

KELHAM ISLAND INDUSTRIAL CONSERVATION AREA

STATEMENT OF SPECIAL INTEREST

INTRODUCTION

This Statement of Special Interest was written using guidance contained within Planning Policy Guidance 15, "Planning and the Historic Environment" (PPG 15) and English Heritage's guidance on Conservation Area Practice. It is intended to confirm the special interest of the Kelham Island Industrial Conservation Area, and define and record the architectural or historic interest of the Area. It should be used in conjunction with the approved plan of the Conservation Area.

Kelham Island Industrial Conservation Area was first designated in May 1985. Its boundary was revised and the area enlarged in July 1986.

LOCATION AND SETTING

Local and Regional Geographical Context

The Kelham Island Industrial Conservation Area straddles the River Don, below its confluence with the River Loxley, and above the confluence with the River Sheaf. The River Don itself rises in the Pennines 28 kilometres (17¹/₂ miles) north west of Sheffield and becomes a tributary to the River Ouse, close to the Humber Estuary at Goole, 56 kilometres (35 miles) north east of Sheffield.

The Conservation Area is located approximately 2 kilometres (1¹/₂ miles) north of the centre of Sheffield, and occupies an area of approximately 12 hectares (29 acres).

The Conservation Area is in the heart of the Don Valley, and is relatively low lying, ranging between 48.7 (160 ft) to 53.2 metres (175 ft) above sea level and is within the former flood plain of the River Don. It is overlooked to the north east by the high ground around Woodside and Burngreave, whilst to the south west the ground rises up through Netherthorpe, through Crookesmoor, and out beyond the city to Hallam and Burbage Moors.

The island, which is approximately 750 metres (¹/₂ mile) long, is the focus of the Kelham Conservation Area, was created by a man-made goit (mill race), and has its origins in the historic development of Sheffield.

HISTORIC INTEREST

Origins

Kelham Island derives its name from one of the earliest recorded tenants, Kellam Homer, the town armourer, who set up a workshop on the island in 1604. The island itself had existed for at least 450 years by this time. Historic records of Medieval Sheffield are however sparse, and there are few documents covering the Kelham Island area itself, beyond those referring to the existence of certain mills, which are mentioned in the following section.

Archaeology

The archaeological interest of Kelham Island covers a long period from the late medieval period through the Industrial Revolution to this century. The growth of various industries, and especially metal working trades, led to repeated redevelopment of the area, which has in turn destroyed much of the earlier archaeological evidence in the area.

There are however key archaeological sites which retain some evidence of earlier activity, notably the weir and the goit, with Kelham Wheel, where the nine stone footings of the last mill on the site can still be seen, along with the wheel pit. Downstream of Kelham Wheel, the goit has been culverted; this process took place gradually during the late 19th century.

Other archaeological sites in the area include Nether Walk Mill, off Mowbray Street within the Conservation Area. Just outside the current boundary of the Conservation Area, archaeological artefacts were discovered at Soho Mill on Bridge Street, and Morton Wheels/Philadelphia Works on Rutland Way, where grinding wheels were uncovered. The Bower Spring Cementation Furnace on Bower Spring still has the remnants of a 20-25 ton cementation furnace, which produced blister steel.

The 1998/99 development at Cornish Place and Brooklyn Works has allowed for detailed building recording. Future development in the area, particularly along the river and goit, or of uncellared, undisturbed sites may also have archaeological potential.

Settlement and Landscape Development from the Medieval Period

The River Don and the harnessing of water power was the key to the development of industry in the Kelham Area. The industrial history of the area can be traced back to the 12th century when a goit (mill race) was constructed to carry water diverted from the River Don to drive the Lord of the Manor, William de Lovetot's Town Corn Mill, which was located just outside the Conservation Area, around the present Millsands, off Bridge Street.

The head of the goit can be seen today in front of the site of another former mill, now occupied by the Kelham Island Museum. It was the construction of this goit which created the island around which the Conservation Area is centred. The goit was cut for a succession of water wheels along its length, including Kellam Homer's 1604 grinding wheel.

Development from 18th Century

Sheffield began to develop into an important industrial centre during the late 18th and early 19th century, on the basis of its specialisation in metal working over previous two centuries. Sheffield's industrial achievements are a vital part of the history of the city and in certain respects, of industrialisation nationally. The city's architectural and historic character is derived from its well known association with the steel, cutlery and silverware industries. Kelham Island is unique within the City in illustrating the rapid development of these prosperous industries during the 19th century.

By 1810, water power had begun to give way to coal and steam power in the industries lining the Don. At this time Kelham Wheel was being used in cotton production but was seriously damaged in the Sheffield Flood of 1864 and soon after this was converted to a corn mill, known as Britannia Corn Mills (photograph). The Corn Mill occupied the site until 1975, when the building was completely demolished, apart from the nine stone footings, which can still be seen within the goit, along with the wheel pit.

Globe Steel Works

Kelham Island was the centre of a diverse range of industry during the early 19th century, the dominance of metal working and production emerged later in the century. One example, Globe Steel Works, illustrates the complex development of the area. This works, opposite the entrance to the Island on Alma Street, includes the site of a water powered silk mill, erected in 1758. The silk mill was constructed just to the south east of Kelham Wheel, on a secondary goit cut from the south side of the existing goit (map). In a valuation survey of 1790, the water wheel on the site was recorded as being 19ft in diameter, and 21ft wide, enough to power up to 70 cutlers grinding troughs. This mill burned down in 1792, and was rebuilt as a Cotton Mill; Cotton Mill Row, and Cotton Street bear witness to this phase of the history of Kelham Island area.

Sheffield Union Workhouse

Following another disastrous fire in 1829, the building was altered and converted to a Workhouse, part of which survives in the rendered range fronting Alma Street, despite severe damage to the building during the Sheffield Blitz. From its opening to its closure, 52 years later, the Sheffield Union Workhouse was the object of much criticism, both because of the supposed excessive indulgence of its inmates, and in reality, due to the appalling conditions in which they were forced to live and work.

In spite of the insanitary conditions within the workhouse, the upper floors of the building was turned into a hospital to treat some of the 1347 victims of the Sheffield Cholera Epidemic of 1831-2, which eventually claimed over 400 lives. The building was severely damaged, along with many others in the vicinity of Kelham Island, by the Sheffield Flood of 1864, following the breach of Dale Dyke Dam, at Bradfield Reservoir. Although no inmates lost their lives, the Workhouse became the temporary morgue for 124 of the 470 victims to the flood. The site ceased to be a workhouse in 1882, however, having been taken over by the Ibbotson Brothers and renamed Globe Steel Works (photograph), after their better known Globe Works.

Globe Works

Globe Works (photograph), was built by the Ibbotsons in 1825, for the manufacture of edge tools. The complex sits behind a very grand facade, which along with the Green Lane Works Entrance Gate (photograph), expresses both the growing wealth of and rivalry between the proprietors of cutlery, tool and steel making enterprises. It is also a good example of a combined factory and accommodation complex, which marked the growing sophistication and centralisation of the metal working industries.

Living and Working Conditions

Globe Works was also the scene of one of many violent incidents in what became known as the Sheffield Outrages. A combination of fragmented trade union organisation and intransigent employers led workers to resort to violent protest in furtherance of their grievances. In 1843, the building was very badly damaged in a bomb explosion, an extreme version of a tactic known as "rattening", whereby gun powder was dropped down the chimneys, or into the grinding troughs of those who were undermining strike action, refusing to join the union or seen as particularly oppressive employers.

Frederick Engels observed, in "The Condition of the Working Class in England", (1892) that the owner:

"Mr. Ibbetson (sic) had made himself obnoxious...by low wages, the exclusive employment of knob sticks (strike breakers) and the exploitation of the Poor Law for his own benefits. He had reported...such operatives who refused to accept reduced wages

as persons who could find work but would not take it, and were, therefore not deserving of relief, so compelling the acceptance of a reduction. Considerable damage was inflicted by the explosion, and all the working-men who came to view it regretted only 'that the whole concern was not blown in the air'."

The divisions which blighted the trades unions were not overcome until 1938, when the National Cutlery Union was formed, although some trades unions remained independent. Prospect House, opposite the site of Britannia Corn Mills, on Alma Street, was the headquarters of one such body, the Wire Workers Union, until the early 1990's.

The protests, whether violent or in the form of industrial action, were also spurred on by the appalling conditions in which workers were expected to work and live in. This is the account of William Attersby, file grinder of Globe Wheel in 1862, to the Children's Employment Commission:

"We file grinders grind wet. My stone looks so dry because if I add much water, it would take the cut off the stone too much. It is not at all healthy work. I feel 20 years older than I did 7 years ago. I began at 10 years old and am now 39. File grinders average age is 32...I buried one brother at 29, another at 39, and my father died at 36; all three were file grinders. One died of grinders asthma, the other broke a blood vessel...The father of my lad (apprentice) died of grinders asthma too."

Living conditions for the "Little Mester's" of Kelham Island were no better than their working conditions. A correspondent of the Sheffield and Rotherham Independent of 3 February 1872 wrote of the area around Kelham Island that:

"...there are places to be found...not sadly to be surpassed by any other in the town in their insanitary aspect...; (on Acorn Street)...there is an entry leading into a yard full of inhabited houses; the privies for the accommodation of the residents front and back are at the top of the entry, and the ash pit is full and the passage is in the course of being filled...They must carry their food over, they trail the dirt into the houses and the whole colony may be stunk out and suffocated with filth...Green Lane is scarcely what its name implies...Even now though no longer verdure clad, it is not free from scents, which are not very attractive..."

Diversification

The rapid development of metal production and sophistication in metal working during the 19th century led to the manufacture of a wide variety of products. For example John Walters & Co. at Globe Works (in 1862) concentrated its activity on cutlery, razors, scissors and edge tools and Wharncliffe Works, adjacent, owned by Steel & Garland, produced stove grates and fenders. James Dixon & Sons' Cornish Place produced high quality silver plate and cutlery, whilst nearby Brooklyn Works, owned by Alfred Beckett & Sons made saws, files, and edge tools. H. E. Hoole & Co. at Green Lane Works, to the east, also produced stove grates and fenders.

Between 1852 and 1892 (maps), the Kelham Island area underwent significant development, with new streets such as Alma Street and Mowbray Street being established, whilst others, such as Millsands, Russell Lane and Long Croft, disappeared. Millsands Goit was also culverted during this period. The intensification of industry in the area resulted in the displacement of much of the local population, as back-to-backs were pulled down, in order to allow for the expansion of industrial production. The 1905 Ordnance Survey map still shows back-to-back housing on Dunfields and Dun Street, although these had been demolished by the mid 20th century.

Public Houses

To meet the needs of working people in the area, many public houses, beer houses and eating rooms were built, but with the decline of industry in the 20th century, many of these establishments have closed. Beer houses or public houses existed on nearly every one of the 30 or so streets within the area. To serve this demand the area had at least one brewery, the Cannon Brewery, on Burton Road, which has since moved to a site on the northern corner of Rutland Road and Neepsend Lane. The original brewery building still stands however.

There are now only a few public houses left, including Morrissey's Riverside (formerly the Brown Cow) on Mowbray Street, the Manchester Hotel on Nursery Street, the Kelham Island Tavern (formerly the White Hart Inn) on Russell Street, the Ship Inn on Shalesmoor, all of which appear on the 1852 Ordnance Survey map, and the Fat Cat (formerly the Alma Hotel) on Alma Street, and the Gardeners Rest on Neepsend Lane, both of which date from the late 19th century.

Streets have continued to disappear during the 20th century: for example, Artisan Street ceased to exist between 1890 and 1952, whilst Kelham Street is shown on the 1952 Ordnance Survey map, but has since been absorbed into the Globe Steel Works complex.

Kelham Island Today

Kelham Island today is in a state of transition. The area remains firmly industrial, although many of the activities which existed in the area's heyday have given way to light industry and business such as packaging, or information technology and office use, for example at Aizlewood's Mill, Lion Works and Globe Works.

Non-industrial uses, such as leisure, include the Kelham Island Industrial Museum, in the former Sheffield Tram Electricity Generating Station on Kelham Island itself; the Foundry Climbing Complex, Outside (a climbing and mountaineering retailer) and Himalayan Kingdoms Expeditions, at the former Union Foundry Yard on Mowbray Street. The most significant new use of historic buildings in the area is the conversion of Cornish Place and Brooklyn Works to housing.

Industries which are traditional to the area still have a significant presence however; Tyzacks at Green Lane Works who manufacture transmission components, whilst their site on Kelham Island produces machine knives. Also on Green Lane are Richardson's, who make cutlery and kitchen utensils and Williams Brothers, who trade in fasteners (nuts, bolts, screws etc.). Atkinson Walker at Globe Steel Works on Alma Street, are saw manufacturers. Cutlery is still produced at Parkin Silversmiths on Dun Street and at the Rutland Cutlery Company on Neepsend Lane.

After a long period as a storage facility for Williams Brothers, the former Ebenezer Wesleyan Chapel has now returned to religious use, and the recently listed Ball Inn, on the corner of Ball Street and Green Lane could soon resume its existence as a public house, as part of the Cornish Place/Brooklyn Works redevelopment. Wharnccliffe Works may have a new lease of life, as office accommodation.

Current Population

Apart from land lords of various public houses in the Conservation Area, the only residential population is found at 3 -13 Mowbray Street and 66 - 68 Penistone Road. This situation will change however, with the completion of the conversion projects at Cornish

Place and Brooklyn Works, which will provide over 100 loft style, live/work and new build flat accommodation units.

Approximately 1000 people work within the boundaries of Conservation Area, mainly concentrated in trades relating to metal working, although service and leisure activities provide employment for a small, but growing minority of the working population.

National Context

As an Industrial Conservation Area, Kelham Island is one of a few historic areas in England which were designated to preserve their industrial character and heritage. Alongside areas such as Nottingham's Lace Market, Birmingham's Jewellery Quarter, and Bradford's Little Germany, Kelham Island is notable nationally for the dominance of one particular industry, specialised metal making and working, and cutlery.

TOWNSCAPE

Density and Grain

The area's rapid development in the 19th century and constant redevelopment since has resulted in a densely built up townscape. Mowbray Street, Burton Road, Lancaster Street and Neepsend Lane, on the northern bank of the Don, are lined with a homogenous and dense range of medium and smaller sized, two or three storeys high works and workshops, sometimes set around yards.

On the south side, Cornish Street, Ball Street, most of Green Lane and Alma Street were densely developed, as are minor streets such as Cotton Mill Row. Buildings are up to six storeys high in this area and it is characterised by very dense building development within individual industrial sites. Over a long period, this dense development led first to the displacement of the local population, and then to ever more intensive development within industrial sites. Individual streets were also been absorbed into some sites.

The river frontage is also densely developed, which has created a dramatic townscape, notably at Cornish Place as viewed from Ball Street Bridge.

Street Pattern

The pattern of streets which run both parallel to the river and across it on three bridges, was not planned, but evolved, and this contributes to the overall character of the area. The earliest river crossings in the area appear to have been Ironbridge, adjacent to Borough Bridge on Corporation Street, and a ford on the line of what is now the Neepsend Bridge on Rutland Road.

The main streets within the area are Mowbray Street, Green Lane and Alma Street. The haphazard evolution of the street pattern within the area has generated both long, straight, narrow lanes enclosed by workshops, and more sinuous streets which survive from the pre-industrial period. Green Lane and parts of Alma Street have been somewhat eroded and other earlier streets obliterated by 19th and 20th century development.

The laying out of Mowbray Street took place between approximately 1850 and 1855, and coincided with the construction of the three river crossings at Neepsend, Ball and Borough Bridges, which have become important features of the area's townscape.

The more regular street pattern that exists today around areas such as Dun Street, Dunfields and Acorn Street derives from the grid of roads, streets and ginnells created in

the early 19th century industrial period, with back-to-back housing, associated with particular works and mills. The back-to-backs were demolished, at Ball Street for example and their occupants dispersed as industry in the area expanded, but the basic street pattern remained.

Pedestrian routes include Waterloo Walk besides the Don on its south bank, but in general the dense development of the area has prevented new pedestrian routes from being established and obliterated older ones. However, the proposed construction of a new riverside walk—"The Upper Don Walk", could introduce a major new pedestrian axis, linking Kelham Island to the City Centre, via an attractive and heritage rich route.

Building and Boundary Materials

Building materials including crozzle (furnace slag), local sandstone, red brick, with Welsh or Westmorland slate, or stone slate roofs are all characteristic to the area. Boundary walls are in both stone and brick, with a small amount of cast iron railings found along the riverside.

High status buildings, such as Globe Works and Green Lane Works entrance were constructed in ashlar stone, whilst the Ebenezer Chapel is constructed in dressed, rock faced stone. The workshops behind were however of rougher and cheaper brick construction. The presence of stone slates, on the Cornish Inn for example, is an important survival of a now rare roof material in Kelham.

Mid 19th century development along Mowbray Street, Burton Road and Neepsend Lane tended to favour brick wall construction, with stone detailing, the notable exception being Mowbray Cutlery Works, at 47 Mowbray Street.

Floorscape - Local Materials and Traditions

Historically, setted road surfaces and stone flags and kerbs have been the prevalent floorscape materials. Entrances to works and courtyards were laid in granite or sandstone setts. During the 20th century, setts have been covered with tarmacadam on footpaths and carriageways. Other important details include granite cart wheel stops, surviving on Cornish Street.

Recent renovation schemes have seen the reintroduction of historic materials to the floorscape, which has helped enhance the Conservation Area's character and appearance. Additionally, many of the original surface materials remain intact under more modern carriageway finishes, and opportunities may exist in areas which are not subject to vehicular traffic for the surfaces to be re-exposed.

Views and Vistas

The riverside location provides for wonderful views and vistas along the River Don, as it winds through the Kelham Island Industrial Conservation Area. The three road bridges of Neepsend, Ball Street and Borough Bridges, along with the abandoned Iron Bridge (downstream of Borough Bridge) provide particularly good views up and down the river.

These view and vistas contribute to Kelham Island's robust industrial riverside character, with its weirs and workshops. Additionally, major features such as the surviving steam chimneys at Cornish Place, Aizlewood's Mill and Kelham Island are highly visible landmarks from outside the Conservation Area, as are parts of Green Lane Works. The area as a whole is also overlooked by Woodside to the north, Netherthorpe to the south

as well as Park Hill to the east, and these views give a good indication of the density of development within the area.

The long, narrow lanes, and sinuous streets provide views into and within the Conservation Area, which contribute to the area's historic industrial character.

The sensitive management of the area around the goit, adjacent to the Kelham Wheel site, together with the demolition of the main river frontage buildings at Brooklyn Works and the former Borough Works on Mowbray Street will offer the public views of the River Don and goit; the conversion of Cornish Place to flats will provide the residents with similarly impressive views of the river.

Open Spaces

The Conservation Area has no formal public open space. The industrial origins of the area have meant that open space has had a low priority. Currently, the only area of semi public open space is around the Kelham Island Industrial Museum, on Kelham Island itself.

The river, especially around Kelham Weir, forms a local open space for views and greenery, which has encouraged the development of housing, across the banks.

However, opportunities are available to create good quality open space on sites which currently detract from the character and appearance of the conservation area. These include the former garage site in front of Whamcliffe Works (bounded by Penistone Road, Cornish Street and Green Lane). Subject to the sensitive management of the local ecology, the potential of the riverside to provide improved public access and enjoyment could also be developed.

The relative decline in industrial activity in and around Kelham Island has benefited the ecology of the river and riverside. An improvement in the quality of the water has allowed some fresh water species to re-emerge within the area, although industrial activity upstream has caused problems in the recent past.

The lack of a managed environment has led to trees and other vegetation re-colonising any available undisturbed land along the river, and this in turn has allowed a variety of birds, including herons, geese and kingfishers to establish themselves along the river.

Under the Sheffield Unitary Development Plan (adopted in March 1998), the full length of the River Don and its riverside has been designated as an area of natural history interest. The City Council aims to both protect and enhance the natural environment and protect the river in order to benefit wildlife using policies GE13 and GE17.

The proposed construction of the Upper Don Walk, linking to the existing Five Weirs Walk at Lady's Bridge, offers a new linear open space and green corridor, giving workers, residents and visitors access to a wider network of cycle routes and paths.

ARCHITECTURAL INTEREST

Buildings which make a positive contribution to the Conservation Area

The architecture of the buildings of Kelham Island reflect the uses and history of the area. From the now lost simple 17th century vernacular buildings, which derived their detailing and form from agricultural building types, Kelham's architecture developed in response to

the growing specialisations within the metal working trades. The buildings of the greatest architectural and historic interest that are to be found within the Conservation Area are those built at the height of its productivity and prosperity.

Although there are no grade I listed buildings in the conservation area, the ranges of buildings at Cornish Place, graded at II*, are the jewel in Kelham Island's crown. Wharncliffe Works, Green Lane Works entrance and Aizlewood's Mill all contribute significantly to the character of the conservation area. In addition to listed buildings, many unlisted buildings are important to the area's character. Many of these line street frontages. Both listed and important unlisted buildings are shown on the Conservation Area map.

Due to the changing requirements of industry within the area, modern steel framed and clad buildings have been erected behind some historic frontages, or within the sites of many of the area's works. The historic frontages make an important contribution to the area's character and define the street scene. Individual buildings and groups, such as those on Cotton Mill Row (photograph), grouped around South Parade (photograph), along Mowbray Street (photograph), and Green Lane/Alma Street (photograph), all demonstrate in different ways, the development and types of industry and associated activities within the area.

Small works, with public houses and a chapel around South Parade give a mute account of the thriving community which existed around Kelham Island until the mid to late 19th century. The dense but rapid development of Mowbray Street, Burton Road and Neepsend Lane after 1855, with numerous works, public houses and eating rooms also strongly expresses the rapid pace of industrial growth and innovation, and the planned development of both production and buildings. These works imitated the grand facade approach at Green Lane Works, reserving quality materials for front elevations, with more modest buildings in the yards to the rear.

Main Types, Periods and Styles, Vernacular Traditions and Details

Buildings with the most architectural pretensions are Cornish Place, Globe Works and Green Lane Works which use classical details, and sash windows, ashlar stone and embellishments in order to reflect the high status of their owners and the high quality of their products. The entrances to many of the works, at Green Lane, Globe Works and Wharncliffe Works for example are similarly grand. For security, these works only had one arched entrance.

The Ebenezer Chapel and former Ebenezer Wesleyan Sunday School, adopt a gothic style, fashionable for ecclesiastical buildings in the 19th century.

Throughout the Conservation Area, behind these grand frontages are numerous brick built work shops, which represent a vernacular tradition of construction and built form, which developed through the latter part of the 18th century and throughout the 19th century. These traditional building forms have their roots in the construction of farmsteads, many of which supplemented agricultural activity with metal working, and from which Sheffield's skills in the metal trades partly derived.

The modest workshops generally have welsh slate roofs, although some have sandstone slate roofs, with brick walls and a regular window arrangement, with flat arched lintels, and stone or brick sills. Workshop windows are casement, with multiple panes, and on the upper floors are in larger areas of glazing in closely set windows, to maximise natural light

for close working. They have a varied roofscape, with a large number of chimneys, serving metal working hearths, forges and furnaces. The steam power chimneys, and crucible stacks, associated with larger workshops, have largely disappeared, although crucible stacks survive at Cornish Works and Lion Works and steam chimneys still exist at Cornish Place, Kelham Island and at Aizlewood's Mill reflecting the industrial processes which took place on these sites.

OPPORTUNITIES

Kelham Island is currently undergoing significant change, as older industries cease operating or move to more modern premises, elsewhere in the city and new uses and activities are begin to establish themselves within the Conservation Area.

Under the Sheffield Unitary Development Plan (adopted in March 1998), the bulk of the Conservation Area has been designated as being for mixed use, in order to further promote the regeneration of the area, and housing and office uses will be encouraged, although it is also a priority to continue to support industrial activity within the area. Further information can be found in U.D.P. Policies MU1, MU9 and MU11. Parts of the Conservation Area are also designated as a General Industry and Business Area, without special industries, and a Fringe Industry and Business Area.

Vacant Sites and Infill Opportunities

There may be opportunities to address the lack of public open space in the Kelham Island Industrial Conservation Area when considering future development proposals. Improving access to, and the management of the riverside are priorities which will be integrated into the areas regeneration.

Small vacant areas, such as the plot on the corner of Bowling Green Street and Russell Street may benefit from environmental enhancements complimentary to the Conservation Area.

The fire damaged Ebenezer Wesleyan Sunday School is an example of a building in need of restoration and re-use. Several other buildings within the Conservation Area have similar potential, especially along the riverside.

Upper Don Walk

Proposed construction of the Upper Don Walk from Lady's Bridge to Ball Street Bridge and beyond, and the mixed use development of the former Exchange Brewery site at Bridge Street, offer the chance to overcome part of Kelham Island's physical and psychological isolation from the City Centre, via an attractive corridor, including new riverside housing, recreational and employment activity. The Exchange Riverside development also includes a partial de-culverting of Kelham Goit, re-emphasising the Island identity, and the history of water power in the city.

Future Developments

Inner Ring Road: The proposed route of the Sheffield Inner Ring Road skirts the south western side of the Conservation Area, from Penistone Road to Gibraltar Street, where it turns north east and crosses Corporation Street towards Spitalfields, cutting across the conservation area. This route may have the effect of reducing the amount of traffic through the Conservation Area, and thus provide opportunities for the development of pedestrian routes and public spaces. The new Don crossing may also allow for Iron Bridge, the earliest river crossing in the area, to be reinstated as a pedestrian bridge across the river.

The line of the inner ring road will, to an extent, isolate the eastern end of the Conservation Area, at Spitalfields.

Conservation Area Partnership, Townscape Heritage Initiative, Heritage Economic Regeneration Scheme, English Partnership, European and Single Regeneration Budget funding: the availability of grant aid will continue to sustain industry and other activities in the area, whilst promoting new uses. Developments at Cornish Place and Brooklyn Works are to be followed by others at Globe Works, Wharnccliffe Works, and the former Borough Steel Works at 53-55, Mowbray Street.

Kelham Riverside Walk: the feasibility study for the walk is complete up to Neepsend Bridge, and current and proposed developments are being designed to accommodate the proposed route. This is integrated into the regeneration of the area, as well as providing a wonderful amenity for the people of Sheffield. The riverside walk will help attract tourism, particularly in conjunction with the development of the Museum and improved interpretation of the heritage of Kelham.

Kelham Riverside Development Agency: this partnership body is dedicated to the promotion of development in the Kelham and wider area.

Factors which Detract from the Area

The inclusion of the Great Mills site within the Conservation Area is no longer justified. Its architecture, and landuse (retail warehousing) are not consistent with the character of the Conservation Area.

SUMMARY

Kelham Island's special architectural and historic interest is derived principally from its significance as one of the city's key historic industrial areas. The quality of buildings and townscape in and around Kelham Island expresses the development of metal working in the 19th century, the specialisation and sophistication of production and finishing techniques, and the wealth of the owners of the works in the area. Kelham Island is historically associated with the lasting legacy of the city's steel industry, from its infancy in the late 17th and 18th centuries, through to its heyday during the late 19th and early 20th century.

**For further advice or information please contact the Conservation Officers at Planning Transport and Highways, The Town Hall, Sheffield S1 2HH.
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David Curtis, Acting Head of Planning, Transport and Highways.
March 2000.

MAPS AND ILLUSTRATIONS

To follow.

REFERENCES AND FURTHER READING

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