assets hold meaning for society over and above functional utility. The significance of a heritage asset relates to its archaeological, architectural, artistic and historic interest. It is possible to distinguish between sites of national, regional, local or negligible archaeological significance based on period, rarity, documentation, group value, vulnerability and diversity. 'Local significance' covers a wide range of heritage assets, and has therefore been divided into further categories of Low, Medium and High Local. Low Local refers to heritage assets of which many examples survive in the area, or which are of limited relevance to the historic development of Sheffield. Medium and High Local indicate heritage assets of greater rarity or importance to the historic development of Sheffield. A 'Low Local' significance rating does not necessarily mean that a heritage asset would not merit further archaeological investigation; the rating would, however, offer a mechanism for prioritising any further investigations that may be required.

## 5.1 Assessment of Archaeological Potential

The larger western part of the site (currently the car park) was in use as meadows or arable fields from the medieval period to the 1930s. The only known structures within the site consist of possible cottages shown on 18<sup>th</sup> to 19<sup>th</sup>-century maps on Clay Wheels Lane (site 3) and a later 19<sup>th</sup>-century structure to the west of the Centenary Chapel (site 4). Other than the sites of these structures, the main potential within the western area is for deeply buried remains from earlier (prehistoric to Romano-British) periods, including waterlogged deposits. Although no sites of this date have been so far recorded in the vicinity, there has been little archaeological fieldwork in this area, so the potential cannot be accurately assessed on the basis of current data. The construction of the factory on the site in the 1930s-40s may have impacted on sub-surface deposits associated with the post-medieval structures, although any deeply-buried remains would have a better chance of preservation.

There was more post-medieval development on the eastern side of the site, fronting onto Penistone Road North. It is possible that some structures may have been located within this area in the medieval period, although the later development of the site is likely to have damaged or removed any associated deposits. The old street frontage has been lost to the widening of the road, therefore the site of the original Gate Inn (and former house on the same site in the 18<sup>th</sup> century) lies under the road (site 2), as is also the case with some of the former cottages and outbuildings (site 5) to the northeast of the Travellers' Inn. There is the potential for the survival of remains associated with post-medieval or medieval structures in the car park of the Travellers' Inn, mainly to the north and northeast of the inn itself. This could include remains of structures shown prior to mid-20<sup>th</sup> century adjoining the northern end of the inn.

The Travellers' Inn is the only historic structure within the proposed development area. The current building is of 19<sup>th</sup>-century appearance but a more detailed building appraisal, including examination of the interior, would be required to assess its historic and architectural significance. The potential for the survival of elements of a late 17<sup>th</sup>-century house within the current structure suggests the building could be of Medium Local historic significance.

### Summary table of archaeological potential:

Site	Significance	Potential for impact
Potential deeply-buried prehistoric to Romano-British deposits across the western part of the site.	Unknown	Unknown
Travellers' Inn (site 1), public house possibly incorporating elements of late 17 <sup>th</sup> -century house	Medium Local	High
Site of cottages and outbuildings (site 5) to the northeast of the Travellers' Inn, of 17 <sup>th</sup> - to 18 <sup>th</sup> -century date	Medium Local	Moderate
Site of structures (site 3) shown on the 1789 and 1797 maps, possibly cottages, on the Clay Wheels Lane frontage	Low to Medium Local	Moderate
Site of structure (site 4) constructed between 1865 and 1892 to the west of the Centenary Chapel	Low Local	Moderate

## 5.2 Impact of Development Proposals

The details of the proposed development are not finalised at the time of writing. Initial proposals involve the demolition of the public houses, and the construction of a two-storey supermarket, with parking at ground floor level and the shopping area above. Piled foundations are likely to be used, c.10m deep. This would have the potential to disturb any deeply buried archaeological deposits that may exist within the site. Site clearance and ground preparation prior to construction, as well as the excavation of service trenches and construction of access routes, including the widening of Clay Wheels Lane would disturb shallower archaeological deposits on the eastern side of the site, and in the area of the former structures at sites 3 and 4.

## 6 CONCLUSIONS

The proposed development site currently contains only one historic building, the Travellers' Inn, a 19<sup>th</sup>-century former coaching inn which could incorporate elements of a late 17<sup>th</sup>-century house. The building is not listed, but is a historic building of local interest, relating to the development of Penistone Road North and the historic development of the settlement at Wadsley Bridge. Further assessment of the historic and architectural significance of this building is recommended prior to the finalisation of development plans.

The main potential for sub-surface archaeology relates to known post-medieval and potential medieval structures along the frontage of Penistone Road North, particularly in the area to the north and east of the Travellers' Inn. There are no recorded prehistoric to Romano-British sites in the vicinity of the development; however, the lack of archaeological fieldwork in this area, the presence of alluvial deposits and the location close to the River Don suggest that there is the potential for deeply-buried archaeological deposits from these periods within the proposed development site. Construction of a steelworks in the 1930s-40s may have impacted on shallow sub-surface deposits, but more deeply buried remains could survive in good condition.

Any geotechnical investigations undertaken in relation to the proposed development could provide further information on the potential for such remains across the site, and it is recommended that archaeological monitoring is carried out on any geotechnical trial pits or boreholes excavated in this area. The results of such fieldwork could then inform proposals for any further archaeological evaluation required in association with the proposed development.

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1892 OS 25 inch: 1 mile map sheet Yorkshire 288/15.

1905 OS 25 inch: 1 mile map sheet Yorkshire 288/15.

1923 OS 25 inch: 1 mile map sheet Yorkshire 288/15.

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1978 OS 1:1250 map sheet SK 3391 SW.

1985 OS 1:1250 map sheet SK 3391 SW.

1990 OS 1:1250 map sheet SK 3391 SW.

1992 OS 1:1250 map sheet SK 3391 SW.

2004 OS 1:2500 map sheet SK 3391.

**Historic photographs** ([www.picturesheffield.com](http://www.picturesheffield.com))

s21466: The Gate Inn, 78 Penistone Rd North, 1960s. Sheffield Newspapers Ltd.

s22039: Travellers' Inn, 72 Penistone Rd North. SLAI. 1980s.

t01582: Penistone Rd North, Wadsley Bridge. 78 Gate Inn, left, foreground, sign for Travellers' Inn, no.72, in background. Furniss. 1900s.

v00757: Penistone Road at junction of Clay Wheels Lane, Wadsley Bridge. Gate Inn, left, in background. Furniss, Sheffield 204.

y00546: Penistone Road from Clay Wheels Lane. 1920s.

y02253: Travellers' Inn, No 72 Penistone Road North. A coaching inn, believed that the exterior has not been greatly changed for many years except for removal of horse troughs. Large fireplace in kitchen bears inscription, 1697. 1950s. S Cooper.

y02254: Same as above, also shows street end of cottages to north of Travellers' Inn.