



**FRICKLEY
COLLIERY,
SOUTH ELMSALL
West Yorkshire**

**Archaeological
Assessment Report**



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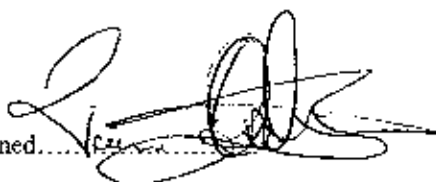
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CONTENTS

SUMMARY	2
ACKNOWLEDGEMENTS.....	3
1 INTRODUCTION.....	4
1.1 Circumstances of the Project	4
2 METHODOLOGY.....	5
2.1 Desk-Based Assessment	5
2.2 Visual Inspection	6
2.3 Archive.....	6
3 BACKGROUND.....	7
3.1 Location, Geology and Topography	7
3.2 History and Archaeology	7
4. RESULTS.....	11
4.1 Desk-Based Assessment	11
4.2 Visual Inspection Results.....	16
5. DISCUSSION.....	17
5.1 Discussion	17
6. IMPACT AND RECOMMENDATIONS	19
6.1 Impact	19
6.2 Recommendations.....	19
7. BIBLIOGRAPHY	220
7.1 Published Cartographic Sources	220
7.2 Aerial Photographs.....	21
7.3 Primary Sources.....	21
7.4 Secondary Sources.....	22
APPENDIX 1: SITE GAZETTEER.....	24
ILLUSTRATIONS	29
PLATES.....	30

SUMMARY

An archaeological assessment of the former Frickley Colliery, West Yorkshire, was carried out during June 2003 by Oxford Archaeology North (OA North) on behalf of English Partnerships. The archaeological work was required to inform any future proposals for the redevelopment of the area (centred on NGR SE 464 097), and comprised a desk-based assessment and a visual inspection survey of the site. The project was funded entirely by English Partnerships.

The assessment has identified evidence for considerable archaeological activity within the region dating back to the prehistoric period, although only remains of the medieval and later periods are known from existing documentary sources to be represented within the study area. Significantly, regression analysis of the available cartographic sources for the area has identified a probable medieval deer park to have occupied part of the study area. This feature encompasses some 164 hectares and its identification raises some question as to the location of the associated manor house.

Since 1903, however, the study area has been dedicated to coal extraction at Frickley Colliery. Frickley was one of a number of collieries to have been established in the district during the early twentieth century, and became one of the largest producers in the region. Nearly 3,000 men were employed at Frickley Colliery by the mid-twentieth century, as coal became the *raison d'être* for settlements such as South Elmsall. A decline in the coal trade during the 1980s, and the closure of the colliery in 1993, led to a period of bitter depression in the area.

The demolition of the colliery and the subsequent landscaping of the area during the 1990s has effectively removed most of the site's archaeological resource. Those elements which do survive, and merit some archaeological consideration, are the air-raid shelter, the buried remains of the colliery buildings and remnants of the colliery spoil tip. Additionally, investigation of the boundary of the former deer park along the southern edge of the study area would be desirable.

ACKNOWLEDGEMENTS

Oxford Archaeology North would like to express its thanks to English Partnerships for commissioning the work and to the staff of Doncaster Archives and the West Yorkshire Archives in Wakefield. Further thanks are due to Kath Keith at the West Yorkshire Archive Service Sites and Monuments register, and to Roy Sykes at the South Yorkshire Archaeology Service Sites and Monuments register in Sheffield, for their help and information. Thanks are also expressed to the staff of English Heritage, the Coal Authority Mining Records Office, and the National Monuments Record aerial photograph collection for their help with enquiries. Particular thanks are due to Peter Wright of Calbro for his assistance in assessing the air-raid shelter.

Jo Dawson, who was assisted during the visual inspection by Chris Ridings, undertook the desk-based assessment. The report was written by Jo Dawson and Ian Miller with drawings produced by Adam Parsons, Chris Ridings and Emma Carter. The report was edited by Ian Miller and Jamie Quartermaine. The project was managed by Jamie Quartermaine.

1. INTRODUCTION

1.1 CIRCUMSTANCES OF THE PROJECT

- 1.1.1 In response to a proposal for the landscaping and enhancement of the derelict industrial site of Frickley Colliery (centred on NGR SE 464 097), in South Elmsall, West Yorkshire (Fig 1), the Environment Practice (TEP) commissioned Oxford Archaeology North (OA North) to undertake an archaeological assessment of the site. This was intended to inform the landscape architect involved in the project, and any future planning applications which may be made for the site. The work was carried out during June 2003, and was consistent with the relevant standards and procedures of the Institute of Field Archaeologists, and generally accepted best practice.
- 1.1.2 The archaeological work comprised a desk-based assessment and a visual inspection walkover survey, which examined the proposed development area for evidence of sites with archaeological potential. The desk-based assessment consisted of a search of both primary documents, including maps and documentary sources, held in Doncaster Archives and the West Yorkshire Archives in Wakefield, as well as any relevant secondary sources. A more general historical background for the study area was compiled from secondary sources, and was intended to place the results of the assessment in a wider historical context. A visual inspection walkover survey of the site was undertaken to relate the existing landscape to research findings.
- 1.1.4 The results of the assessment are presented in the form of a short report outlining the results of findings, followed by a statement of the archaeological potential of the study area, and the impact that the redevelopment will have on this resource.

2. METHODOLOGY

2.1 DESK-BASED ASSESSMENT

- 2.1.1 The study area was focused on the site of Frickley Colliery, which was subject to detailed archaeological study, while the surrounding area was assessed in more general terms. The study area is on the border between West Yorkshire and South Yorkshire and as a consequence it was necessary to access the archives and SMRs of both counties. A range of sources were consulted during the course of the desk-based assessment, including records held by the West Yorkshire Archive Service Sites and Monuments Record (SMR), the South Yorkshire Archaeology Service SMR, English Heritage, the aerial photograph collection at the National Monuments Record, and the Coal Authority Mining Records Office. Particular emphasis was placed upon early cartographic evidence, which has the potential to inform medieval and post-medieval occupation and land use of the area. A range of secondary sources was also consulted, and the results have been incorporated into the historical background.
- 2.1.2 *West Yorkshire Archives Service, Sites and Monuments Record:* the West Yorkshire Archives Service Sites and Monuments Record (SMR), held in Wakefield, was consulted to establish the sites of archaeological interest already known within the study area, and the extent and character of these. For each entry a short note was obtained which was added to the site gazetteer (*Appendix 1*), and marked on a location plan (Fig 2). Unpublished reports held by the SMR, secondary published sources, map extracts and aerial photographs were consulted where relevant.
- 2.1.3 *West Yorkshire Archives, Wakefield (WYA):* the West Yorkshire Archives in Wakefield were visited to consult primary records relating to the study area. The tithe map for the parish of South Elmsall, of which the site forms a part, was not available, as it is held in York. However, an enclosure map and an extensive run of Ordnance Survey maps were consulted for the study area. Copy books and other related documents belonging to the engineer of Frickley Colliery were briefly examined. Secondary sources were also investigated.
- 2.1.4 *South Yorkshire Archaeology Service, Sites and Monuments Record:* the South Yorkshire Archaeology Service Sites and Monuments Record (SMR) held in Sheffield was consulted to establish the sites of archaeological interest already known within the study area, and the extent and character of these. For each entry a short note was obtained which was added to the site gazetteer (*Appendix 1*) and marked on a location plan (Fig 2). The SMR did not hold any aerial photographs covering the study area.
- 2.1.5 *Doncaster Archives (DA):* Doncaster Archives were visited to consult primary records relating to the study area. The tithe map for the parish of Clayton with Frickley, which borders the site to the south, was not available, as it is held in Leeds. However, an enclosure map and coal mining plans were consulted for the study area. Secondary sources were also investigated.

- 2.1.6 **English Heritage:** English Heritage was consulted with reference to a photographic survey of Frickley Colliery undertaken in 1993, and to establish whether any further archaeological work had been conducted on the site.
- 2.1.7 **The Coal Authority, Mining Records Office:** the Mining Records Office of The Coal Authority was consulted in order to obtain abandonment plans and surface plans of Frickley Colliery. This is the main source of information regarding the below-ground workings of the colliery.
- 2.1.8 **National Monuments Record, Collection of Aerial Photographs:** the Collection of Aerial Photographs held by the National Monuments Record was consulted in order to obtain copies of photographs covering the study area.
- 2.1.9 **Oxford Archaeology North:** OA North has an extensive library of secondary sources relevant to the study area, as well as numerous unpublished client reports on work carried out under its former title of Lancaster University Archaeological Unit (LUAU), and as OA North. These were also consulted where necessary.

2.2 VISUAL INSPECTION

- 2.2.1 Following the desk-based assessment, a basic walkover survey of the site was undertaken to relate the existing landscape to research findings. The survey was undertaken on 19th June 2003, and was completed in a systematic fashion. The position of archaeological features identified within the landscape was recorded using GPS survey techniques, and was related to features shown on the topographic survey provided by the client. A photographic record was also undertaken.

2.3 ARCHIVE

- 2.3.1 A full archive of the desk-based assessment and visual inspection survey has been produced to a professional standard in accordance with current English Heritage guidelines (English Heritage 1991a). The project archive represents the collation and indexing of all the data and material gathered during the course of the project, in accordance with United Kingdom Institute for Conservation guidelines (UKIC 1990). The paper and digital archive will be deposited in the West Yorkshire Archives in Wakefield on completion of the project. A copy of the report will be deposited with the West Yorkshire Archives SMR in Wakefield.

3. BACKGROUND

3.1 LOCATION, GEOLOGY AND TOPOGRAPHY

- 3.1.1 The study area lies in the southern part of South Elmsall township (NGR SE 464 097), and is situated some 15km east of Barnsley and 15km north-west of Doncaster, within the modern county of West Yorkshire (Fig 1). The settlements of South Elmsall and South Kirkby are situated to the north and north-west respectively, whilst Frickley lies to the south.
- 3.1.2 The solid geology to the east of the site is Southern Magnesian Limestone overlain by thin glacial drift, with Coal Measures in the west (Countryside Commission 1998, 64-5). The Coal Measures are made up of mudstone with beds of sandstone and many seams of coal. The limestone deposits of the area have been exploited as a building material for many centuries, with a resulting large number of small quarries occurring throughout the region.
- 3.1.3 The landscape of the region is dominated by two escarpments, which stretch from Bedale in North Yorkshire down to Nottingham. These escarpments form a quite narrow ridge and, in combination with well-drained soils and low altitude, have created a landscape of rolling landform and fertile farmland (*ibid*). This is contrasted sharply with the industrial settlements that have evolved around the numerous collieries in the area.

3.2 HISTORY AND ARCHAEOLOGY

- 3.2.1 **Introduction:** the historical and archaeological background is compiled principally through secondary sources, and is intended to place the results of the assessment into a wider context.
- 3.2.2 **Prehistory:** in general terms, few sites of the Mesolithic and Neolithic periods have been identified in the area, despite the fertility of the surrounding land, and little can be said about the regimes of land exploitation. This lack of information may well result from the intensity of later agricultural activity in the region.
- 3.2.3 An abundance of cropmarks in the South Elmsall area to the north of the site, however, have shown up on aerial photographs (Deegan 2000, 4). Many have been assigned to the Bronze Age, and the Iron Age to Romano-British periods, based on morphological comparisons to often similarly untested data (*ibid*). The Iron Age is represented by a hillfort at South Kirkby, designated as a Scheduled Monument (SM 384). Cropmarked enclosures in the vicinity have been interpreted as prehistoric, being circular, D-shaped, and sub-circular in form and are thought to form a complex relating to the fort (Faull and Moorhouse 1981a, 118).
- 3.2.4 **Roman:** Roman activity within the region is focussed upon Doncaster, where there was a fort, and was referred to in the Antonine Itineraries as *Caer-Dun*, meaning fortification on the River Don (Wheeler 1994). Doncaster's location between the gorge of the upper valley, and the flood plain of the River Don made it an important crossing site, and a fortified settlement here would take advantage of this strategic point (Martin *et al* 1994, 12). Roman activity closer to the study area,

- however, is restricted to the road from Doncaster to Tadcaster (Margary 1973, 415), which runs to the east of Frickley.
- 3.2.5 During the Roman period, coal used in York at the crematoria was reputedly extracted from the large exposed coalfield at Garforth in West Yorkshire (Goodchild 2000, 8). Workings with Roman remains are said to have been found at Thorpe on the Hill, near Rothwell, and coal was used by the Romans in their settlement at Castleford (*ibid*). However, in the South Elmsall area, the richest coal seams are very deep underground, which prevented their extraction until the late nineteenth century (Section 3.2.18).
- 3.2.6 **Early Medieval:** there is considerable evidence of early medieval activity in this part of Yorkshire. To the north, placenames reflect the existence of the Kingdom of Elmet, a British polity seemingly overrun by the expanding Kingdom of Northumbria in the early seventh century. It is thought that Doncaster was a place of considerable note as Edwin, King of Northumbria, had a royal residence there in the AD 620s (Hunter 1974). Certainly, a major royal estate, of Conisbrough, had developed by the pre-Conquest period (Hey 1986). There are accounts of Edwin invading Wales and as a result engaging in battle with Cadwallo, King of Wales in retaliation. The battle is suggested to have taken place at a spot near Hatfield (Clark 2002). The area lay close to the boundary into Mercia, and in AD 716 Osred, King of Northumbria, was slain 'near the southern border', which could relate to the area around Doncaster. This region, however, was particularly exposed to attacks by the 'sea kings', the Humber estuary being an easy access for Scandinavian raiders in the late ninth and tenth centuries. It is recorded that, in the reigns of Elfwald and Ethelred, raiders destroyed the *Monasterium Doni amnis*, a religious house on the banks of the Don, which could refer to Doncaster itself, although evidence for this has yet to be identified (Hunter 1974).
- 3.2.7 There is some evidence to suggest that agricultural activity decreased in the region following the end of the Roman period, followed by agricultural expansion from the sixth or seventh century (Dinnin 1997, 41-2). A very complex pattern of manors and parishes seems largely to have developed by the late pre-Conquest period, when the apparent disintegration of major estates, particularly those once held by the Crown, such as Conisbrough, created numerous smaller estates (Hey 1986, 16). The fragmentary nature of some estates is clear from the Domesday Book (1086), where holdings in the different settlements are referenced in numerous entries (Faull and Stinson 1986).
- 3.2.8 Tostig, Earl of Northumbria and son of Godwin, Earl of Kent, held Hexthorpe and Doncaster prior to 1065, but Doncaster first appears as a placename in the will of Wulfric Spott (1002-4) (Hey 1986, 52) although the extent of settlement is difficult to ascertain. In 1086, part of the fief belonged to Robert, Earl of Mortain, along with 750 other manors in the surrounding area (Page 1974, 28). After the Norman Conquest, the lands were divided among 12 persons who held their shares immediately of the crown. Doncaster is mentioned in the Domesday Book as part of the soke of Hexthorpe, which was granted to Nigel de Fossard as one of numerous shares managed by feudal retainers.
- 3.2.9 **Medieval:** the majority of the land in and around South Elmsall was seemingly dedicated to agricultural activities. Doncaster is mentioned in the Domesday Book (1086), and apparently constituted a rural settlement at that time, although it

- developed into the most prosperous of the medieval towns in this part of Yorkshire, owing much of its wealth to its weekly markets and annual fairs.
- 3.2.10 Frickley also appears in the *Domesday Book* of 1086, and is thought to mean 'Frica's glade or clearing' (Smith 1961, 89-90). The earliest reference to South Elmsall is an inquest of 1285, when it was stated that John de Cresacre held the vill, or township, of South Elmsall (Faull and Moorhouse 1981b).
- 3.2.11 The manor of Frickley appears to have come to the family of Anne by the marriage of Sir William Anne with Alice, daughter of Robert Haringel, during the fourteenth century (Hunter 1974, 149-50). The original manor house at Frickley was demolished by Anthony Wharton, probably during the eighteenth century (*ibid*).
- 3.2.12 The medieval village of Frickley lay approximately 2km to the south of the study area. The village was already small in 1334, and had dwindled to six married couples and eleven single persons over the age of 16 by 1379 (Hey 1979, 76). A rental of 1426 shows that the land was still farmed, but by the mid-seventeenth century all the houses had gone (*ibid*). Eighteenth century landscaping has removed all physical traces of the village, and all that now remains is the church (*ibid*).
- 3.2.13 The exploitation of the area's rich mineral resource may be traced back to the medieval period; the monks at Monk Bretton, around 12km south-west of the study area, mined coal and iron ore during the twelfth century (Rusiecki 1993, 44), whilst at Hemsworth, which lies approximately 5km north of the study area, the remains of bell-pit workings of probable medieval date were discovered in the 1870s, with similar remains found further west at Brierley and Shafton (*ibid*).
- 3.2.14 **Post-medieval:** the earliest detailed cartographic source for the area is that produced by Jeffreys in 1775. This map shows South Elmsall as a linear settlement, whilst Frickley appears to have consisted of little other than Anthony Wharton's manor house.
- 3.2.15 Evidence of limestone extraction in the South Elmsall area is provided by the quarries shown on the Ordnance Survey maps of 1892 and 1894 (Figs 3 and 4). Indeed, it has been suggested that quarrying and lime-burning provided the second largest source of employment in the area after farming (*op cit*, 21). Coal mining on a commercial scale in the area did not commence until the late nineteenth century, primarily due to technical problems of extraction as the coal measures lie at a considerable depth (Section 3.2.18).
- 3.2.16 Conversely, there were few physical barriers for the creation of transport infrastructure within the region. The construction of the South Yorkshire Navigation of the Don from the Trent to Sheffield during the reign of George IV (1821), and the subsequent railway lines, opened up the communication and distribution network of the area (Phillips and Danby 1921, 285).
- 3.2.17 The railways in the Doncaster area form chronologically two systems. The first system, built between 1845 and 1880, was centred on Doncaster and was intended to provide essential radial links for both passenger and goods traffic (Joy 1984, 204). The second system, built from 1880 onwards, was created primarily to service new workings in the coalfield and to provide a transport route to the coastal ports (*ibid*).
- 3.2.18 The first railway line to be built in the vicinity of the study area was the West Riding and Grimsby Joint railway (WR & G), which was opened in 1866 (Rusiecki

1993, 37), and effectively cut South Elmsall township in two (Fig 3). The creation of this railway encouraged the establishment of mining operations in the area; in 1876, colliery shafts were sunk in South Kirkby (Wilkinson 1979, 113). The attraction was the famed Barnsley coal seam, which was known to be the finest steam-raising coal in Yorkshire (*ibid*).

- 3.2.19 The opening of the WR & G was followed in 1879 by the opening of another passenger line, the Swinton and Knottingly Joint Railway (Joy 1984, 223). Its main purpose was as a cut-off for traffic from Sheffield and the south to York and the north, and it connected with the WR & G at Moorthorpe (*ibid*). Operationally it was truly a joint line, and was used by a multiplicity of services, mainly passenger, but also coal freight traffic (*ibid*). The main two companies operating trains on the line were the Midland Railway and the North Eastern Railway.
- 3.2.20 Shortly after 1880, a rail link between South Kirkby Colliery and the main line was completed, as well as a branch line from the colliery to Moorthorpe station (Wilkinson 1979, 114).
- 3.2.21 The Hull, Barnsley and West Riding Junction Railway and Dock Company opened a line to the east of the proposed development site in 1885 (Joy 1984, 227), forming part of the second system of railways in the area. It was conceived primarily for conveying South Yorkshire coal to Hull for shipment through the HB & WRJR company's own Alexandra Dock (*op cit*, 226). The company shortened its name to the more manageable Hull and Barnsley railway (H & B) in 1905 (*ibid*). By the early 1900s the line was conveying some 45 coal trains and 20 goods trains each way daily (*op cit*, 227). The line went into rapid decline after 1945, and the last coal freight service was withdrawn in 1964. The railway was dismantled by 1984.
- 3.2.22 Frickley Colliery was commenced by the Carlton Main Colliery Company in March 1903 (Hill 2001, 198). The 9ft 6in thick Barnsley Seam was reached at a depth of 668 yards in May 1905, via two 23ft diameter, brick-lined shafts. The first coal gained from the colliery was dispatched by rail to Grimsby during September 1905.
- 3.2.23 The Carlton Main Colliery Company retained ownership of Frickley until nationalisation of the industry in 1947 (Goodechild 2000, 10). At this time, Frickley had the largest output of the collieries in the region, raising 4000 – 5000 tons per day (Hill 2001, 198). The colliery finally closed in 1993, and all surface structures were demolished and the site landscaped shortly afterwards.
- 3.2.24 A detailed account of the colliery is presented below (*Section 4.1.13*).

4. RESULTS

4.1 DESK-BASED ASSESSMENT

- 4.1.1 In total, 15 sites of potential archaeological interest were identified within the study area. These are listed in *Appendix 1*, and are shown on Figure 2 and summarised in the table below. Eight of these sites were recorded by the SMRs, while the rest were identified from cartographic sources. Only four of the sites will be affected by the proposed development, these being Frickley Colliery (Site 8), an air-raid shelter (Site 10), Frickley Branch Line (Site 14), and part of the former medieval deer park (Site 15).

Site	Period	Name/Type	Impact
1	Medieval	Frickley Old Hall (site of) and Moat	Unaffected
2	Unknown	Earthworks, Frickley Old Hall	Unaffected
3	Post-medieval	Frickley Hall	Unaffected
4	Post-medieval	Ice-House, Frickley Hall	Unaffected
5	Unknown	Enclosure, South Kirkby	Unaffected
6	Unknown	Cropmarks, South Kirkby	Unaffected
7	Pre-Conquest?	Silver bracelet, 36 Wesley Street, Moorthorpe, South Elmsall	Unaffected
8	C20th	Frickley Colliery, South Elmsall	Directly affected
9	Post-medieval	Grounds of Frickley Hall	Unaffected
10	C20th	Air-raid shelter, north of Frickley Colliery	Directly affected
11	Post-medieval	West Riding and Grimsby Railway	Unaffected
12	Post-medieval	Swinton and Knottingly Joint Railway	Unaffected
13	Post-medieval	Hull and Barusley Railway	Unaffected
14	Post-medieval	Frickley Branch Line	Directly affected
15	Medieval	Deer Park	Partially affected

- 4.1.2 **Earthworks and Cropmarks:** the presence in the area of Sites 2, 5 and 6 correspond with the large number of cropmarked sites in the area as a whole. These features are essentially undated, but have been attributed by analogy to the prehistoric or Roman periods (*Section 3.2.2*).
- 4.1.3 **Frickley Old Hall and Frickley Hall:** Frickley Old Hall (Site 1) was built as a moated manor site during the medieval period. The manor of Frickley appears to have come to the family of Anne during the fourteenth century by the marriage of

Sir William Anne with Alice, daughter of Robert Haringel (Page 1974). The hall was extant c1685 when visited by Dr Nathaniel Johnston who described the coats of arms, and an inscription on wood over a stable door which read 'God save Martin Anne and Frances his wife 1572'.

- 4.1.4 The old hall is presumed to have been demolished by Anthony Wharton during the eighteenth century, although the moat was retained. Wharton then erected a new manor house (the present Frickley Hall (Site 3), situated further west). Additional to the moat, one of the outbuildings associated with Frickley Old Hall remains as a standing structure, although it would seem likely that the foundations of the Old Hall may survive below ground. The moated remains of the Old Hall are designated as a Scheduled Monument (SM 13235).
- 4.1.5 **South Elmsall Medieval Deer Park:** examination of the early Ordnance Survey maps shows that the field system within the extent of the study area has had a long and complex development, which was centred on a deer park. The outline of an elliptical deer park was clearly depicted to the south-west of South Elmsall (Fig 3), around which the communications of the area developed, and was in the nineteenth century defined by Langthwaite Lane to the north, Common Lane to the east, Frickley Lane to the south and a tree lined track to the south-west. The park either truncated or restricted the south-western development of South Elmsall, and ribbon development for the village has accordingly spread along the roads around the park. It is clearly of a relatively early date, long before any extended development of the village, and probably was established in the twelfth to fourteenth centuries, which was the heyday of the medieval park (Lasdon 1991, 5). The medieval park would normally be remote from its associated manor house separated by areas of cultivated land, and would often be located on the more marginal land. It is tempting, therefore to link this park with the Frickley moated site some 1.1km to the south of the park and which was indeed separated by cultivation strips. Although there was a park around Frickley Hall shown on the OS 1st and 2nd edition maps (Fig 3), this had an irregular outline and was clearly of a much later post-medieval date, being constrained by the then extant field system. The park and the Frickley moated site were also divided by a township boundary, and hence raises the possibility that the original manor house was alternatively centred on South Elmsall, possibly the site of the present Manor Farm.
- 4.1.6 Originally the deer park would not have been internally divided and would have had some woodland to afford shelter for the deer, but were typically intended to breed and cull deer for the dinner table. The park would have had no recreational function, by contrast with its later antecedents, and were typically elliptical or circular as being the easiest shape to enclose (*op cit*, 12). The deer park was typically between 100 and 200 acres in extent (*op cit*, 13), yet the South Elmsall example was 164ha (c400 acres), and as such was an unusually large deer park. The park would typically have been enclosed by a park pale, which would have comprised a bank and ditch, with the ditch on the inside, and a wooden fence or pale would have been constructed on top. There is, however, little surviving of the historic boundaries let alone the original pale bank.
- 4.1.7 The open fields of South Elmsall would originally have been established around the deer park, and there is a clear survival of a series of aratral shaped ('S' shaped) fields to the north and south of the park which terminated at the park boundary. These boundaries are formed as a result of the enclosure of the strips within open

fields, and the strips have an 'S' shape because of the oxen plough teams which have a large turning circle and result in an 'S' shape line as they return to the primary line at the end of each strip.

- 4.1.8 At some point in its history the park ceased to function as a deer park and became subject to agricultural use. Westfield Lane, Spring Lane, and Bradle Carr Lane were established within the extent of the former park, and there are a series of strip fields, incorporating aratral shaped fields between the Westfield Lane and the north-western edge of the former deer park; the presence of the aratral shaped fields would suggest that the farming within the park was from the medieval period. To the south-east of Westfield lane the fields were for the most part straight sided and are likely to have had a later establishment date, indeed this area is shown on the OS maps as South Elmsall Common and was therefore probably unenclosed common land until probably a post-medieval date. Certainly the square shaped fields that abound in the centre and south-western parts of the former park are likely to have been established as a result of parliamentary enclosure and must reflect the latest episode of enclosure. The latest phase of this development was when the railway cut through the western tip of the former park in 1879 (Section 3.2.18).
- 4.1.9 **Railways:** the three railway lines running close to the site (Sites 11–13) have been discussed in detail in the background section (Section 3.2.17). Of particular relevance to the assessment is the Frickley Branch Line (Site 14), as its route crosses the study area.
- 4.1.10 The Ordnance Survey map of 1907, which was surveyed in 1904, shows part of the line to have been built as a component of the colliery's local mineral line (Fig 4), and the subsequent edition map (surveyed in 1914) shows the Frickley Colliery lines linked to the Hull and Barnsley Railway (Fig 5).
- 4.1.11 **Air-Raid Shelter:** there is very little documented information available relating to the air-raid shelter (Site 10), and it was inaccessible during the visual inspection walkover survey. However, it has since been examined rapidly, and was revealed to comprise a series of inter-linking tunnels, buried to a depth a little over 1m below the modern ground surface. It was constructed of wire-reinforced concrete, mixed with brick aggregate (Peter Wright of Calbro pers comm).
- 4.1.12 Contrary to expectations, no evidence for a large central chamber has yet been identified, although a precise plan of the shelter and the extent of the tunnels remains unknown. It is almost certainly dates to World War II, presumably acting a blast-proof shelter for colliery employees and the local residents of South Elmsall.
- 4.1.13 **Frickley Colliery:** a large body of information relating to Frickley Colliery (Site 8) was identified during the desk-based assessment. Extensive cartographic coverage is provided by a sequence of Ordnance Survey maps, and abandonment plans for the surface and the workings of the colliery held at the Mining Records Office of the Coal Authority. Additionally, English Heritage carried out a photographic survey of the colliery in 1993 prior to its demolition, and that archive is held at the National Monuments Record. Damp-proof copy books belonging to the engineer of Frickley Colliery as well as other related records were examined briefly in the West Yorkshire Archives in Wakefield. A summary history of Frickley Colliery is presented in several secondary sources, most notably by Hill (2001, 198–201).
- 4.1.14 Frickley Colliery was established by the Carlton Main Colliery Company in March 1903, when two 23ft diameter, brick-lined shafts were sunk with the intention of

exploiting the rich deposits of coal within the Barnsley Seam (Hill 2001, 198), which was already being mined at South Kirkby (*Section 3.2.18 above*). The 9ft 6in thick Barnsley Seam was reached at a depth of 668 yards in May 1905, and the first coal gained from the colliery was dispatched by rail to Grimsby during September 1905.

- 4.1.15 The Ordnance Survey map of 1907 (surveyed in 1904) shows a large reservoir to have been constructed immediately to the north of the colliery, and approximately ten buildings to have been erected around the heapstead area (ie around the mouth of the winding shaft). These buildings included a wagon shop, blacksmiths and fitting shops, and a powerhouse. The blacksmiths shop was a common feature of collieries, and played a vital role in their running. It was responsible for general smithy work, including tasks involving forging and heat treatment processes and the capping and recapping of ropes. The powerhouse was also an important building, and provided an electric supply to the colliery from 1906 onwards, and soon supplied other collieries in the area with power, including Grimethorpe, Brierley, Ferrymoor and South Elmsall (*ibid*). A network of railway lines, extending eastwards from the colliery, also appear on the 1907 edition map (Fig 4), representing the initial part of the Frickley Branch line (*Section 4.1.9 above*).
- 4.1.16 In 1911, the Warde Adlam Hospital was opened, having been built next to the colliery due to the great distance of the nearest hospital from the site (Hill 2001, 198). In 1918 a brick-making plant was also under construction at the colliery, although its precise location is not clear.
- 4.1.17 During the initial years of operation, the No 1 shaft operated as the downcast and coal winding shaft (Plate 1), whilst No 2 shaft was used principally for winding men, materials, and spoil (*ibid*). However, as the output increased, both shafts were employed to raise coal. The expansion of output was linked to an expansion of the workforce; in 1908, a total of 1133 men were employed at Frickley Colliery, of which 899 toiled below ground, and 234 worked on the surface. By 1918, these figures increased to 1523 men below ground and 431 on the surface.
- 4.1.18 The Ordnance Survey 25" to 1 mile map of 1918 (surveyed in 1914) provides a detailed plan of the colliery, and demonstrates the expansion of the site since the previous edition Ordnance Survey map of 1907 (surveyed in 1904). Whilst there appears to have been some additions to the buildings within the heapstead area by 1914, the most striking expansion was in terms of the number of railway sidings, and the completion of the Frickley Branch Line railway (Site 14) to the main Hull and Barnsley Railway line (Site 13). Located to the north of the colliery, a short row of buildings also appear, which are likely to be miner's cottages.
- 4.1.19 The Ordnance Survey map of 1932, surveyed in 1929/30 (Fig 5), shows the colliery infrastructure to have remained largely similar to the layout depicted on the 1918 edition, although there were some notable additions (Plate 2). In particular, the appearance of a huge spoil heap to the east of the heapstead, which was served by an aerial ropeway, illustrates a high level of productivity. Small additions to the complex of railway sidings appear to have been made, whilst to the south of the sidings, a number of new sludge beds are shown. These will have received the water that had been used to wash the coal. In general terms, a requirement to wash the coal coincided with the working of dirty or inferior coal seams (Wilson nd).

- 4.1.20 An annual report for the year ending in March 1930, produced by the Carlton Main Colliery Company (DDWN/A10/60), states that some 18 million tons of coal had been extracted from Frickley Colliery since its commencement, and average daily output was then 5,700 tons. This had been extracted entirely from the Barnsley Seam. The document also implies, however, that the colliery was not working at full production, due to the depressed condition of the coal trade.
- 4.1.21 Coal was mined entirely by hand at Frickley until 1934, when mechanical conveyors were introduced. These were evidently a successful innovation, as face-conveyors were installed throughout the mine by 1937. In 1942, the Dunsil Seam, located at a depth of 680 yards, was opened via drifts from the Barnsley Seam. The output of the colliery increased accordingly, and by 1945, 2232 men were employed below ground and 540 on the surface.
- 4.1.22 The ownership of the colliery was transferred from the Carlton Main Colliery Company to the Government during the nationalisation of the industry in 1947 (Goodchild 2000, 10). At this time, Frickley had the largest output of the collieries in the region, raising 4000–5000 tons per day (Hill 2001, 198). It is thus unsurprising that significant advances in mechanisation were implemented at Frickley Colliery. A significant innovation was the introduction of mechanised extraction in the Dunsil Seam during 1951. The 200 yard-long coal face was equipped with German-type friction props, an armoured conveyor with a double-jib coal cutting machine followed by a fender plough, known as the 'Currie plough', named after its inventor who was a foreman fitter at the colliery (*op cit*, 199).
- 4.1.23 In 1954, Frickley Colliery produced over one million tons of coal from the Barnsley and Dunsil Seams, retaining its status as one of the largest producers in Yorkshire. In order to keep pace with increased extraction, skip-winding was introduced into the No 1 shaft in 1964. The skips were upgraded to 10 tons capacity in 1965, and to 12 tons capacity subsequently. However, extraction from the Barnsley Seam ceased in 1966 following a major fire caused by spontaneous combustion (*ibid*).
- 4.1.24 In 1968, Frickley and South Elmsall Collieries were combined into a single unit under the control of a General Manager (*ibid*). During the same year, a rapid-loading, 'merry-go-round' rail system was commissioned, which was one of the first in the country. The bulk of the output at this time, which averaged 30,000 tons of coal per week, was sent to the coal-fired power stations at Ferrybridge and Thorpe Marsh. In order to ensure that this supply did not suffer through lack of reserves, a pair of drifts were cut to the Cudworth Seam, at a depth of 309 yards. This seam was put into production in 1970.
- 4.1.25 By 1984, the mineral railway network has changed and has been considerably reduced. Both the Hull and Barnsley Railway (Site 13) and the Frickley Branch Line (Site 14) had been dismantled, but the mineral railway was still connected to the main railway system via the former Swinton and Knottingly Railway (Site 12). The aerial ropeway also appears to have been dismantled.
- 4.1.26 On 13th November 1993, the Daily Telegraph reported that '*British Coal yesterday signalled the expected closure of South Yorkshire's previously reprieved Frickley Colliery near Pontefract with the loss of 740 jobs*'. Production ceased on 26th November 1993, and the colliery closed.

4.2 VISUAL INSPECTION WALKOVER SURVEY

- 4.2.1 A visual inspection survey of the study area was undertaken to relate the existing landscape to research findings, and was carried out on 19th June 2003. Where it was possible to identify building foundations, points were taken with the hand-held GPS, and a photographic record was maintained.
- 4.2.2 All structures pertaining to Frickley Colliery (Site 8) were found to have been demolished, although building foundations do apparently survive. Few foundations were visible, however, as much of the site was covered by mining waste and rubble generated from the demolition of the colliery. Significantly, the main spoil heap appears to have been modified since the last edition Ordnance Survey map was published in 1984. The extant remains of the colliery is shown on the recent base survey provided by the client, and provides the most effective record of the now demolished coal mine.
- 4.2.3 The landscape within the extent of the study area accords with one that has been severely impacted by the establishment of a major coal extraction industry, and which has subsequently been subject to the demolition of the buildings and the landscaping of the site. No physical remains of any sites predating the establishment of Frickley colliery were identified, nor would such sites be expected given the extensive landscaping of the site that has been undertaken for the colliery and subsequent to its abandonment.

5. DISCUSSION

5.1 DISCUSSION

- 5.1.1 The desk-based assessment has identified evidence for archaeological activity within the region since the prehistoric period. Documented activity within the study area, however, appears to be restricted to the medieval and later periods. The medieval period is represented by Frickley Old Hall moated site and the South Elmsall deer park.
- 5.1.2 Around six thousand moated sites are known in England. They consist of wide ditches, often or seasonally water filled, partly or completely enclosing one or more islands of dry ground on which stood domestic or religious buildings. In some cases the islands were used for horticulture. The majority of moated sites served as prestigious aristocratic and seigniorial residences with the provision of a moat intended as a status symbol rather than a practical military defence. The peak period during which moated sites were built was between about 1250 and 1350, and by far the greatest concentration lies in the central and eastern parts of England. However, moated sites were built throughout the medieval period, and are widely scattered throughout England and exhibit a high level of diversity in their forms and sizes. They form a significant class of medieval monument and are important for the understanding of the distribution of wealth and status in the countryside. Frickley Old Hall is a good and well-documented example of a small moated site with the largely undisturbed remains of medieval buildings preserved in the island deposits, and good potential for the survival of organic material in its water-filled moat.
- 5.1.3 Further evidence for medieval activity is provided by the identification of a deer park, the southern part of which lay within the study area. The typical date range for deer parks matches with that for moated sites; commonly thirteenth or fourteenth centuries. While the deer park is spatially close to the Frickley moated site, possibly suggesting that the deer park belonged to the moated site. However, the township boundary between South Elmsall and Frickley divides the two and it is therefore perhaps more probable that the deer park related to a manorial site in South Elmsall. It is perhaps significant that part of the boundary for Frickley Colliery coincides with the deer park boundary; however, there is no evidence of any early boundary markers on this line.
- 5.1.4 The study area is occupied entirely by the remains of Frickley Colliery, and it seems unlikely that substantial archaeological remains of an earlier date will have survived this phase of industrial activity *in situ*. The colliery developed into one of the largest producers of coal in the region, with an annual output in excess of one million tons by the mid-1950s. A decline in the coal trade during the 1980s, and the closure of the colliery in 1993, led to a period of bitter depression in the area. Nevertheless, despite being a relatively brief interlude in the history of the area, the industry made a major contribution to the economic and physical development of the area. Indeed, coal may be seen to have been the *raison d'être* for settlements such as South Elmsall.
- 5.1.5 The air-raid shelter is of some archaeological significance as there is little information available relating to such sites. The value of such sites is acknowledged

in the assessment of recent defence heritage currently being conducted by English Heritage's Monuments Protection Programme.

- 5.1.6 The pre-war policy of the Government was to disperse the population in an air-raid rather than build large public shelters which might become mass tombs. Many of the public shelters were squat brick and concrete surface built shelters, designed to hold up to 50 people. The majority of these comprised a central chamber, although a few examples of alternative design do exist. The Devonport High School in Plymouth, for instance, was served by a two parallel tunnels connected by three cross-tunnels (www.cyber-heritage.co.uk). Such examples, however, are few, and the shelter within the study area would appear to be of a rare design.

6. IMPACT AND RECOMMENDATIONS

6.1 IMPACT

- 6.1.1 In all probability, the twentieth century use of the study area as a colliery will have obliterated any surviving archaeological evidence pertaining to an earlier period. The demolition of the colliery's surface structures and the subsequent landscaping of the area during the 1990s, moreover, have largely removed any above ground archaeological resource relating to this industrial period of use. The exceptions to this are the present spoil heap and the air-raid shelter. Any future redevelopment of the site may have a negative impact on these elements of the site.
- 6.1.2 The underground workings associated with the colliery constitute sub-surface archaeological resource. These workings would be affected should poor quality coal be extracted from the site prior to, or during, its redevelopment.

6.2 RECOMMENDATIONS

- 6.2.1 The prime extant archaeological resource on the site are the colliery remains. It is recommended that, where possible, the proposed landscaping of the site should provide for the preservation and exposure of the building remains. The Frickley Colliery was in its time one of the largest and most productive coal mines in the region, and was the principal employer for the local communities. It is important that the memory of the colliery should be retained on the site. It is therefore recommended that in conjunction with the exposure of the key structural foundations, there should be a presentation board commemorating the colliery, with images of the site in operation and defining its role, both in the region and in recent history. Retention of the spoil heap would provide a physical reminder of the colliery's former existence, though it is recognised that the monument should be made safe.
- 6.2.2 The air raid shelter is a relict survival of the emergency works put into place during the second world war, and would appear to be a rare form of shelter. Further investigation of the air-raid shelter would be desirable, and may include a Level 3 type survey.
- 6.2.3 The deer park was potentially archaeologically one of the earliest features on the site. Although no early boundary features have been recognised, there is the potential that such boundaries survive as a sub-surface feature. It is therefore recommended that if any landscaping works are to impact on the line of the former boundary then there should be a localised evaluation of the boundary line to investigate the potential for its survival.

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APPENDIX 1

SITE GAZETTEER

Site number	1
Site Name	Frickley Old Hall (Site of) and Moat
NGR	SE 471 086
SMR no	South Yorkshire 363
Site Type	Hall, Moated site
Period	Medieval
Source	South Yorkshire SMR; Hunter 1974, 149-50; English Heritage 1991b

Description

This is the site of the Old Hall at Frickley. No above ground remains of the hall survive except a seventeenth century outbuilding (SE 4710 0860). The moat is still water filled and has been extended to south to form an ornamental lake. Park Farm is modern but it includes the probable remains of the seventeenth century outbuildings to Frickley Old Hall. The outbuilding is now amalgamated with the modern buildings of Park Farm and used as a cow shed. There are no inscriptions visible. Frickley Old Hall moated site was designated a Scheduled Monument (SM 13235) in 1991. The site is a rectangular island measuring 30m x 20m surrounded by a water-filled moat c10m wide. The south arm of the moat was widened in the second half of the nineteenth century to create an ornamental lake, incorporating a separate fishpond contemporary with the moated site and shown on the 1854 Ordnance Survey 6" 1 mile map. The moat is stone revetted to the north and west and the foundations of a stone bridge are visible approximately midway along the west arm. This was known to be the manor of the Annes from the fourteenth century onwards, the size of the island indicates it was the site of the manor house only, and was demolished when the present hall was built. Frickley Old Hall is a good and well-documented example of a small moated site with the largely undisturbed remains of medieval buildings preserved in the island deposits. Organic material is likely to survive in its water-filled moat.

Assessment

The site lies to the south of the proposed development area and will not be affected by it.

Site number	2
Site Name	Earthworks, Frickley Old Hall
NGR	SE 472 087
SMR no	South Yorkshire 2883
Site Type	Earthworks
Period	Unknown
Source	South Yorkshire SMR

Description

North of Frickley Old Hall Moat (Site 1) are some earthworks, notably an enclosure which just touches the north-east corner of the moat, and has a prominent rounded corner to the north-east.

Assessment

The site lies to the south of the proposed development area and will not be affected by it.

Site number	3
Site Name	Frickley Hall
NGR	SE 4678 0854
SMR no	South Yorkshire 3467
Site Type	Hall
Period	Post-medieval
Source	South Yorkshire SMR

Description

A country house, built between 1722 and 1785 for Anthony Wharton. The present structure appears to be an early nineteenth century rebuilding of the eighteenth century house. The building is Listed Grade II*.

Assessment

The site lies to the south of the proposed development area and will not be affected by it.

Site number 4
Site Name Icehouse, Frickley Hall
NGR SE 4719 0851
SMR no South Yorkshire 3468
Site Type Icehouse
Period Post-medieval
Source South Yorkshire SMR; Ordnance Survey 1983

Description

An icehouse shown on the Ordnance Survey 1:10560 1966. The icehouse lies within the grounds of Frickley Hall.

Assessment

The site lies to the south of the proposed development area and will not be affected by it.

Site number 5
Site Name Enclosure, South Kirkby
NGR SE 449 097
SMR no West Yorkshire 775
Site Type Enclosure
Period Unknown
Source West Yorkshire SMR; DNR 1977; West Yorkshire 1979

Description

A rectilinear enclosure, c0.5km across with an entrance to east. There are associated linear ditches (narrower) some of which possibly form a secondary enclosure attached to the northern side of the main enclosure.

Assessment

The site lies to the north of the proposed development area and will not be affected by it.

Site number 6
Site Name Cropmarks, South Kirkby
NGR SE 450 103
SMR no West Yorkshire 834
Site Type Natural?
Period Unknown
Source West Yorkshire SMR; West Yorkshire 1986; West Yorkshire 1989; West Yorkshire 1995

Description

A small area (c50 x 50m) of cropmarks forming a rough rectilinear pattern reminiscent of natural frost cracking of the bedrock. This type of natural phenomenon is not normally seen in the South Kirkby area and should be treated with reservation. (If archaeological, the function of small, irregular square and rectangular enclosures so formed, is uncertain). One hundred metres to the west, WY 177/37 shows the diffuse corner of another feature which could turn out to be an archaeological feature. Aerial photographs from 1995 add no further information.

Assessment

The site lies to the north of the proposed development area and will not be affected by it.

Site number 7
Site Name 36 Wesley Street, Moorthorpe, South Elmsall
NGR SE 46505 10910
SMR no West Yorkshire 3789
Site Type Bracelet
Period Pre-Conquest?
Source West Yorkshire SMR

Description

A silver bracelet found c1980 in the back garden of 36 Wesley Street, Moorthorpe, South Elmsall, and is still in possession of the finder in 1991. It is two thirds complete, and appears to have been cut in antiquity. It has an equilateral triangle cross section (5.4mm/side), and is composed of four strands of wire each 1.6mm in diameter. It has an intact terminal which is in the shape of a zoomorphic head with round ears and a long, upturned snout. It has been initially tentatively identified as a modern ethnographic piece, possibly Oriental

in origin. Subsequent examination, however, raised the possibility that the arm ring may have parallels in Irish-Viking silverwork, and as such may potentially be of a pre-Conquest date.

Assessment

The site lies to the north of the proposed development area and will not be affected by it.

Site number 8
Site Name Frickley Colliery, South Elmsall
NGR SE 464 097
SMR no West Yorkshire 4626
Site Type Coal mining site
Period Twentieth Century
Source West Yorkshire SMR

Description

A colliery established in 1903 by the Carlton Main Colliery Company to exploit the rich deposits of coal within the Barnsley Seam. The first coal gained from the colliery was dispatched by rail to Grimsby during September 1905. The Carlton Main Colliery Company retained ownership of Frickley until the nationalisation of the industry in 1947. At this time, Frickley had the largest output of the collieries in the region, raising 4000–5000 tons per day. The colliery finally closed in 1993, and all surface structures were demolished and the site landscaped shortly afterwards.

Assessment

The site includes the entire development area and will be directly affected.

Site number 9
Site Name Frickley Hall Park
NGR Centred on SE 4719 0851
SMR no -
Site Type Parkland
Period Post-medieval
Source Ordnance Survey maps

Description

The parkland of Frickley Hall as shown on the OS 1st and 2nd edition maps.

Assessment

The site lies to the south of the proposed development area and will not be affected.

Site number 10
Site Name Air-raid shelter, north of Frickley Colliery
NGR SE 4539 1823
SMR no -
Site Type Air-raid shelter
Period 1939–1945
Source Ordnance Survey 1949, 1962 and 1984; Peter Wright of Calbro pers comm

Description

An air-raid shelter, associated with World War II defences. The structure comprises a series of inter-linking tunnels, buried to a depth a little over 1m below the modern ground surface. It is constructed of wire-reinforced concrete, mixed with brick aggregate.

Assessment

The site lies within the proposed development area and will be directly affected.

Site number 11
Site Name West Riding and Grimsby Joint Railway
NGR SE 4479 1993 – 4864 1883
SMR no -
Site Type Railway
Period 1866
Source Joy 1984, 220

Description

The railway was opened in 1866, and was jointly vested in two companies - the Great Northern and the MS & L.

Assessment

The site lies to the east of the proposed development area and will not be affected.

Site number 12
Site Name Swinton and Knottingly Joint Railway
NGR SE 4501 1899 - 4496 1527
SMR no -
Site Type Railway
Period 1879
Source Joy 1984, 223

Description

The railway was a joint passenger line, opened in 1879. It was used by a multiplicity of services, mainly passenger, but also coal. The main two companies operating trains on the line were the Midland railway and the North Eastern railway, however, Great Northern and MS & L also ran services on the line.

Assessment

The site lies to the west of the proposed development area and will not be affected.

Site number 13
Site Name Hull and Barnsley Railway
NGR SE 4785 1976 - 4614 1614
SMR no -
Site Type Railway
Period 1885
Source Joy 1984, 227

Description

The Hull, Barnsley and West Riding Junction Railway and Dock Company opened their line in 1885. The main line ran 53 miles from the Midland Railway at Cudworth to the passenger terminus of Cannon Street in Hull. It was conceived primarily for conveying South Yorkshire coal to Hull for shipment through the HB & WRJR company's own Alexandra Dock, and was intended to break the monopoly of the North Eastern Railway and the Hull Dock Company on the trade of Hull. The company shortened its name to Hull and Barnsley Railway in 1905, and amalgamated with the North Eastern Railway in 1922, as a preliminary to the 1923 Grouping when it formed part of the London and North Eastern Railway Company. The line went into rapid decline after 1945, and the last coal freight service was withdrawn in 1964. The railway was dismantled by 1984.

Assessment

The site lies to the south of the proposed development area and will not be affected.

Site number 14
Site Name Frickley Branch Line Railway
NGR SE 4573 1809 - 4660 1786
SMR no -
Site Type Railway
Period 1914
Source Joy 1984, 227

Description

The Frickley Branch line was completed before 1914, and linked the mineral railway of Frickley Colliery to the Hull and Barnsley Railway. The line was dismantled by 1984.

Assessment

The route of the dismantled railway crosses the development area and will be directly affected by any redevelopment of the site.

Site number 15
Site Name South Elmsall Deer Park
NGR SE 469 104 (centred)

SMR no -
Site Type Deer Park
Period Medieval
Source OS 1st edition maps, 1892/4

Description

The outline of an elliptical park (164ha) is located to the immediate south-west of South Elmsall. The park was established before the extended development of the village of South Elmsall occurred and before the road system in the locale became established. It is probable that it was of medieval origin and would accord with numerous other medieval deer parks established around the thirteenth / fourteenth centuries, being elliptical and having a road system that diverts around it.

Assessment

The proposed development includes a substantial proportion of the former deer park; however, little if any of the original area will have survived the colliery works.

ILLUSTRATIONS

Figure 1: Frickley Colliery Location Map

Figure 2: Gazetteer Sites

Figure 3: Extract of 2nd edition OS 6" to 1 mile map (1892)

Figure 4: Extract of 3rd edition OS 6" to 1 mile map (1907)

Figure 5: Extract of 1932 25" to 1 mile OS map, showing Frickley Colliery

Figure 6: The Frickley Colliery workings in 1984

Figure 7: Frickley Colliery following closure and the landscaping of the site



based upon the Ordnance Survey 1:10000
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0 500
metres

Figure 1: Frickley Colliery Location Map

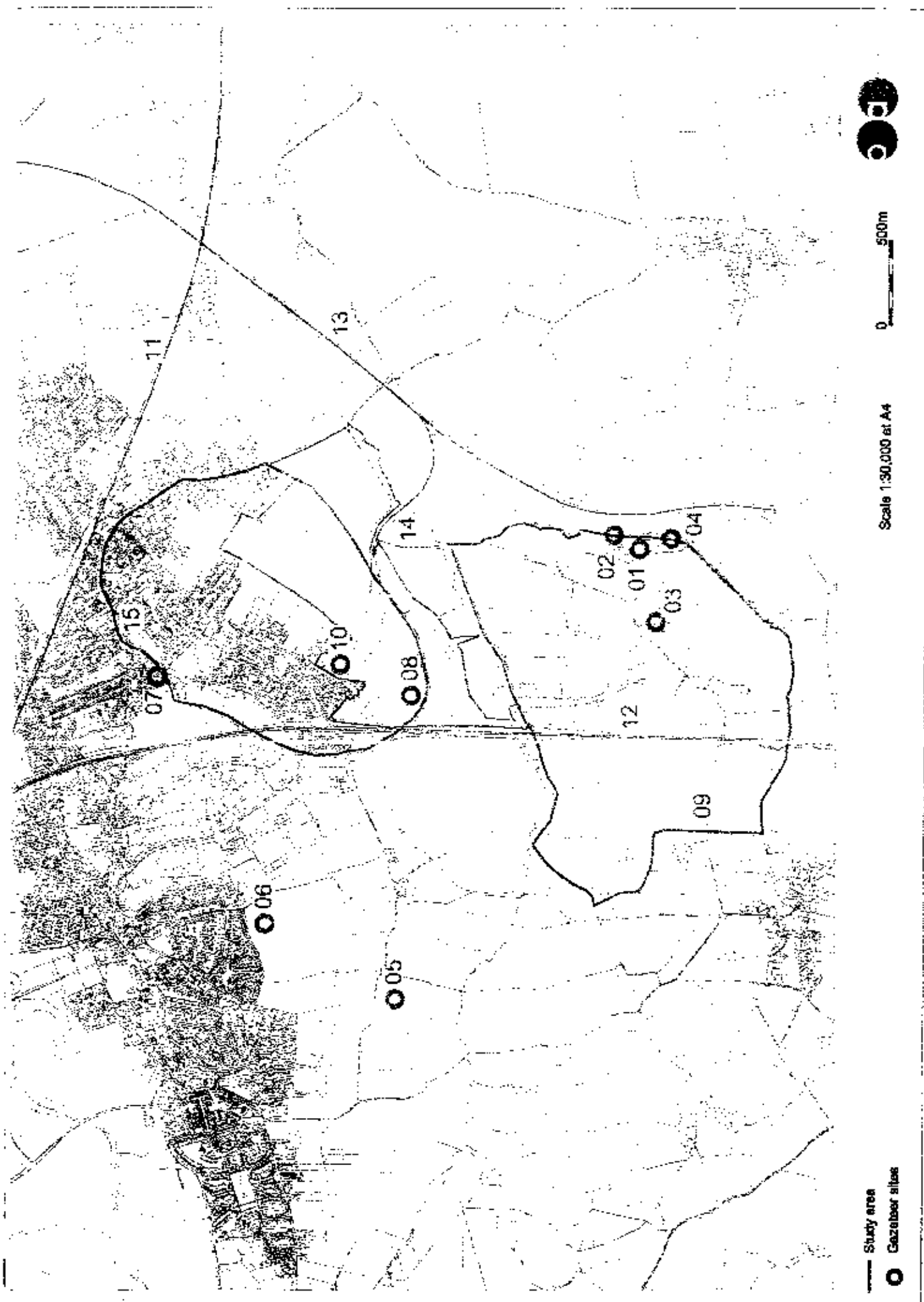


Figure 2 : Gazetteer sites

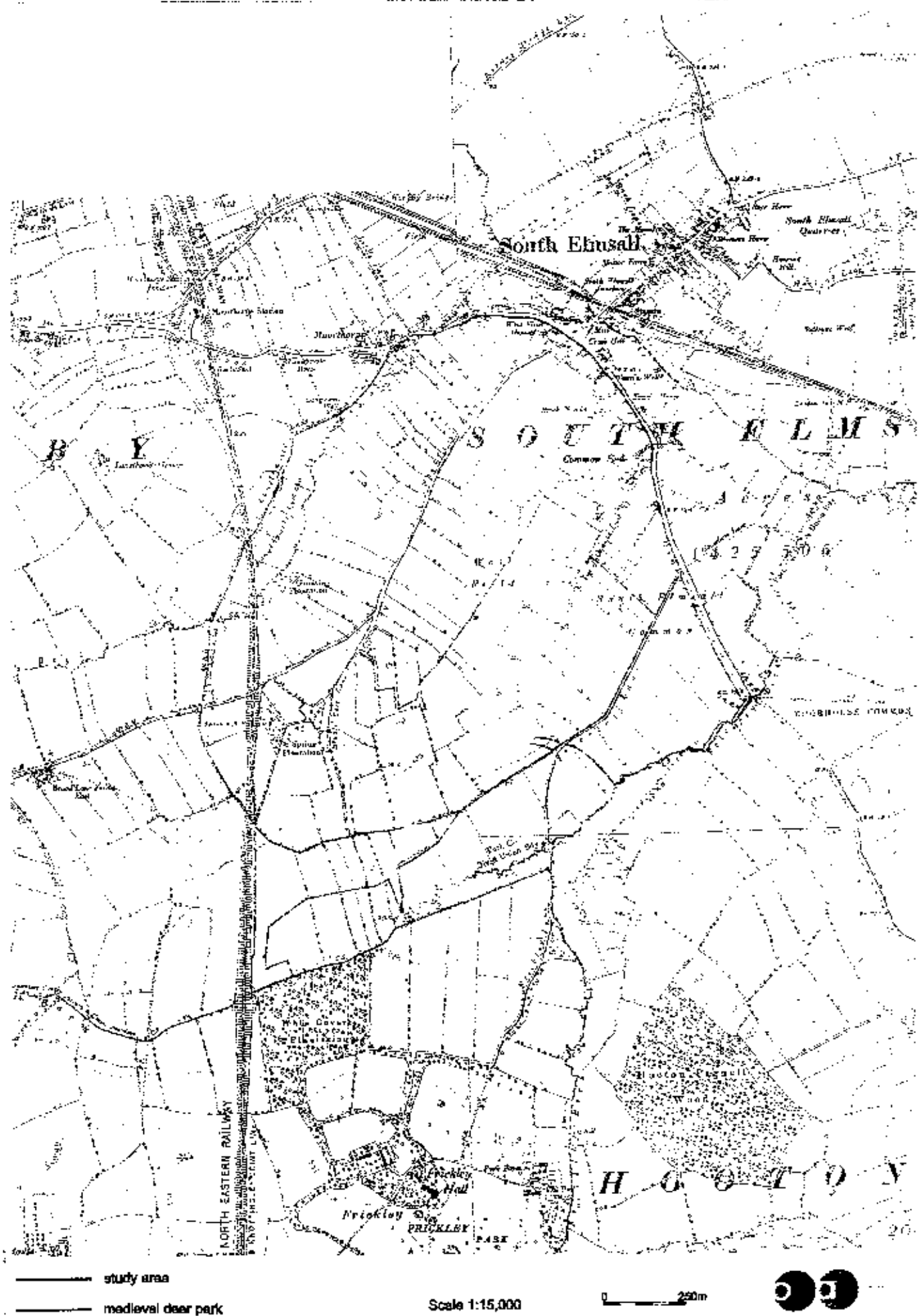


Figure 3: Extract of 2nd edition OS 6" to 1 mile map (1892)

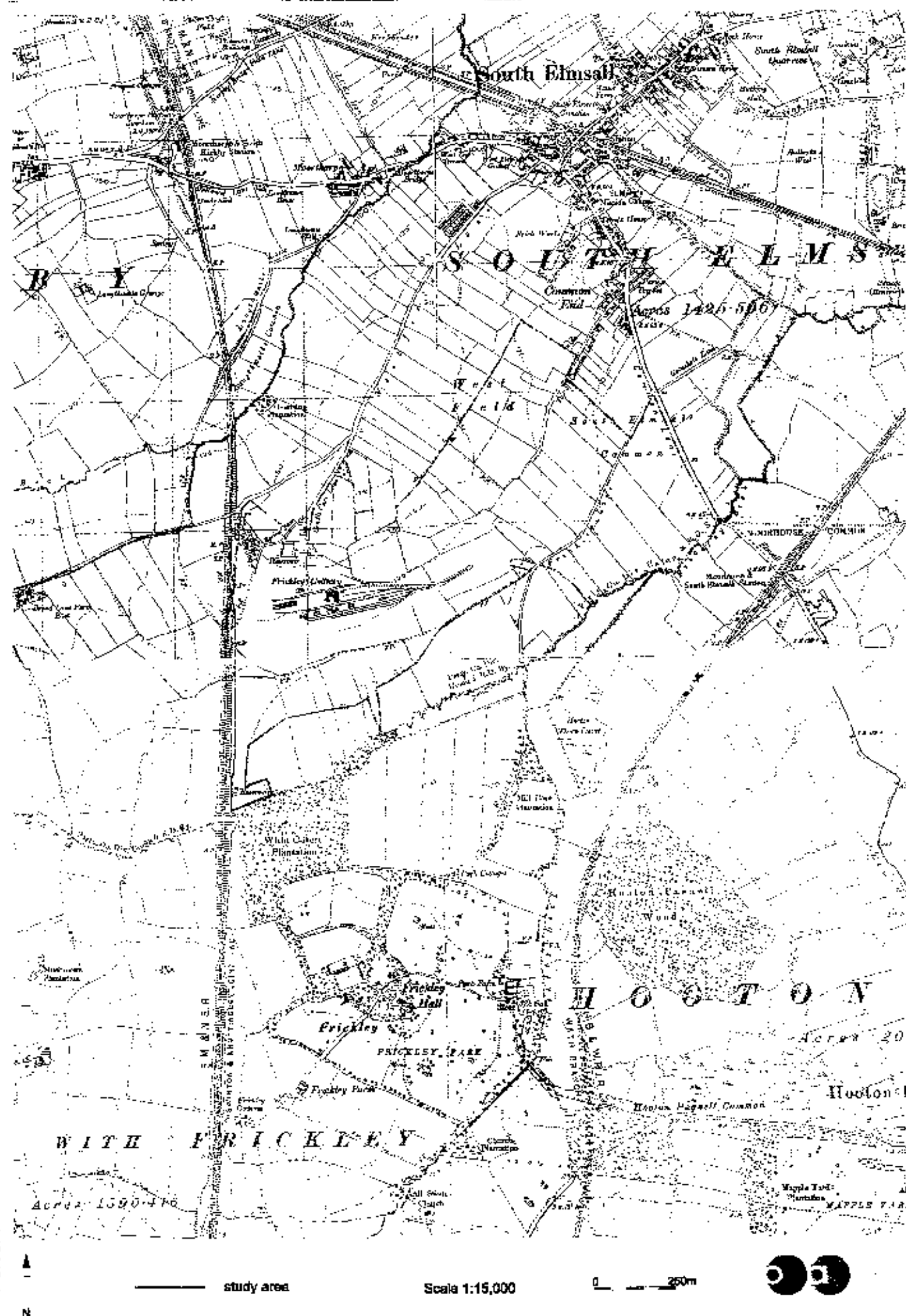


Figure 4: Extract of 3rd edition OS 6" to 1 mile map (1907)

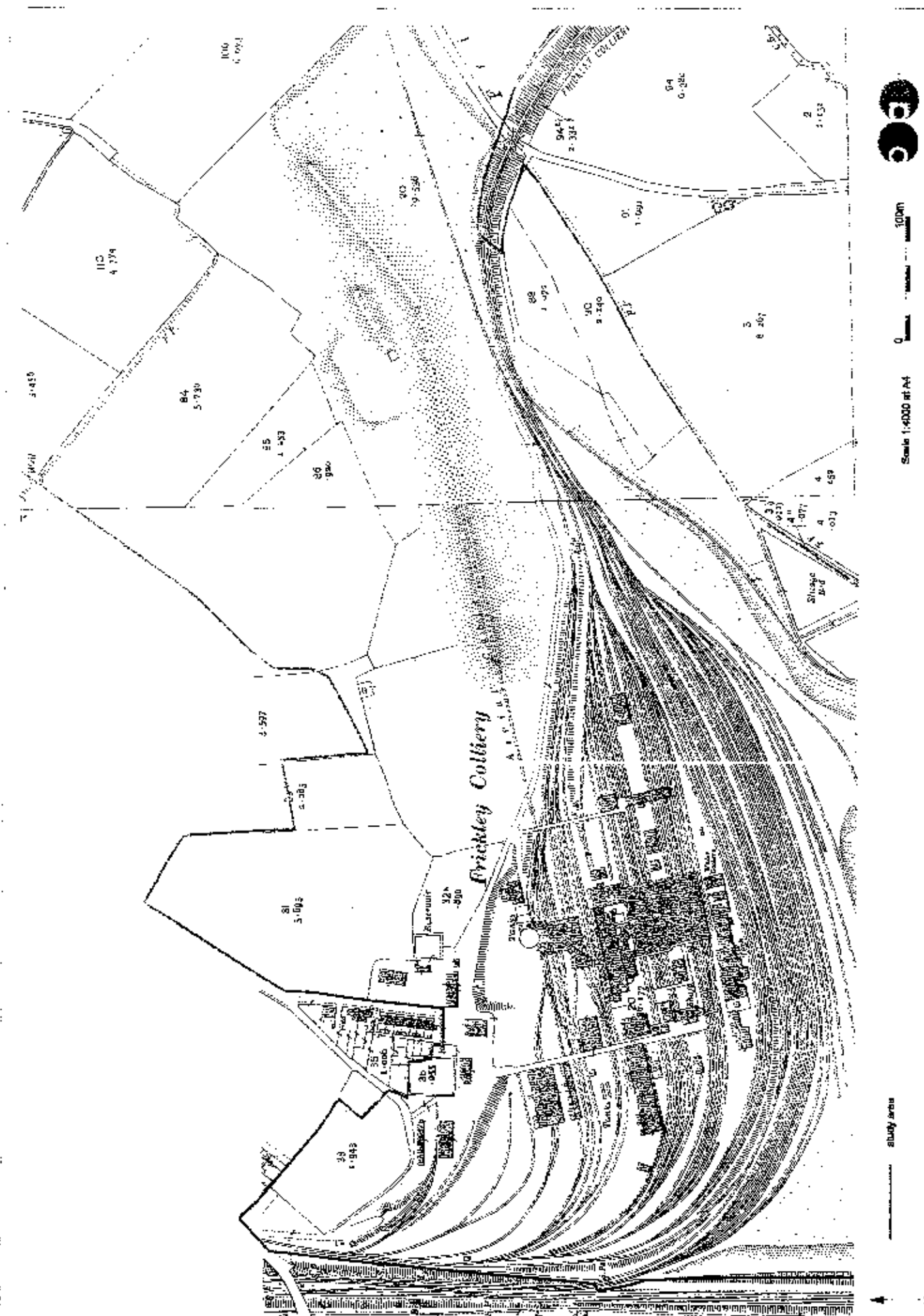
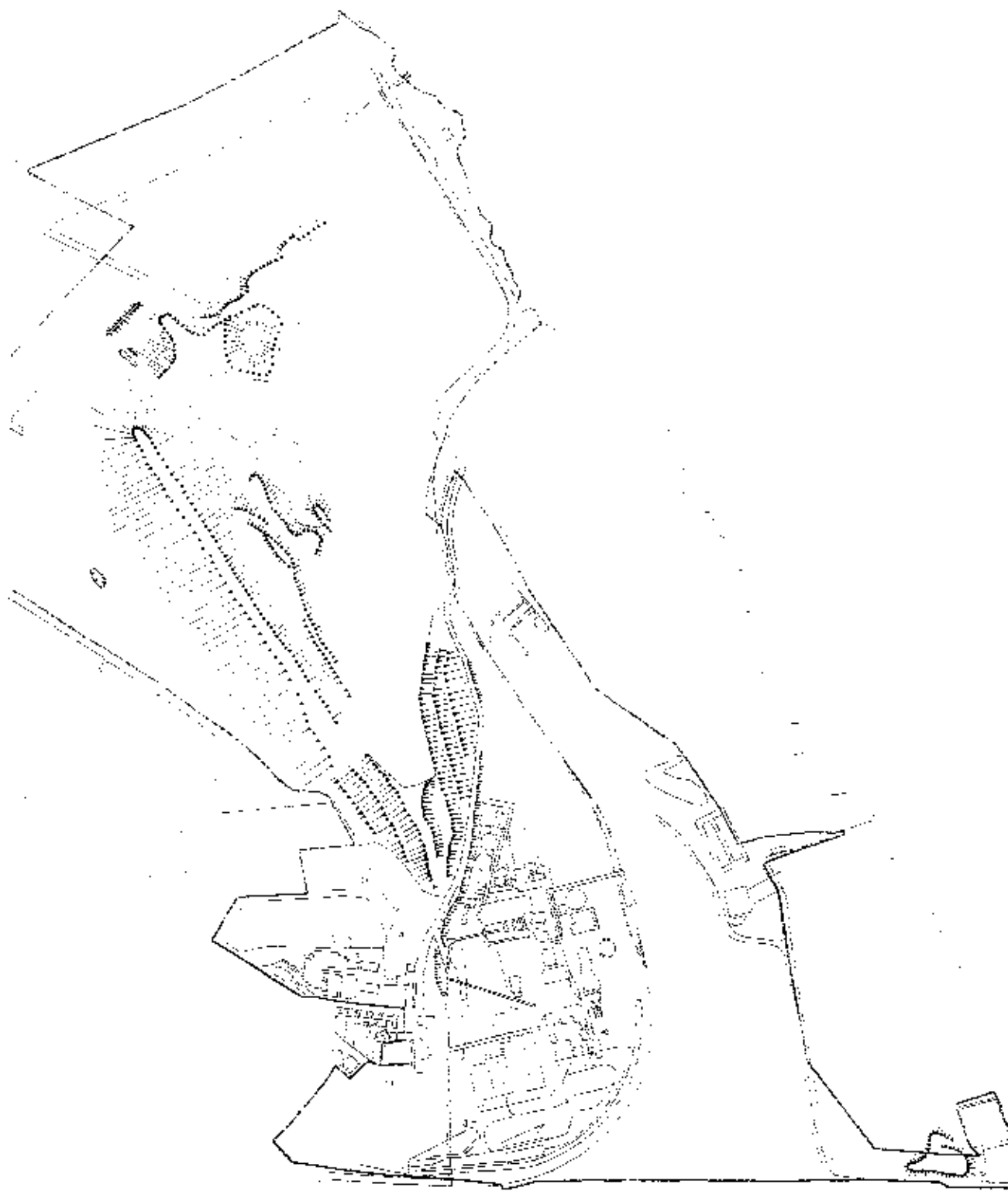


Figure 5: Extract of 1932 2 1/2" to 1 mile OS Map showing Frickley Colliery

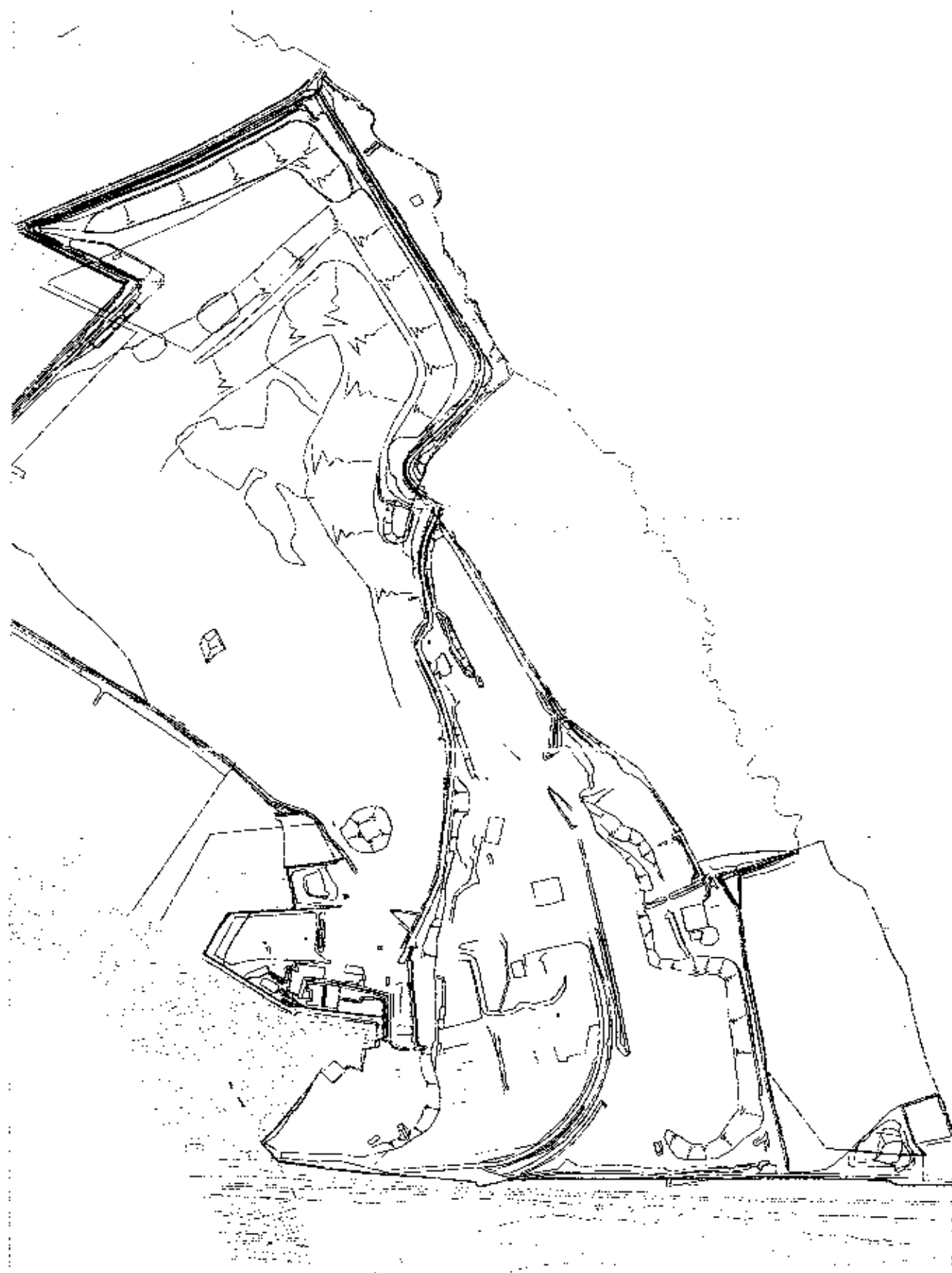


Scale 1:200 at A4

0 1m



Figure 6: the Frickey Colliery workings in 1984



Additional features recorded by visual identification survey

Scale 1:20 at A4



Based upon topographic site provided by client

Figure 7: Frickley Colliery following closure and the landscaping of the site

PLATES

- | | |
|---------|---|
| Plate 1 | A mid-twentieth century image of Frickley Colliery, showing the heapstead area, including both sets of headgear |
| Plate 2 | A late twentieth century view of the heapstead area |
| Plate 3 | An early twentieth century view of the colliery heapstead, showing the refurbishment of the winding gear of No 1 shaft (after Neville 1976) |
| Plate 4 | Extant wall foundations in the south-western part of the site following demolition and landscaping |



Plate 1: A mid-twentieth century image of Frickley Colliery, showing the heapstead area, including both sets of headgear

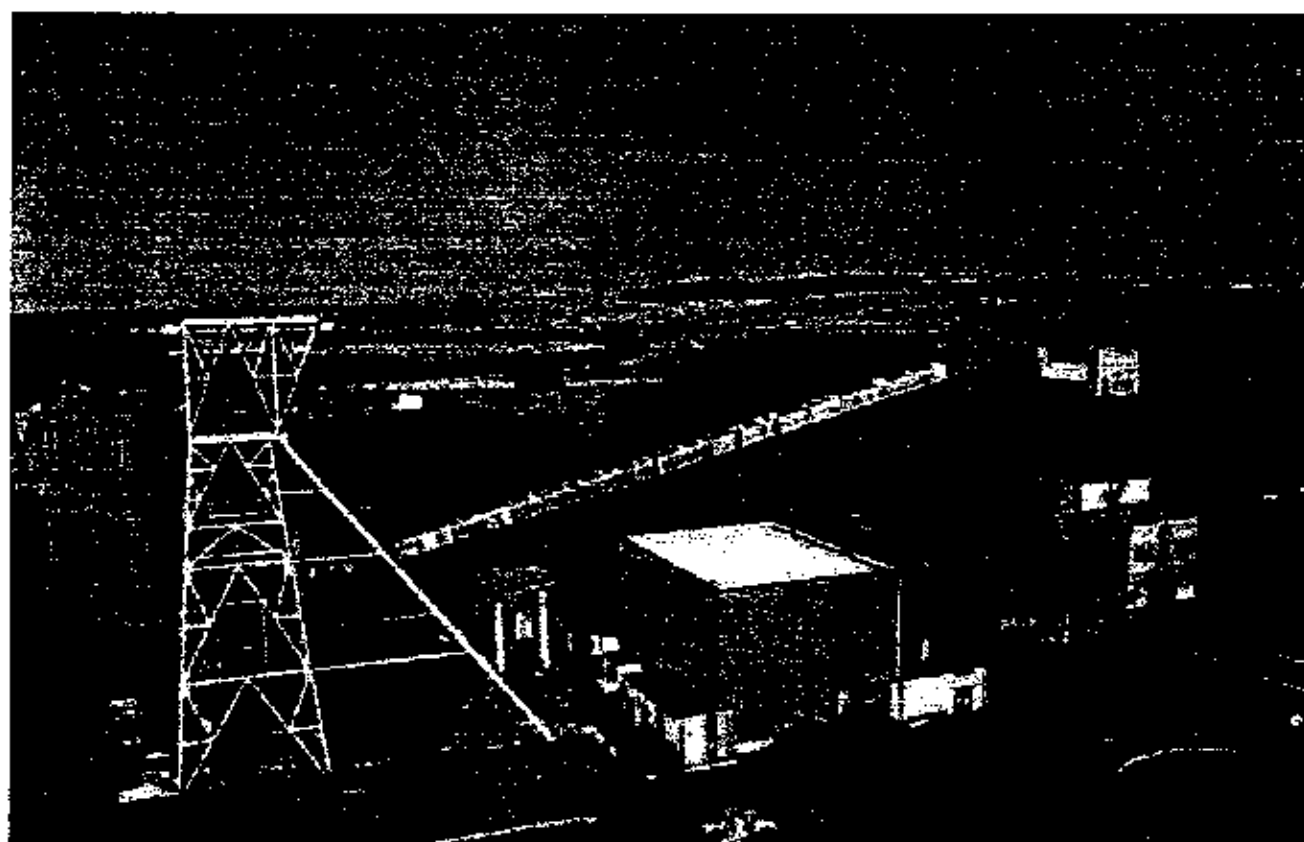


Plate 2: A late twentieth century view of the heapstead area



Plate 3: An early twentieth century view of the colliery headstead, showing the refurbishment of the winding gear of No 1 shaft (after Neville 1976)

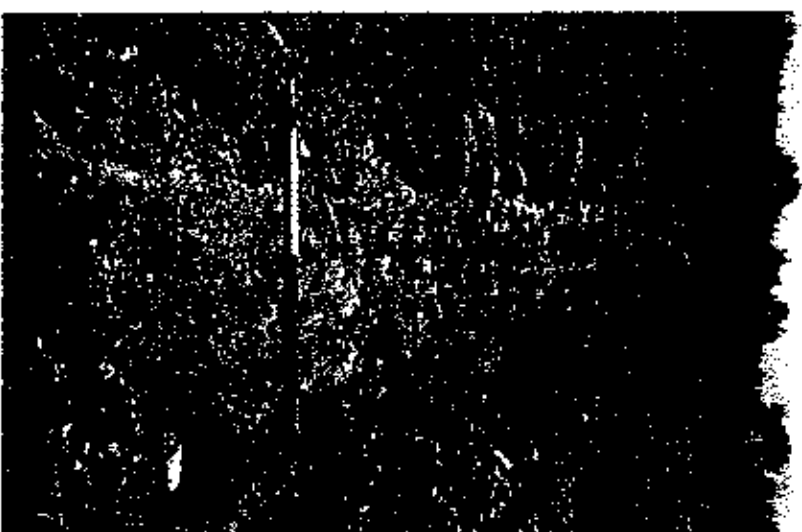


Plate 4: Extant wall foundations in the south-western part of the site following demolition and landscaping