

Heritage Impact Assessments of Preferred Development Sites Potentially Affecting Heritage Assets in Craven



Leeds and Liverpool Canal and Firth Street Mill, Skipton

Hinchliffe Heritage for Craven DC
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Introduction

1. This report provides independent Heritage Impact Assessments (HIAs) on the potential impact of development on and around heritage assets at Preferred Development Sites, as identified in the draft Craven Local Plan (5.4.16). It provides an evidence base on heritage issues only to assist Craven DC in deciding whether to confirm the sites as Preferred Development Sites within the emerging adopted Craven Local Plan.
2. The HIAs have been undertaken By John Hinchliffe RTPI, IHBC of Hinchliffe Heritage for Craven District Council.
3. The HIAs were undertaken in August and September 2016 following site visits in August 2016 and have been revised in October 2016 following comments from Historic England.
4. The HIAs have been informed by the relevant Conservation Area Appraisals: *Skipton Conservation Area Appraisal (2008)*; *Settle Conservation Area Appraisal (2008)*; *Craven Conservation Areas Assessment Project: A General Introduction (August 2016)* by Alan Baxter Associates; the relevant *Conservation Area Appraisals (2016)* by Alan Baxter Associates; *Craven Conservation Areas Project: Potential Conservation Area Designations (August 2016)* by Alan Baxter Associates; statutory listing descriptions and; further desk-based research. The *Craven Conservation Areas Assessment Project August 2016* and *Craven Potential Conservation Areas Project August 2016* have not been the subject of public consultation but they are objective studies by professional and independent historic environment consultants. This study has been informed by the same considerations in the *Craven Conservation Areas Assessment Project: A General Introduction August 2016*. This study is supplementary to the *Craven Conservation Areas Project: Draft Allocation Site Assessments August 2016* by Alan Baxter Associates and uses a similar methodology for consistency but the conclusions in this study have not been influenced by it.
5. The HIAs have been undertaken in the context of national planning policy, as set out in the National Planning Policy Framework (2012). In particular, regard has been had to;

a) The fundamental principle:

14. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

For plan-making this means that:

- *local planning authorities should positively seek opportunities to meet the development needs of their area;*
- *Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:*
 - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
 - *specific policies in this Framework indicate development should be restricted.*

b) The guidance on *Conserving and enhancing the historic environment*, notably:

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126. Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account:

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;*
- *the desirability of new development making a positive contribution to local character and distinctiveness; and*
- *opportunities to draw on the contribution made by the historic environment to the character of a place.*

129. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

132. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.

133. Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- *the nature of the heritage asset prevents all reasonable uses of the site; and*
- *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- *the harm or loss is outweighed by the benefit of bringing the site back into use.*

134. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

135. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

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137. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

138. Not all elements of a World Heritage Site or Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 133 or less than substantial harm under paragraph 134, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

c) The definitions in the Glossary:

Designated heritage asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets includes designated heritage assets and assets identified by the local planning authority (including local listing).

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

6. The preparation of the HIA's has been undertaken in the context of the duties imposed upon Craven DC by the Planning (Listed Buildings and Conservation Areas) Act 1990, by S.66:

In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

and by S.72:

In the exercise, with respect to any buildings or other land in a conservation area, ...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

7. The HIAs have been undertaken in the context of national guidance on heritage issues from Historic England, notably:

Conservation Principles: Policies and Guidance for the Sustainable Management of the Historic Environment (2008)

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Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1 (2016)

Managing Significance in Decision-Taking in the Historic Environment: Historic Environment Good Practice Advice in Planning: 2 (2015)

The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning: 3 (2015)

Making Changes to Heritage Assets: Historic England Advice Note 2 (2015)

Engines of Prosperity: new uses for old mills (2016)

The Conversion of Traditional Farm Buildings: A guide to good practice (2006)

8. The HIAs have been undertaken in the context of the local policy on heritage, notably in the Second Draft of the Craven Local Plan (2016):

DRAFT POLICY ENV2: HERITAGE

Craven's historic environment will be conserved and, where appropriate, enhanced and its potential to contribute towards the economic regeneration, tourism and education of the area fully exploited. This will be achieved through:-

a) Paying particular attention to the conservation of those elements which contribute most to the District's distinctive character and sense of place. These include:-

i) The legacy of mills, chimneys, and terraced housing associated with the textile industry

ii) The buildings and structures associated with Settle-Carlisle Railway

iii) The buildings, bridges, locks and other and structures associated with the Leeds-Liverpool Canal and Thanet Canal

iv) The historic market towns of Skipton and Settle

v) The legacy of traditional barns and other buildings and structures associated with the farming industry and historic land estates

b) Ensuring that proposals affecting a designated heritage asset (or an archaeological site of national importance) conserve those elements which contribute to its significance. Harm to such elements will be permitted only where this is outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a designated heritage asset (or an archaeological site of national importance) will be permitted only in exceptional circumstances.

c) Supporting proposals that would preserve or enhance the character or appearance of a Conservation Area, especially those elements which have been identified in a Conservation Area Appraisal as making a positive contribution to its significance.

d) Ensuring that proposals affecting an archaeological site of less than national importance conserve those elements which contribute to its significance in line with the importance of the remains. In those cases where development affecting such sites is acceptable in principle,

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mitigation of damage will be ensured through preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before or during development.

e) Supporting proposals which conserve Craven's non-designated heritage assets. Developments which would remove, harm or undermine the significance of such assets, or their contribution to the character of a place will only be permitted where the benefits of the development would outweigh the harm.

f) Supporting proposals which will help to secure a sustainable future for Craven's heritage assets, especially those identified as being at greatest risk of loss or decay.

9. Although all of the Preferred development sites are within the area for which Craven DC has planning responsibility, the development of some of the sites could affect the views to/from the Yorkshire Dales National Park and its setting. The Environment Act 1995 revised the original legislation for national parks and set out two statutory purposes for national parks in England and Wales:

- 1 Conserve and enhance the natural beauty, wildlife and cultural heritage*
- 2 Promote opportunities for the understanding and enjoyment of the special qualities of national parks by the public*

When the aims and purposes conflict with each other, then the Sandford Principle should be used to give more weight to conservation of the environment.

Although national parks contain many heritage assets, the NPPF does not identify national parks per se as designated heritage assets. It states:

*115. Great weight should be given to conserving landscape and scenic beauty **in** National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations **in** all these areas, and should be given great weight **in** National Parks and the Broads.*

*116. Planning permission should be refused for major developments **in** these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of:*

- the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;*
- the cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way; and*
- any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.*

The NPPF restricts the need for the conservation of landscape and scenic beauty of the National Parks to the Parks themselves, unlike designated heritage assets where the need for conservation is extended to their setting.

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This conflicts slightly with the advice in Para 22 of the *English National Parks and the Broads UK Government Vision and Circular 2010*:

The Parks' assets are affected by many factors which lie outside the direct control of the Authorities, including for example, climate change, farm support payments, terrestrial and marine developments beyond their boundaries and transport. Authorities should assess any external risks and seek to minimise the harmful and maximise the beneficial effects. Supported by the relevant authorities (guided by s11A of the 1949 Act and s17A of the 1988 Act), they are expected to put in place measures which capture opportunities, mitigate and/or resist adverse pressures and which restore and/or recover damaged landscapes and sites from historical and/or ongoing damage.

2. The Heritage Impact Assessment (HIA) Methodology

2.1 The HIAs have been undertaken to comprehensively, systematically and transparently assess the impact of potential development of sites on the heritage significance of the sites and their contribution to the setting of adjacent heritage assets, using the methodology recommended by ICOMOS (International Council on Monuments and Sites) in its *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties* (2011) as a basis. None of the sites are a cultural world heritage property but the methodology nevertheless provides a valid and generally applicable basis for a methodology for fully assessing the impact of change on the significance of heritage assets.

2.2 The ICOMOS Guidance accepts that:

In any proposal for change there will be many factors to be considered. Balanced and justifiable decisions about change depend upon who values a place and why they do so. This leads to clear statement of a place's significance and with it the ability to understand the impact of the proposed change on that significance.

2.3 The assessment process is, in essence, in three very simple stages:

1. What is the heritage at risk and why is it important?

This stage of the assessment has been undertaken in Sections 1 and 2 of each HIA by briefly describing the site and its heritage significance

2. How might development of a site impact on the significance of the heritage assets?

This stage of the assessment is provided in Section 3 of each assessment, by making assumptions about the scale and impact of a development

3. How can these effects be avoided, reduced, rehabilitated (mitigated) or compensated?

This stage is provided in two parts: generic guidance in Section 4 on protecting and enhancing heritage assets and their setting through good design and; b) specific advice relevant for each site

2.4 Levels of Impact

The impacts of potential development have been assessed and put into one of nine levels of impact:

Very Large Beneficial
Large Beneficial
Moderate Beneficial
Slight Beneficial
Neutral

Slight Adverse
Moderate Adverse
Large Adverse
Very Large Adverse.

In some cases, the “Slight” categories have been refined with the addition of “Very”.

The ICOMOS guidelines recommends that the level of impact should then be balanced by assessing the level of impact against the level of significance.

The ICOMOS guidelines also advise that:

Proposals should be tested against existing policy frameworks and the management plan (Conservation Area Appraisal) for the property and surrounding area.

2.5 Levels of Significance

ICOMOS provides guidance on how to assess levels of significance in its *Guidance on Heritage Impact Assessments* (2011). The criteria for assessing levels of significance are included at Appendix 3A of that guidance and at Appendix 2 of this study. ICOMOS recommends that the significance of heritage assets should be assessed partly in relation to their international, national and/or local statutory designations, but linked clearly and objectively to their other heritage values, integrity and authenticity. The methodology was developed for cultural World Heritage Sites but can be adapted to assess the significance of any heritage asset. It recommends that all assets should be graded into one of the following levels of significance, on the basis of how they fit with specified criteria:

- Very High
- High
- Medium
- Low
- Negligible
- Unknown

Where applicable, this study has allocated similar levels of significance to the contribution that the Preferred Development Sites make to the setting of adjacent heritage assets.

2.6 Heritage Values

In *Conservation Principles*, Historic England suggest that heritage values of heritage assets fall into one or more of four types of heritage values:

- Evidential value
- Historical value

- Aesthetic value
- Communal value

The NPPF states slightly differently that categories that heritage interest may be:

- archaeological
- architectural,
- artistic or
- historic.

2.7 Other considerations

Important considerations when assessing levels of heritage significance are the authenticity and integrity of the heritage assets. These are defined as:

Authenticity is a measure of truthfulness. Understanding of the concept of authenticity is guided by ICOMOS's *Nara Document on Authenticity* (1994)

Integrity is a measure of the wholeness and intactness of cultural heritage and its attributes

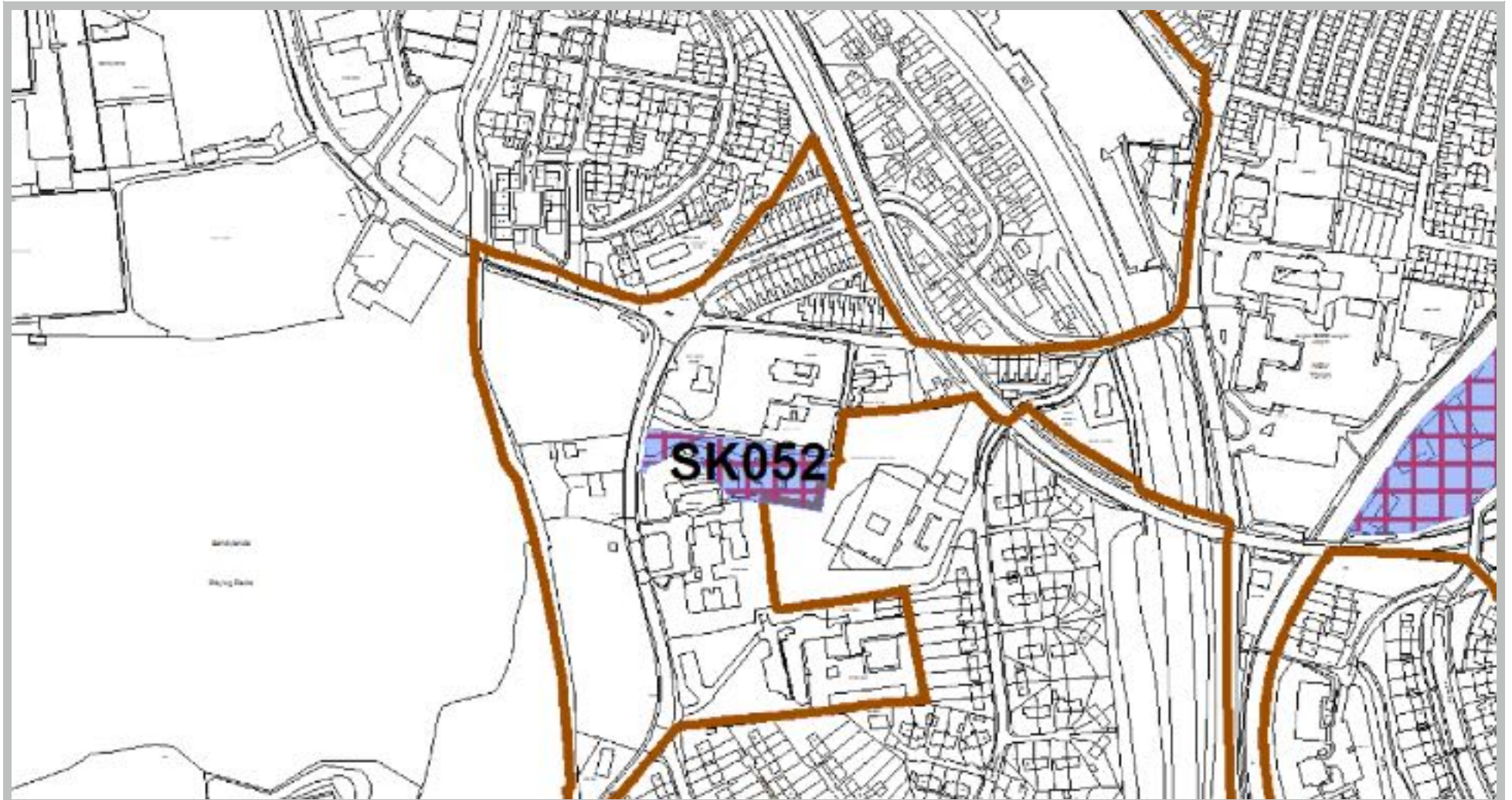
2.8 Impacts Considered

The HIAs have considered the impacts on heritage assets:

- Direct impact on designated heritage assets (Listed Buildings and Conservation Areas)
- Direct impact on undesignated heritage assets (archaeology and landscape features)
- Impact on the setting of designated heritage assets, undesignated heritage assets and the Yorkshire Dales National Park (which was made for its landscape character rather than its heritage value)

3. Heritage Impact Assessments

3.1 Site SK052 Croft House, Carleton Road



Site SK052 Croft House, Carleton Road, Skipton

			
<p>Front elevation of Croft House</p>	<p>Rear elevation and tarmac car park</p>	<p>Front boundary wall and tree-lined drive</p>	<p>Carriage-house/stable at rear</p>

3.1.1 Brief Description of SK052

Site SK052 is on the SW edge of Skipton in an area characterised by large detached houses, medium status terraced houses and mature trees. The site comprises Croft House, a large late 19th C detached house and its grounds. Croft House is an individually-designed and imposing three storey villa, constructed in stone and covered with a slate roof, which appears to have been altered by the creation of a mansard. It has an off-set four storey tower surmounted by iron railings. The principal front doorway is in the base of the tower, is flanked by Corinthian pilasters and has an unusual orthogonal door-head with diagonal edges, the design of which is repeated over the ground and second floor windows and at the top of the tower. Within the door-head is a carved floral cartouche and the Latin inscription *In deo spec* - a masonic motto translated as *My hope is in God*. The original timber windows have been replaced with UPVC windows but they are vertically sliding sash and have the general appearance of authenticity.

At the rear of the site is a detached sandstone building which appears to be contemporary with the house and which was probably the carriage-house and stable. Croft House is set back from the road frontage. It is approached via a tree-lined drive-way which has a front sandstone boundary wall with a coping and piers. The grounds of the house at the front were originally much wider and at the rear they contained further service buildings but parts of the original grounds has been sold off in the past and separated from the house. Much of the retained garden around the house has been hard-surfaced with tarmac to form a car park.

The building was last in use for office/institutional purposes and is currently vacant.

The site is within a predominantly residential area, although the land to the W on the opposite side of Carleton Road is mostly open agricultural land.



Plot of Croft House C.1912, with wider frontage and further buildings at the rear

3.1.2 Heritage Assets in and around the site

The whole site of SK052 is within the Skipton Conservation Area (CA). It is thus part of a designated heritage asset.

Croft House, the front boundary wall, the carriage-house, stable and trees all combine to provide evidence of a substantially complete (albeit slightly altered) Victorian residence of an upper middle class resident. The buildings have architectural value and evidential value and the site as a whole has aesthetic value, with medium levels of authenticity and integrity. The site as a whole makes a positive contribution to the Skipton CA.

The site is of **Medium Heritage Significance** within the Skipton CA.

The site has no known potential archaeological interest.

3.1.3 Conservation Area Appraisal References

The Skipton CA Appraisal has identified the significance of Croft House:

Private detached houses

Building plots on the edge of town, out of reach of air and water pollution, were bought up by mill owners and other wealthy townspeople for private houses... The following later examples are all characterised by stone boundary walls and gardens planted with native and introduced trees, creating a picturesque setting for gritstone architecture in Victorian gothic and Tudor Jacobean styles:

...

By 1888 a fine row of villas on the Carleton Road: 'Brooklands', former Christ Church vicarage (a new vicarage now in the grounds), 'Croft House', 'Ashfield' and 'Burnside', with Roseneath / Belgravia Villas. Imposing frontages face west over the Aire valley.

The appraisal identifies that the setting of the conservation area is partially created by the open agricultural fields around it and that:

Individual building groups which link with the close proximity of natural features include:...

- Victorian villas on Carleton Road (CAC1) have open views to the west and mature trees and shrubs in their grounds.*

3.1.4 Assessment of the potential impact of the development of Site SK052

A development of SK052 involving the demolition of the buildings, the front wall or the removal of any trees would severely damage the heritage significance of the site and the contribution that it makes to the Skipton CA. This would have a **Very Large Adverse** impact on the heritage significance of the Skipton CA.

The existing buildings, the front wall and the trees on the site all make a positive contribution to the character and appearance of the Skipton CA and should be retained. The conservation and conversion of the buildings to beneficial use will ensure their long-term use and maintenance. The opportunity should be taken to enhance the setting of Croft House by replacing some of the surrounding tarmac with a more suitable soft landscaping scheme. Such a development would have a **Large Beneficial Impact** on the site's character, appearance and heritage significance.

The site has only limited potential for new development around the edge of the rear of the site. Any new development would be restricted in number and location and would need to be sensitively designed to respect its spatial and historic setting and avoid the loss of any healthy trees. Such a development would marginally further damage the integrity of the site as an example of a detached merchant's house in its own extensive grounds and would have a **Slight Adverse Impact** on the heritage significance of the Site SK052 and the character and appearance of the Skipton CA.

3.1.6 Conclusion

The development of Site SK052 by the conversion of the existing buildings would have a **Large Beneficial Impact** on a designated heritage asset. The development of SK052 by the construction of new buildings at the rear would have a **Slight Adverse Impact** on a designated heritage asset. In the terms expressed by the NPPF, this would be "Less than substantial harm" but it would be at the lower end of the category of and this harm should be "...weighed against the public benefits of the proposal..." If it is decided to retain Site SK052 as a preferred development site, it should be subject to the development on the site being in compliance with the generic guidance in Section 4 and the specific guidance in Section 3.1.7.

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3.1.7 Mitigation, Harm Reduction and Measures to Ensure that the Development Maximises the Enhancement of the Heritage Assets

Croft House and the carriage-house/stable should be retained and converted to apartments in a way which retains their architectural character.

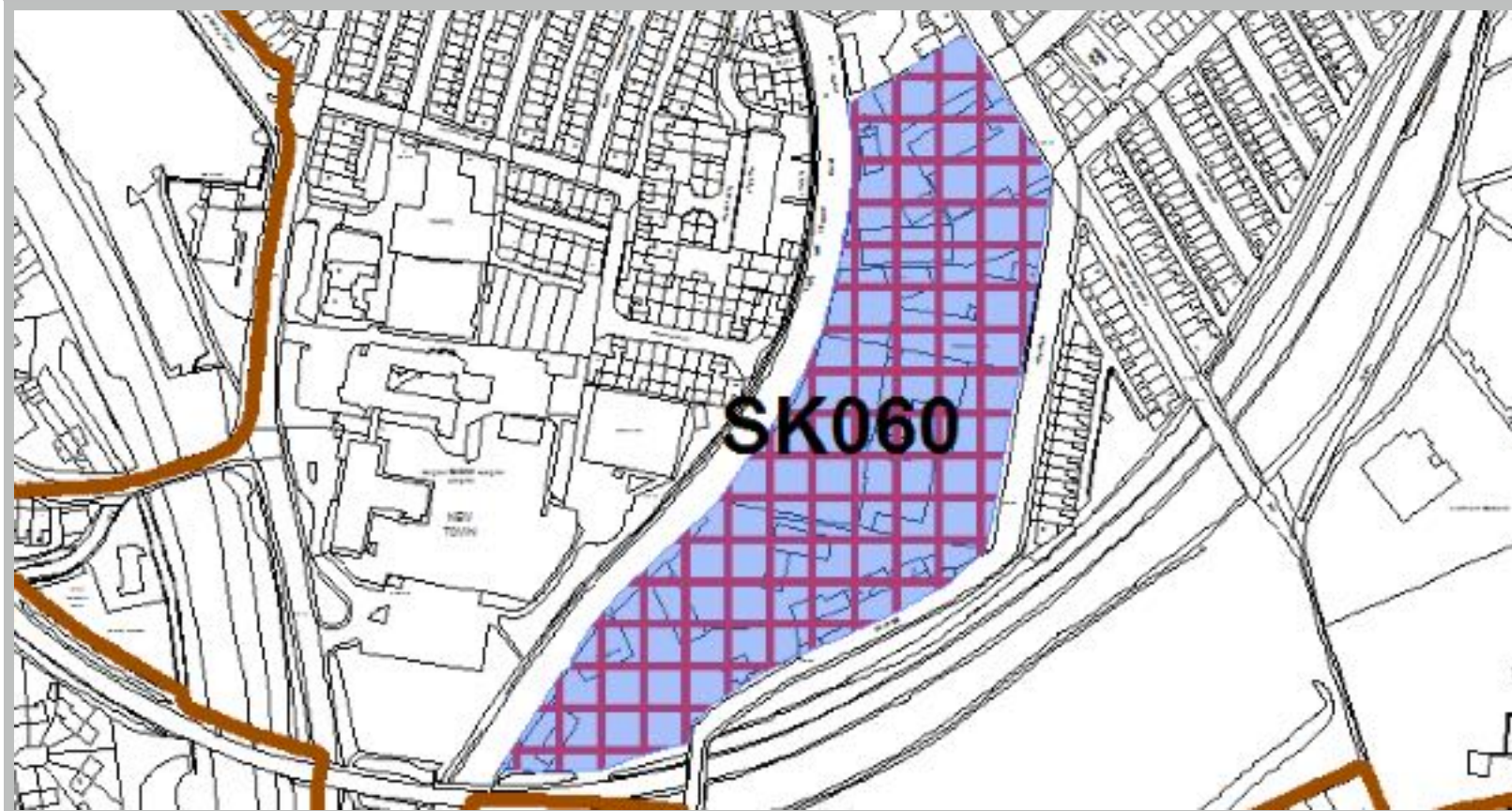
Any development proposal should include an arboricultural survey to ascertain the exact location, species and condition of all trees on the site. All healthy trees should be retained and work undertaken to maintain them in a healthy condition.

The front boundary wall should be retained and restored.

The opportunity should be taken to investigate the replacement the existing tarmac surface around Croft House with soft landscaping and more appropriate natural materials.

The potential for new buildings on the site is extremely limited due to the need to retain the trees, the existing buildings and the immediate setting of the buildings. Any new buildings should be built at the rear of Croft House, around the edge of the site.

3.2 Site SK060 Land and buildings W of Firth Street (Merrit and Fryers Site)



Site SK060 Land and buildings W of Firth Street (Merrit and Fryers Site)

			
Building A fronting on to Firth Street	Important stone wall on road frontage above Building B	Important stone wall and Building C which fronts on to canal (on other side)	Building D

3.2.1 Brief Description of Site SK060

Site SK060 is in the S of Skipton, adjacent to the E bank of the Leeds and Liverpool Canal and W of Firth Street. It is bounded by a railway line to the S. The natural topography slopes up to the E from the canal, although much excavation took place in the 19th C to facilitate the site's development industry. Most of the buildings are at the level of the canal although some are higher buildings along the E edge. The site's development was part of Skipton's pattern of industrial expansion along the canal during the 19th C. The earliest industrial buildings were built in 1877, the site was expanded 1906 and subsequently with further buildings but the mill closed in 1970. The N part of the site is currently in mixed industrial use and/or vacant and has planning permission for redevelopment (63/2015/15417). The S part is in use as a building supplies warehouse/yard (Merritt and Fryers). Along the SE boundary within the site are some mid-20th C dwellings, which are rendered and have flat roofs, some garages and a stone-built office/showroom. The site is surrounded to the N and E by terraced housing, of a similar period to the early industrial buildings, some of which provided accommodation for the workers in the mill. The terraced houses to the E are on higher ground and have views over the site to the W.

The site comprises a variety of buildings of varying design, purpose, height and materials. The earliest buildings on the site are constructed in sandstone and have slate roofs. Building A and Building C are large buildings which are landmarks within the townscape and from the canal. Building A in particular presents an architecturally ordered and formal frontage on to Firth Street and Building C presents a similar frontage on to the canal, albeit that they are in need of some maintenance and repair. Part of the boundary of the site with Firth Street and some internal boundary walls are tall stone walls which create a strong sense of enclosure.

3.2.2 Heritage Assets in and around the site

The whole site of SK060 is within the Skipton CA. It is thus part of a designated heritage asset of **Medium Heritage Significance**. The Leeds and Liverpool Canal is part of that Conservation Area and although it is not designated as an entity in its own right, it is a linear historic structure of **High Heritage Significance**.

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Within the site the buildings have varying degrees of heritage significance and contribute in varying ways to the character and appearance of the SCA.

The buildings at the N and S ends of the site generally: are mid-late 20th C buildings; are faced with modern brick, timber cladding and/or render; are covered with modern sheet roofing materials or have flat roofs and; are of unexceptional design. These buildings are of either **Neutral or Negative Heritage Significance**.

The historic buildings in the centre of the site, between Firth Street and the canal mostly have heritage significance. Those which are of **Medium Heritage Significance** are (see Plan FSt):

- Building A: a large two storey stone building with a slate roof fronting directly on to Firth Street with 8 bays of large windows/doors and a moulded stone gutter at the front; it has a long rear wing with glazed panels along the full length of the roof at ridge level and a small central gable on the S elevation
- Building B: a single storey shed attached to Building A and the tall retaining wall on the E boundary; it has a North Light roof (an asymmetrically-pitched roof) covered with slate on the shallow-pitched S-facing slope and fully glazed on the steeper, N-facing slope. The roof is supported on steel stanchions
- Building C (See photo on front cover): a large two storey building fronting on to the canal; with large window openings (with replacement windows) on the S and E elevations, all with dressed cills and heads; with a North Light roof. The building mostly has an orthogonal plan but the W wall departs from that norm by following the line of the canal
- Building D: a small two storey building to the S of Building C and separated from it by a passage; with a conventional pitched and slated roof; having tooled quoins, window cills and heads and corbeled eaves

Many of the stone boundary walls provide evidence of the need for security, stability (where they are retaining walls), make a strong contribution to the character and appearance of the area and are also of **Medium Heritage Significance**.

Some intervention have been made in the original form and details of the historic buildings and boundary walls but they still combine to represent an evolved ensemble of industrial buildings which bear witness to Skipton's industrial heritage and to the influence of the canal. The industrial buildings combine with the surrounding terraced houses to create a settlement of 19th/early 20th C homes and workplaces of high authenticity and integrity.

The historic buildings and walls contribute positively to the character and appearance of the Skipton CA in general and to the setting of the adjacent Leeds and Liverpool Canal and terraced housing.

The site is identified in the Historic Environment Record held by North Yorkshire County Council as having potential archaeological interest.

3.2.3 Conservation Area Appraisal References

The *Skipton CA Appraisal* (2008) identifies the contribution of the industrial buildings;

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Views into the town

Canal approach from the south (Leeds): fields, varied housing, railway bridge and 'canyon' of industrial buildings.

It also recognises the importance of industrial heritage and the threats to it:

Like the larger nineteenth-century banks and shops in the town this is a building type (industrial buildings) which has received less attention as a part of the town's architectural heritage. Recent and ongoing research is drawing attention to the structural and historic importance of the town's industry and its fragile nature.

3.2.4 Assessment of the potential impact of the development of Site SK060

The historic buildings on the site (identified on Plan FSt) are of heritage significance and make a positive contribution to the character and appearance of the Skipton CA. They should be retained, restored and be in beneficial use to ensure their long-term maintenance. A development which retains the historic buildings and converts them sensitively would ensure their long-term maintenance and repair have a **Large Beneficial Impact** on the heritage significance of the site as a whole and its contribution to the wider Skipton CA. Although some of the buildings of heritage interest on Site SK060 are in use, Building A is not in use and it would benefit from a conversion to residential use and comprehensive restoration. All of the historic buildings on the site are capable of conversion to residential use or ancillary uses.

A development on site SK060 which involves the demolition of the buildings of heritage significance would severely damage the heritage significance of the site and the contribution that it makes to the SCA and the setting of the canal and the adjacent housing. The demolition of the historic buildings would have a **Very Large Adverse Impact** on the heritage significance of the Skipton Conservation Area and the setting of the canal. However, these historic buildings have the potential for conversion to residential use and this could retain their heritage significance, if the development is undertaken in a way which protects and enhances their heritage interest.

A development on site SK060 which involves the demolition of the buildings of neutral or negative heritage significance would enhance the character and appearance of the Skipton CA and the setting of the Leeds and Liverpool Canal by removing unsightly buildings which detract from the character and appearance of the SCA. Their demolition would have a **Large Beneficial Impact** on the heritage significance of the site as a whole and its contribution to the wider Skipton CA. The sites which are occupied by these buildings have potential for redevelopment in a way which could retain and enhance the the heritage significance of the CA, if it is undertaken in is done in a way which responds to its historic and spatial context.

The Leeds and Liverpool Canal passes through a great variety of landscapes along its full length and even through the section within Craven DC. When built, it was designed to link existing industries but it soon subsequently attracted both new industrial developments and residential developments alongside it for the workers on the canal and the adjacent industries, many of which now contribute positively to its setting. The canal also passes through extensive rural and urban-fringe areas. The canal does not have a typical setting which demands protection or which sets a template for replication but around Site SK060, it is within the built-up part of Skipton and has a predominantly urban setting. If that part of the site, currently occupied by buildings of no heritage value, were to be redeveloped, it should be done in a way which responds to its urban setting. A redevelopment of SK060 would have an adverse impact on the site, its setting and thus its heritage significance if it were to ignore the presence of the retained historic buildings on the site, the canal and the relationship of the site with the adjacent terraced housing. However, the redevelopment of

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the site of demolished buildings should be undertaken in a way which would respect the setting of the site, the canal and the adjacent housing and this would have a **Large Beneficial Impact** on the heritage significance of the site and its contribution to the SCA.

3.2.6 Conclusion

The development of Site SK060 by the conversion of the existing buildings of heritage interest would have a **Large Beneficial Impact** on the character and appearance of the Skipton CA. The development of Site SK060 by the construction of new buildings at the rear would have a **Large Beneficial Impact** on the Skipton CA. Site SK060 should be retained as a preferred development site, subject to the development on the site being in compliance with the generic guidance in Section 4 and the specific guidance in Section 3.2.7.

3.2.7 Mitigation and Harm Reduction

Buildings A, B C and D (identified on Plan FSt 1) and the stone walls at Site SK060 should be retained and the buildings converted to apartments in a way which retains their special architectural and historic interest. The conversion should follow the guidance in Historic England's *Engines of Prosperity: new uses for old mills* (July 2016)

Any development proposal for Site SK060 should be informed by a detailed heritage statement for the site to ascertain the dates and extent of past alteration of the buildings and to provide an assessment of their heritage significance.

Any new residential units fronting on to the canal should be designed to provide an active and animated frontage on to the canal, with the principal elevations set back no more than 4m from the edge of the canal.

No walls, fences or other boundary treatments greater than 1.2m in height shall be built along the site boundary with the canal.

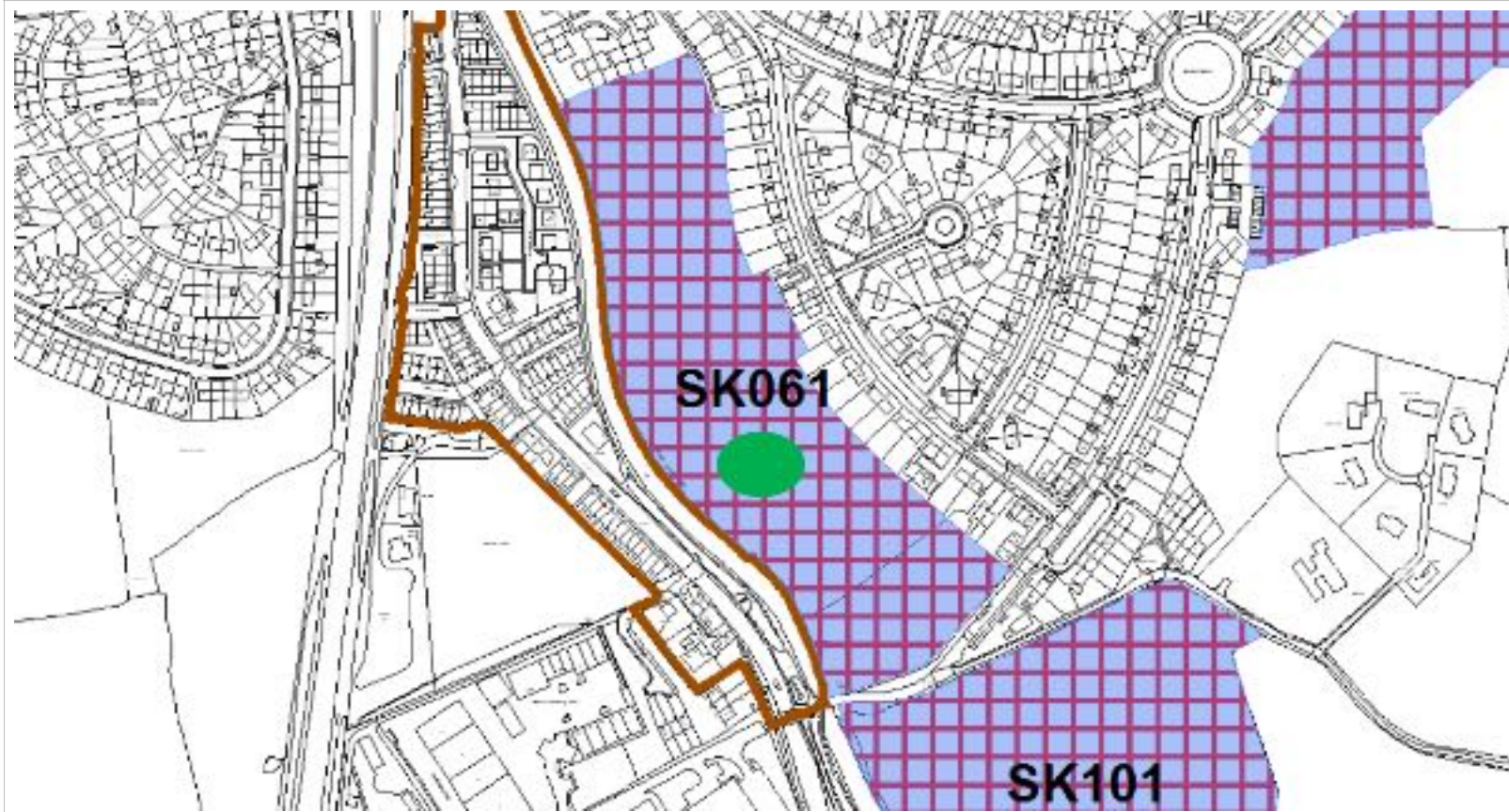
Any new residential units on the site should be designed with a high percentage of terraces or 2/3 storey blocks of apartments to harmonise with the predominant grain of historic development in this vicinity.

Any development of the site should be informed by an archaeological evaluation of any features identified in the HER.



Plan FSt. Historic Buildings to be retained and converted at Site SK060

3.3 Site SK061 Land East of Leeds and Liverpool Canal, W of Sharphaw Avenue, Skipton



Site SK061 Land East of Leeds and Liverpool Canal, W of Sharphaw Avenue, Skipton. Net developable area

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View Northwards from Cawder Road



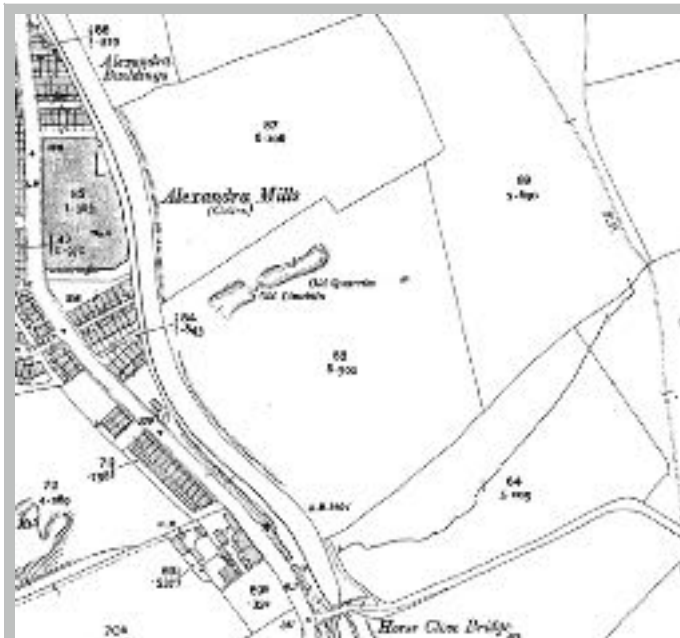
View Westwards from footpath at rear of Sharphaw Avenue



View north Eastwards from Horse Close Bridge over canal



View northwards along canal with site on the R



Historic OS Map showing "Old quarries" and "Old Limekiln" on the site

3.3.1 Brief Description of Site SK061

Site SK061 is a single field of pasture land on the S edge of Skipton. The land slopes down gently from E to W to the Leeds and Liverpool Canal which meanders N-S along the W boundary of the site. The towpath is on the opposite (W) bank of the canal at this point. Only a few shrubs and trees are on the site, mostly around the edges. The N, E and S boundaries are timber post and rail fences.

Beyond the canal to the W the land is developed with a range terraced and semi-detached houses of the late 19th C. To the N and E of the site, the land is developed with semi-detached houses of the mid-20th C, which back on to those site boundaries. A footpath runs along the northern-most edge of the W boundary.

Horse Close Bridge is a stone bridge which carries Cawder Road over the canal immediately outside the SW corner of the site.

Views of barges on the canal are possible over the site from Sharphaw Avenue and Cawder Road but the canal itself can barely be seen due to the topography. The site is highly prominent from the canal towpath and from Horse Close Bridge.

3.3.2 Heritage Assets in and around the site

There are no designated heritage assets within the site.

The site is outside the Skipton Conservation Area (SCA) but the boundary of the CA runs along the E bank of the adjacent Leeds and Liverpool Canal at this point and so the site abuts the SCA. The open fields of the site provide a rural setting for the canal and the SCA. The openness of the site contributes in a small way to the visual setting by enabling views over it from the canal to the higher land to the E and from Sharphaw Avenue to the canal and the historic houses on the W side of the canal but these views are not especially dramatic or significant. There is no evidence of any direct functional relationship between the site and the canal .

The site makes a **low contribution** to the rural setting for the SE part of the Skipton Conservation Area. The value of its contribution is limited by the presence of a large estate of 20th C housing E of the site which encloses the E boundary and already creates an urban residential character. Most of the houses to the W within the adjacent part of the Conservation Area are terraced houses which were built for workers in nearby mills and so although the site provides a pleasant aspect for the houses beyond the canal, its the agricultural openness and agricultural use of the site have no direct functional association with those houses.

The canal itself is not a listed building and although many of the associated structures along its length are listed, such as locks and bridges are listed, Horse Close Bridge is not listed. However, it is just within the SCA and thus part of the designated heritage asset.

The historic OS map of the site shows that an old quarry and an old lime kiln were located within the site and although these are of heritage interest, it is not known at this stage whether any evidence of them survives as heritage assets. They could be undesignated heritage assets.

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The Leeds and Liverpool Canal is 127 and a quarter miles long. It was built to transport commodities between various sites and towns in N England, notably for Skipton, limestone and textile materials. Its construction started in 1770 and this section between Skipton and Bingley was completed by 1773. The canal has evidential value and historic values as it was crucial to the development of Skipton in the late 18th C and early 19th C. A particular feature of the canal as it passes through Skipton is its 'sidelong' nature: it sits on sloping ground and has been constructed by excavating ground from the high (E) side and depositing it on the low (W) side as an embankment or behind a retaining wall. The canal thus has evidential and technological value for its form of construction. The high heritage significance of the canal is demonstrated by its function in providing a transport link between Liverpool World Heritage Site and Saltaire World Heritage Site.

The canal still provides recreational routes for users of barges, for walkers, cyclists and fishermen and thus has high communal value. The canal is a linear feature which benefits from long, framed views along its length, especially from slightly elevated positions on its bridges, such as Horse Close Bridge which carries Cawder Road.

Although this part of the canal is within the Skipton CA, the canal as an entity is an undesignated heritage asset. However, it is an undesignated heritage asset of **High Heritage** significance, due to its historic importance.

The site is identified in the Historic Environment Record held by North Yorkshire County Council as having potential archaeological interest.

3.3.3 Relevant References too the Site Conservation Area Appraisal

The Skipton CA Appraisal (2008) has identified the significance of the Leeds and Liverpool Canal as:

The largest built structure in Skipton.

The appraisal includes much descriptive and analytical material about the canal but does not include any specific historical or townscape assessment of the stretch of the canal adjacent to site SK061.

The appraisal comments on the preferred site but does not infer that it has any special heritage or visual value:

On the (east) offside fields rise from canal level up to modern social housing; up to Horse Close bridge a large open field currently used for grazing gently slopes down to the canal, overlooked by the mid twentieth century Horse Close Estate.

The appraisal identifies that the canal passes through both town centres and rural areas and that it has several associated "typical" arched stone bridges which carry roads over it. The appraisal identifies the Canal Zone through the town as a Zone of Characterisation, consisting of:

...the canal structure (including aqueducts), tow paths and furniture (bollards, cranes, mooring rings etc) bridges, wharfs and related buildings (warehouses, offices) extending throughout the town

The appraisal identifies important views into the town from surrounding hills and roads, including the view over the site from Shar Phaw:

Views into the town from surrounding hills, canals and roads

- *The town in its setting, from Sharp Haw, Pinhaw to north west*

3.3.4 Assessment of the potential impact of the development of Site SK061

The development of site SK061 with a medium density residential development will not directly affect any designated heritage assets, as there are no designated heritage assets on the site.

The development of site SK061 with a medium density residential development will involve the loss of the open rural character and its replacement with a suburban residential character. The change of land use and appearance will affect the setting of the adjacent section the Leeds and Liverpool Canal, which is within the Skipton CA but the loss of the openness in this case is a **Slight Adverse Impact**, given that the openness only makes a low positive contribution to the setting. The impact of the development itself could be adverse, neutral or beneficial, dependent upon the design of the development. The benefits deriving from a high quality and contextual design could mitigate and outweigh this negligible adverse impact of the loss of openness.

The Leeds and Canal passes through a great variety of landscapes along its full length and even through the section within Craven DC. When built it was designed to link existing industries but it soon subsequently attracted both new industrial developments and residential developments for the workers on the canal and the adjacent industries to be built alongside it. The canal also passes through extensive rural and urban-fringe areas. The canal does not have a typical setting which demands protection or which sets a template for replication.

A development of SK061 which ignores the presence of the canal and which simply backs on to it with a domestic rear gardens and/or a hard, blank boundary would have a **Moderate Adverse** impact on the setting of the site and thus on its heritage significance. However, the development of the site could and should be undertaken in a way which would respect the setting of the site, the canal and the adjacent housing to the W and this would have a **Medium Beneficial Impact** on the heritage significance of the site and its contribution to the SCA. The development could positively embrace the general pattern of historic canal-side dwellings elsewhere along its length by having dwellings which front on to the canal. Alternatively, the development could retain a soft open strip immediately adjacent to the canal to reduce the impact of new dwellings and provide a new linear amenity space and recreational link.

The development of the site could potentially have an adverse impact on the potential archaeology of the lime quarry and kiln and so any development should be informed by an archaeological evaluation to ascertain the extent of their survival and avoid any such adverse impact.

3.3.6 Conclusion

On balance, residential development on Site SK061 would have a **Slight Adverse Impact** on the setting of the Skipton CA and the Leeds and Liverpool Canal (an undesignated heritage asset of high heritage significance). In the terms expressed by the NPPF, this would be “Less than substantial harm” and this harm should be “...weighed against the public benefits of the proposal...” If it is decided to retain Site SC061 as a preferred development

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site, it should be subject to the development on the site being in compliance with the generic guidance in Section 4 and the specific guidance in Section 3.3.7.

3.3.7 Mitigation and Harm Reduction

Any harm to the setting of the Leeds and Liverpool Canal and this part of the Skipton CA could be mitigated and/or reduced if that part of Site SK061 adjacent to the canal is developed in one of two distinct ways:

a) Development fronting on to the canal

The residential units fronting on to the canal should be designed as terraces to harmonise with the predominant grain of housing on the W side of the canal in this vicinity.

The houses shall be designed to provide an active and animated frontage on to the canal, with the principal elevations set back no more than 3m from the edge of the canal.

No walls, fences or other boundary treatments greater than 1.2m in height shall be built along the site boundary with the canal.

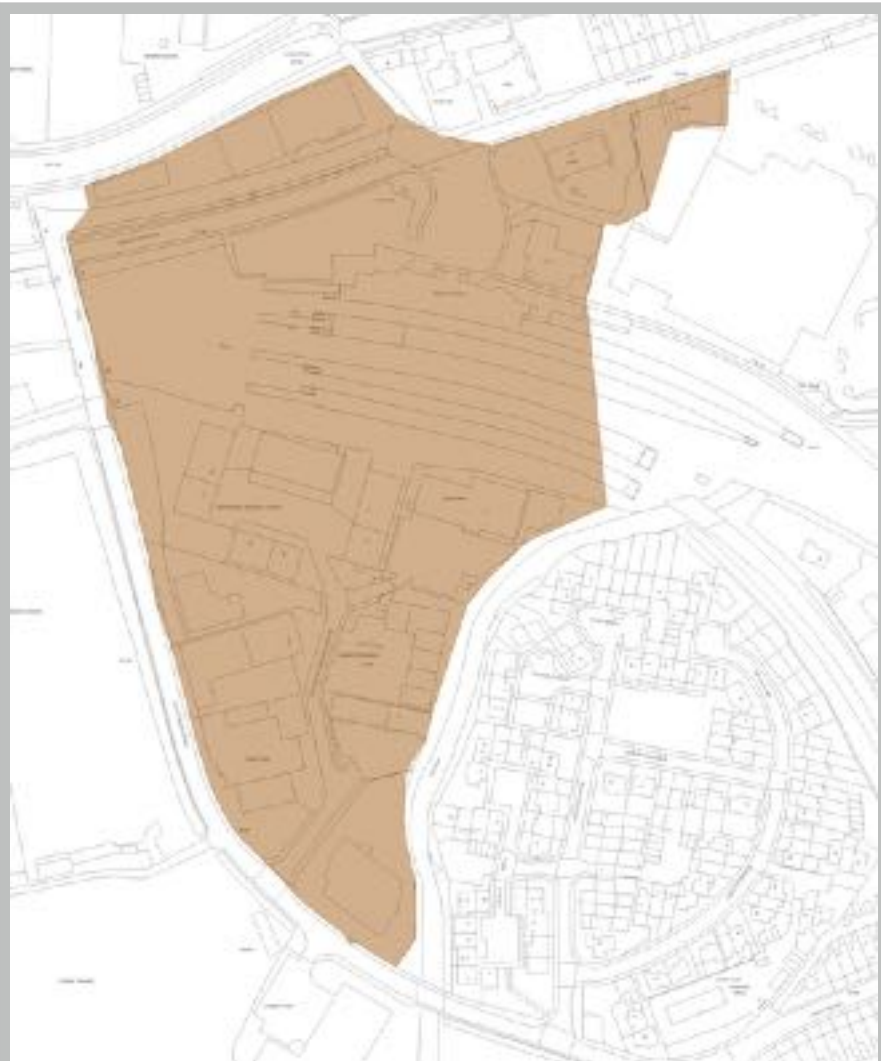
or

b) Development with a green buffer zone fronting on to the canal

A public open space of a minimum width of 10m shall be provided along the W edge of the site with the canal to provide a landscaped green buffer zone which shall include a path/cycle-way between Horse Close Bridge and the footpath in the NE corner of the site.









Any development of the site should be informed by an archaeological evaluation of the survival of the old lime quarry, the lime kiln and any other sites identified in the HER.

3.4 Skipton Railway Station Regeneration Opportunity Site, Skipton



Skipton Railway Station Opportunity Regeneration Area

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<p>Former Dairy on Broughton Rd</p>	<p>Industrial/Service/Retail Units on Carleton New Road</p>	<p>Leeds and Liverpool Canal beyond boundary of tyre outlet</p>	<p>Stone wall and dense planting strip between railway lines and S industrial area</p>
			
<p>Stone wall on Carleton New Road Bridge</p>	<p>Industrial units in S Area</p>	<p>Sorting Office in S Area</p>	<p>Skipton Station with car park in front</p>

3.4.1 Brief Description of the site

The Skipton Station Opportunity Regeneration Area is located W of the town centre and is centred around Skipton Railway Station. The majority of the area is S of Broughton Road and its topography is flat but a small portion of the site is on higher ground N of Broughton Road, at the level of the Leeds and Liverpool Canal. The site is effectively separated by the railway line into a N Area and a S Area. The N and S areas are linked by Carleton New Road which crosses over the railway line and Broughton Road on a bridge.

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The N area includes: the Railway Station and its car park, Skipton Fire Station a redundant former dairy building and several mature trees on the S side of Broughton Road and some 20th C industrial units N of Carleton Road, backing on to the canal.

The S area is wholly occupied by a variety of 20th C industrial buildings including the Royal Mail sorting office, laid out around a cul de sac. Some of these buildings have been converted to other uses such as a bowling alley.

3.4.2 Heritage Assets in and around the site

Skipton Railway Station is a Grade II Listed Building (see Appendix 1 for listing description) and is thus a designated heritage asset of **High Heritage Significance**.

Skipton Railway Station, its car park, the W end of the railway sidings and land at higher level adjacent to the canal are all in the Skipton CA and thus part of a designated heritage asset.

The Leeds and Liverpool Canal is an undesignated heritage asset in its own right, but it is of **High Heritage Significance** and the higher land forming part of the N Area of the Skipton Station Opportunity Area is part of the setting of the canal.

The only other historic/townscape features of any note on the Skipton Station Opportunity Area are: the stone bridge which carries Carleton New Road over Broughton Road and the railway lines; the mature trees to the N of the station and; the densely planted boundary and low dry stone wall between the S Area and the railway sidings. The bridge: is an important structure of **Medium Heritage Significance** in its own right; affords views to the surrounding agricultural land and hills to the SW and to the Railway Station and town centre to the E and; acts as a gateway to the town centre when approaching along Broughton Road from the W.

The S Area, is adjacent to the Skipton CA but it is effectively visually separated from it by the dense strip of planting on the boundary with the railway sidings and makes negligible contribution to its setting.

The site is identified in the Historic Environment Record held by North Yorkshire County Council as having potential archaeological interest.

3.4.3 Relevant References to the Site in the Skipton Conservation Area Appraisal (2008)

The development of the railways in Skipton is described in the Skipton CAA:

Skipton became a railway town in 1847 when the Leeds-Bradford-Keighley Railway was extended, soon joined by the Lancashire and Yorkshire Railway from Manchester. In 1875 the Settle-Carlisle line was opened providing a main line between London and Scotland, and a new station (the current station) was built. By the end of the century the ancient high-level roads for pedestrians and animals had almost gone out of use, as low-level routes - canal, rail and road- competed for transport business.

In assessing the townscape, the Skipton CAA states:

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· *Railway gateways*

The line from Leeds and Bradford approaches from the south across the water meadows of the river Aire. It enters a deep cutting with housing on each side and passes under the Carleton New Road bridge before reaching the station. The cutting forms a gateway approach to the listed railway station.

In assessing Views out of the town, the Skipton CAA identifies an important view:

· *From Carleton New Road railway bridge, over station, Christ Church, New and Middle Town.*

In assessing negative features, the Skipton CCC identifies:

· *Carleton New Road station approach - poor fencing*

3.4.4 Assessment of the potential impact of the development of Skipton Station Opportunity Area

The Skipton Station Opportunity Area is a previously developed “brownfield” site but none of the existing buildings within the site (except the station itself and the New Carleton Road bridge)) contribute positively to the character and appearance of the Skipton CA or the setting of surrounding heritage assets. Skipton Station is an operational railway station and a Grade II listed building which has been comprehensively restored and is in good condition. If the Skipton Station Opportunity Area is to be redeveloped, the retention and continuation in beneficial use must be ensured. All opportunities should be explored to enhance the setting and operation of the station. Although the operation of the station requires vehicular access and an adequate car park, the visual setting of the station when viewed from Broughton Road could be enhanced by creating a landscaped amenity area in front of it. Such a development would have a **Large Beneficial Impact** on the setting of the station. The Fire Station is in use but it is a relatively modern building of limited architectural interest and its site could be redeveloped without necessarily having an adverse impact on the setting of the railway station or its setting. The adjacent former dairy building is a early 20th C building and although it has a traditional roof of natural slate with a stone copings, it is of negligible heritage significance and its site could be redeveloped without necessarily having an adverse impact on the setting of the railway station or its setting. Any redevelopment in this area should also retain the mature trees as they contribute to the character and appearance of the Skipton CA.

At present, the only vehicular and pedestrian access to the station is from Broughton Road. Whilst this access satisfactorily serves the town centre, anyone approaching from the S needs to make a circuitous approach over Broughton road on Carleton New Road. If the Skipton Station Opportunity Area were to be redeveloped, the opportunity to provide an alternative access to the station on the S side should be explored, whilst retaining as much as possible of the strip of planting and dry stone wall. All of the existing buildings in the S Area of the Skipton Station Opportunity Area are in use but none of them have an architectural interest of heritage significance and the whole of this part of the site could be redeveloped without any harm to the character or appearance of the setting of the station or the Skipton CA. Indeed, its redevelopment has the potential to enhance these settings.

The Leeds and Liverpool Canal is a key heritage asset adjacent to the Skipton Station Opportunity Area but at present the the 20th C retail/service buildings at the E end of Carleton New Road back on to it and detract from its setting. If the Skipton Station Opportunity Area is to be redeveloped,

the opportunity should be taken to create a development which faces positively on to the canal and thereby have a **Large Beneficial Impact** on the setting of the canal.

The bridge which carries Carleton New Road over Broughton Road and the railway lines is also an heritage asset but, provided that the bridge is retained and adequately maintained as part of the redevelopment of the Skipton Station Opportunity Area, the impact on it and its setting would be neutral.

3.4.6 Conclusion

The development of the Skipton Station Opportunity Area has the potential to deliver **Large Beneficial Impacts** on the character and appearance of the Skipton Conservation Area, Skipton Station and the Leeds and Liverpool Canal. The Skipton Station Opportunity Area should be retained as a preferred mixed use development site, subject to compliance with the generic guidance in Section 4 and the specific guidance in Section 3.4.7.

3.4.7 Mitigation, Harm Reduction and Measures to Ensure that the Development Maximises the Enhancement of the Heritage Assets and their Setting

The opportunity to improve the setting of Skipton Railway Station and access to it should be explored as part of any comprehensive redevelopment of the Skipton Station Opportunity Area by creating a landscaped amenity area in front of the station and providing a secondary access on the S side of the station.

The setting of the Leeds and Liverpool Canal and this part of the Skipton CA could be retained and enhanced if that length of the Skipton Station Opportunity Area adjacent to the canal is developed whereby:

- any buildings units fronting on to the canal are designed to provide an active and animated frontage on to the canal, with principal elevations set back no more than 3m from the edge of the canal.
- no walls, fences or other boundary treatments greater than 1.2m in height are built along the site boundary with the canal.









Any development of the site should be informed by an archaeological evaluation of features which might be identified in the HER.

3.5 Cavendish Street Opportunity Area, Skipton



Cavendish Street Opportunity Area

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<p>View of existing building and car park on W Site from Cavendish Street</p>	<p>View of car park in W Site and former mills beyond</p>	<p>High stone retaining wall in W Site</p>	<p>Framed view of mill chimney from W Site</p>
			
<p>Fractured Cavendish Street frontage of E Site</p>	<p>View of E Site from Belmont Bridge over canal</p>	<p>Framed view of Christ Church</p>	<p>View of E Site from Gallows Bridge</p>

3.5.1 Brief Description of Cavendish Street Opportunity Area

The Cavendish Street Opportunity Area is adjacent to the town centre, on its SW side. The site is effectively divided by Cavendish Street into two areas: the W Area (occupied by the B & M Store and large private car park) and; the E Area (occupied by a range of retail/leisure buildings and a public car park). The natural topography slopes very gently up from W to E along Belmont Road but both areas are flat, as part of Area A is cut into the ground below Cavendish Street and has a stone retaining wall along that boundary.

The W Area was formerly occupied by the dyeing sheds associated with Belle Vue Mills on the opposite side of Belmont Street and although the buildings themselves were demolished many years ago, the stone boundary wall (partly a retaining wall) largely survives intact. The S part of the W



Skipton 1850

Detail of Skipton 1850

area is occupied by a late 20th C retail unit and the N part is occupied by a car park, accessed from Belmont Street. On the W boundary of the W area runs the Eller Beck, which is partly retained by stone walls which are currently being rebuilt. Beyond the beck to the W is a superstore and its own large car park. The Waller Hill Beck runs along the S boundary of the W Area, although it is effectively hidden from view at present by the existing building.

The E Area was also formerly built-up, mostly by industrial and canal-related buildings constructed after 1850 but the only historic structures currently on the site are: the altered low stone building in the centre of the Cavendish Street frontage with a date 1934 and; stone boundary walls, notably along the E boundary, fronting on to the canal towpath. The other existing buildings on the site are 20th C retail buildings of little interest although one is constructed in stone and has a barn-like appearance. The majority of the site is a public surface-level car park, which enables a pedestrian link through it to/from the S end of the town centre on to the canal tow path and the historic Gallows Bridge in the SE corner. The canal runs N-S along the E boundary of the E area.

To the N, E and S of the Cavendish Street Opportunity Area, the historic mill buildings and terraced housing of the town survive, and so in many respects, the Cavendish Street Opportunity Area is a gap site within the historic urban fabric of the town. This is especially apparent along the E side

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of Cavendish Street (see photo) where the long frontage between No.3 and the Skipton Antiques Centre is only partially filled by a single storey stone building (now a bar).

3.5.3 Heritage Assets in and around the Site

The boundary of the Skipton CA runs down Cavendish Street at this point, with the effect that the E Area of the Cavendish Street Opportunity Area is within the CA and thus part of a designated heritage asset. The W Area is outside the CA, although it contributes to its setting, especially as the terraced houses and mills to the N are also in the CA. As a whole the site has **Neutral Heritage Significance** for its contribution to the Skipton CA, as it has some buildings and voids which detract from the character and appearance of the CA but also has some important boundary walls and a strong historical association with the rest of the town. The contribution that the site makes could be much enhanced.

The Leeds and Liverpool Canal, immediately to the E of the site is an undesignated heritage asset in its own right, of **High Heritage Significance**. Linear views along the canal, framed by buildings and walls make a strong contribution to the character of Skipton. Gallows Bridge provides an important viewpoint over the canal and over the site but at ground level, the stone wall along the E boundary of the site effectively separates the canal from the site both visually and practically.

Other historic/townscape features of note on and around the Cavendish Street Opportunity Area **Low/Medium Heritage Significance** are: the stone boundary walls around both parts of the area; the views over the site towards the historic parts of the town, especially the landmark buildings of Christ Church and the mill chimney; the Eller Brook along the W boundary of the W Area and; the low stone building on the Cavendish Street frontage of the E Area.

There are no listed buildings within the immediate vicinity of the site, although the large listed buildings of Christ Church and Bell Vue Mills are important landmarks which can be seen from the site.

3.5.3 Relevant References to the Site Conservation Area Appraisal

On the industrialisation of Skipton following the opening of the canal, the appraisal states:

The transition from wool to cotton is exemplified by the development of Belle Vue Mills on the (then) outskirts on the Broughton Road by John Dewhurst. Built in 1828 as a steam-powered worsted spinning and weaving mill, it was rebuilt for cotton-spinning in 1831 and expanded into full yarn production throughout the later nineteenth century and into the twentieth century

On listed buildings in the vicinity of the Area, the appraisal highlights:

Broughton Road: Belle Vue Terrace (nos.20-32), dated 1860 and part of the great Dewhurst's Mill development.

On the importance of industrial buildings, the appraisal states:

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...the channels and the lining of the Eller Beck are built-structures of great significance and require similar analysis and programmes of conservation (as industrial buildings).

On a spatial analysis of the town, the appraisal states:

Unlike many towns where views are in the main from high land or along streets, Skipton has the added vistas along the three 'spokes' of its canal in particular from the pedestrian and road bridges. These vantage points, along with level towpaths and access to the boats provide unique platforms from which to appreciate the town's setting.

On landmark buildings in the town, the appraisal states:

Other landmark buildings, standing out against the sky line or seen in long views between other buildings, are Christ Church and Dewhurst's 'Belle Vue' Mills.... The town retains just two mill chimneys, to Victoria Mill, a corn mill and warehouse

On pedestrian circulation in the town, the appraisal states:

The canal towpath provides a traffic free route through the town.

On negative features of the CA, the appraisal identifies:

- Large car parks with no tree cover inside the conservation area: Coach Street, Cavendish Street car parks*
- Negative impact: warehouse-style shops Cavendish Street area*

3.5.4 Assessment of the potential impact of the development of Cavendish Street Opportunity Area

The Cavendish Street Opportunity Area is an important site within the town centre which could contribute massively to the retail offer and urban fabric of the town but the current uses and buildings on both parts of the site fail to deliver that full potential. It is a previously developed "brownfield" site but none of the existing buildings within the site (except the low stone building on Cavendish Street and the stone boundary walls) contribute positively to the character and appearance of the Skipton CA or the setting of surrounding heritage assets. The Cavendish Street Opportunity Area is fully in retail and car park use but a comprehensive redevelopment has the potential to repair the damaged urban fabric and stitch it back together together in a way which would have **Very Large Beneficial Impact** on the heritage significance of the Conservation Area, the setting of the surrounding listed buildings and the setting of the Leeds and Liverpool Canal.

The demolition of all 20th C buildings on the site would remove structures and surface-level car parks which have been identified as detracting from the character of the town and this would have a **Medium Beneficial Impact**. The only building in the Opportunity Area which should be considered for retention is the low stone building with a dateline of 1934 on the Cavendish Street frontage of the E Area but that has been much altered and its central position on the site could frustrate or complicate a comprehensive redevelopment and it may be possible to justify its demolition. The detailed

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layout of the redevelopment would need to be informed by a detailed analysis of the history and urban grain of the site, its surroundings and views over the site.

The detailed design of new buildings would be led by their function but if they respect and respond to their historic context and build upon Skipton's local distinctiveness then the redevelopment of the site with new buildings could have a **Large Beneficial Impact** on the heritage significance of the site and on the setting of surrounding heritage assets. Important considerations will be: providing improved pedestrian permeability through both parts of the site, especially by creating a N access through the wall alongside the canal towpath, whilst retaining the bulk of the wall and the sense of enclosure and channeling of views that it provides; re-instating a more continuous street-scape along the E side of Cavendish Street; providing public amenity space on the E bank of the Eller Beck and; investigating the opportunity for creating public access to the Waller Hill Beck.

The stone walls around the sites are positive features must be retained as far as possible.

3.5.6 Conclusion

The development of The Cavendish Street Opportunity Regeneration Area has the potential to deliver **Large Beneficial impacts** on the character and appearance of the Skipton Conservation Area and the setting of the Leeds and Liverpool Canal. The Cavendish Street Opportunity Area should be retained as a preferred mixed use development site, subject to compliance with the guidance in Section 4 and the specific guidance in Section 3.5.7.

3.5.7 Mitigation, Harm Reduction and Measures to Ensure that the Development Makes a Positive Contribution to the Heritage Assets

The opportunity for repairing the damaged urban fabric of the Cavendish Street Opportunity Area by re-instating a more continuous street frontage on the E side of Cavendish Street should be a requirement of any comprehensive redevelopment of the Opportunity Area.

The contribution of the site to the setting of the Leeds and Liverpool Canal and this part of the Skipton CA made by the tall stone wall on the E boundary of the site should be maintained by retaining and conserving the wall as part of the overall development but improved permeability through the wall could be considered.

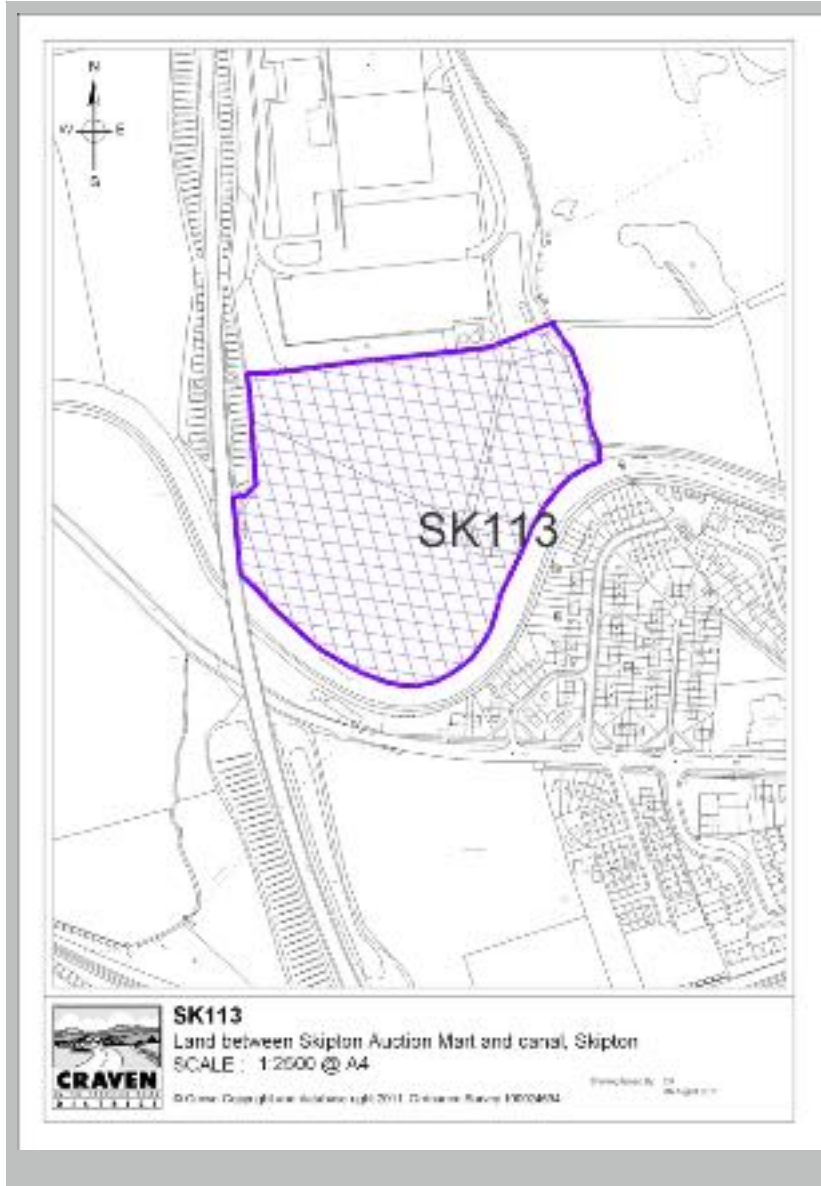
The opportunity should be taken to provide a public amenity space on the E bank of the Eller Beck and the N side of the Waller Hill Beck.

The height and layout of new buildings on the site should be designed to retain important views over the site to Christ Church, Belle Vue Mills and the mill chimney.

Stone boundary walls through the Opportunity Area should be retained and conserved.

Any development of the site should be informed by an archaeological evaluation of features which might be identified in the HER.

3.6 Site SK113 Land Between Skipton Auction Mart and Canal



Site SK113 Land Between Skipton Auction Mart and Canal



3.6.1 Brief Description of Site SK113

Site SK113 is open grazing fields at the NW side of Skipton, known historically as Gandering Laithe. It is S of Skipton Auction Mart and enclosed on the S, E and W sides by a loop in the Leeds and Liverpool Canal. The land slopes down gently from the car park/yard of the auction mart to the canal. The towpath is on the opposite (outer) side of the canal. The bank of the canal on the inner side of the loop which forms the S, E and W boundaries of the site is attractively vegetated with a strip of marginal waterside plants which provide a soft foreground to the view of the site from the canal. Close to the centre of the SE boundary with the canal is a traditional stone barn with a cat-slide roof. Beyond the canal on the SE side of the site is a dense mid-20th C residential development. Outside the site on the SW side is the Skipton by-pass which is elevated on concrete piers as it crosses over the canal. Beyond the by-pass are fields in the flat flood plain of the River Aire, with hills on the horizon.

3.6.2 Heritage Assets at the Site

There are no designated heritage assets within the site.

The Leeds and Liverpool Canal, immediately to the W, S and E of the site is not a designated heritage asset in its own right, but this section of the canal and the adjacent open land to the E are within the Skipton Conservation Area and so the site forms parts of the setting of the Conservation Area. The canal is an undesignated heritage asset of **High Heritage Significance**, due to its historic importance and visual characteristics.

Other heritage and visual features of value on and around Site SK113 are: the stone barn which is of **Medium Heritage Significance** and; the views out from the site towards the surrounding hills, including the view to the SW over the town, which are of **Low Heritage Significance**.

The site has been identified in the HER as having potential Archaeological interest.

3.6.3 Assessment of the potential Impact of Development of the Site

The development of site SK113 with a medium density residential development will not directly affect any designated heritage assets, as there are no designated heritage assets on the site.

The site is part of the immediate setting of the Leeds and Liverpool Canal, which is within the Skipton Conservation Area at this point. The canal passes through a great variety of landscapes along its full length and even through the section within Craven DC. When built, the canal was designed to link existing industries but it soon subsequently encouraged the construction along its banks of both new industrial developments and residential developments for the workers on the canal and the adjacent industries. In addition to passing through these historic industrial and residential areas, the canal also passes through extensive rural and urban-fringe areas. The canal does not have a typical setting which demands protection or which sets a template for replication.

The open land to the E of the site comprises a golf course, playing fields and open land at the back of Craven College is also within the Skipton Conservation Area. These pleasant open green spaces with trees have some limited visual value and the openness of Site SK113 contributes in a small way to its setting, the residential development of SK113 would have a **Very Low Adverse Impact** on a part of the conservation area which has very low heritage significance.

The land to the SE of the site is already developed with high density residential development of the mid-20th C which does not relate in any way to the canal. Whilst it does not contribute positively to the setting of the canal, neither does it noticeably detract from the setting of the canal but it has effectively taken away the rural setting of this part of the canal on the SE side. The Skipton By-pass forms a hard visual barrier on the W side of the canal but, like the canal, is important transport infrastructure.

The setting of the canal around Site SK113 has already been much compromised by 20th C residential development to the S and the Skipton By-pass to the W and to a lesser extent by the large buildings of the Auction Mart to the N. The openness of Site SK113 only makes a negligible positive to the contribution to the setting of the canal at this point. The development of site SK113 with a medium density residential development would involve the loss of the current openness of the site but the impact would be a **Very Low Adverse Impact**. The impact of the development itself on the setting of the adjacent section the Leeds and Liverpool Canal could be adverse, neutral or beneficial, dependent upon the design and density.

A development of SK113 which ignores the presence of the canal and which simply backs on to it with a domestic rear gardens and/or a hard, blank boundary would have a **Moderate Adverse** impact on the current semi-rural setting of this part of the canal and thus on the contribution that it makes to the setting of the canal. However, the site could be developed: in a way which reduces the harm considerably by respecting the soft edges of the canal and its immediate setting and; in a way where the small amount of harm is mitigated by retaining and conserving the traditional barn on the site. A development which involves the loss or unsympathetic conversion of the traditional barn which is currently site would have an adverse impact on the heritage assets on the site but its retention and sympathetic conversion would have a **Medium Beneficial Impact**.

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Whilst some of the views out from and into the site have some low value in enabling the appreciation of the site's general landscape setting, they are not especially remarkable. The development of the site would obstruct some public views into the site but would enable the public to gain access to the site and appreciate the longer range views out of the site between buildings to the Aire valley and the surrounding hills.

3.6.4 Conclusion

A residential development on Site SC113 would have a very **Slight Adverse impact** on the setting of the Leeds and Liverpool Canal (an undesignated heritage asset). In the terms expressed by the NPPF, this would be "Less than substantial harm" (to an undesignated heritage asset of High Heritage Significance) and this harm should be "...weighed against the public benefits of the proposal..." and these would include the retention and conversion of the stone barn. If it is decided to retain Site SC113 as a preferred development site, it should be subject to the development on the site being in compliance with the generic guidance in Section 4 and the specific guidance in Section 3.6.5.

3.6.5 Mitigation and Harm Reduction

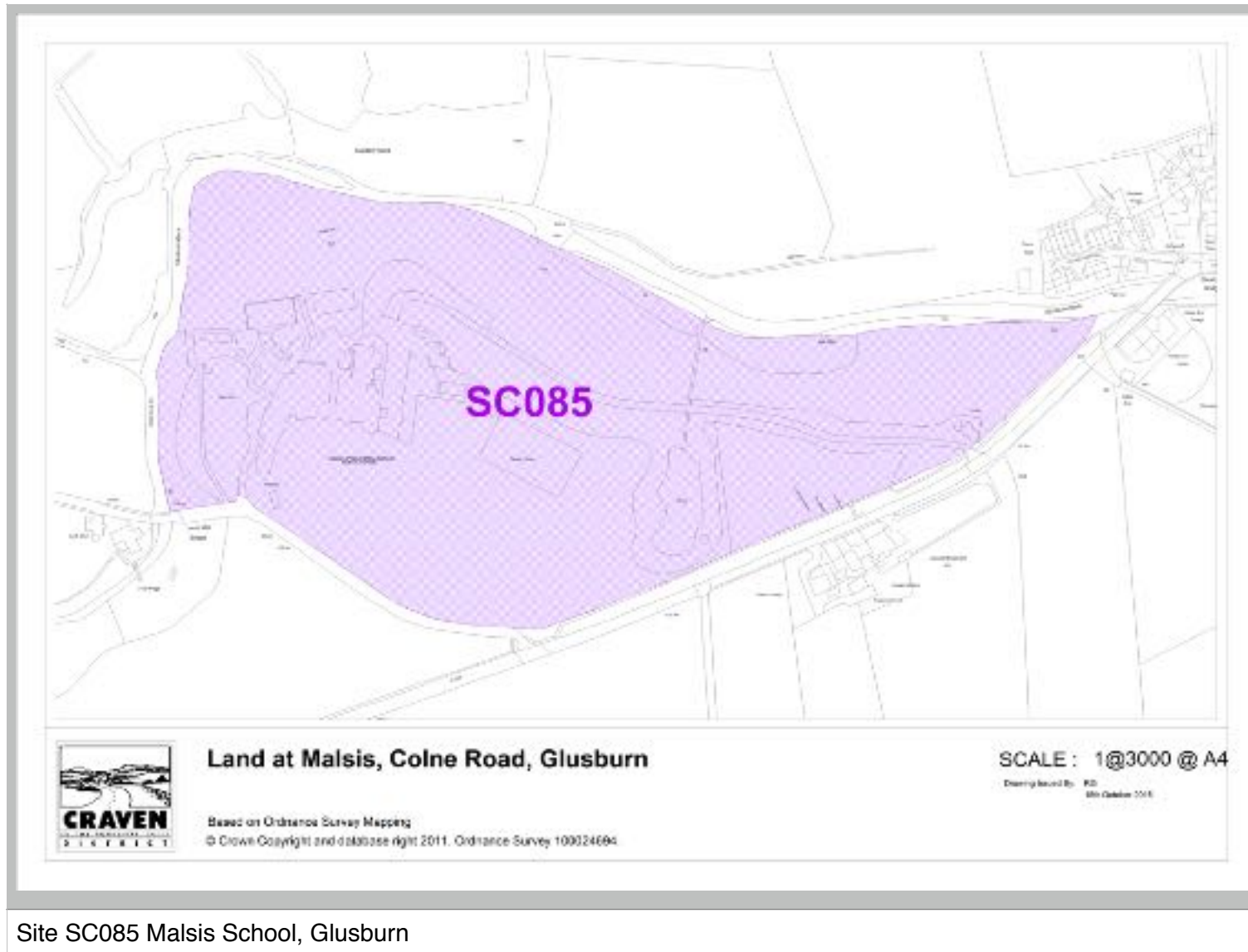
The impact of the development of the site on the setting of the Leeds and Liverpool Canal could be reduced if that length of Site SK113 adjacent to the canal is developed by a development with a green buffer zone fronting on to the canal, whereby:

- All new dwellings are set back 15m from the edge of the canal
- The soft vegetated boundary of the site is retained
- No walls, fences or other boundary treatments greater than 1m in height shall be built along the site boundary with the canal.

Any development of the site should include the retention and sympathetic conversion of the traditional stone barn. The conversion should follow the guidance in Historic England's *The Conversion of Traditional Farm Buildings: A guide to good practice* (2006).

Any development of the site should be informed by an archaeological evaluation of features which are identified in the HER.

3.7 Site SC085 Malsis School, Glusburn



Site SC085 Malsis School, Glusburn

			
<p>S frontage of Malsis Hall</p>	<p>Stone boundary wall on Colne Road with view of hall in parkland setting</p>	<p>Lodge</p>	<p>Parkland in N of site with structural planting</p>

3.7.1 Brief Description of Site SC065 Malsis School, Colne Road, Glusburn

Site SC065 is located at the W end of Glusburn in a predominantly rural setting. It is a designed landscape which comprises: the much-extended former Malsis School Buildings (originally Malsis Hall), off-centre to the W of the site; its lodge on Colne Road; a range of service buildings, mostly NW of the main school building and; extensively landscaped grounds, including a lake, a long drive and structural planting. The site is mostly gently undulating, lying in the bottom of the valley, immediately S of Glusburn Beck, although the land rises up beyond the site to the N and S.

Malsis Hall is an impressive mansion constructed in ashlar stone in Italianate revival style. It has a slate roof, a tall belvedere tower, a porte cochere and principal frontages facing E and S overlooking a foreground of (originally) formal gardens and more informal parkland pastures beyond, partially enclosed by structural planting which are all part of the designed landscape. It has many extensions to the N and W and a few detached buildings, built during the 20th C. The openness of the grounds to the S and SE of the hall enable it to be seen as an eye-catching feature from Colne Road.

Malsis Hall was constructed c.1862 in florid Italianate style by the Bradford-based architect Samuel Jackson, as the home for the Keighley worsted manufacturer James Lund. The existing grounds were extensively landscaped around the same time and the lodge and gate piers were also built. The hall was significantly extended c.1880 and the service buildings to the N were added. The building became a private school in 1920, which continued in operation until 2015. The extensions and additional detached buildings for educational and sporting activities were added in the mid 20th C, including a chapel attached to the N in 1966 by John Brunton and partners, with stained glass by John Piper.

The lodge is in similar materials and style as the hall but much smaller. It is set back a few metres from Colne Road but was designed to mark and guard the principal entrance to the landscaped park and the grounds of the hall. A short stretch of designed stone wall with gate piers and railings extends to the W of the lodge. A stone boundary wall approximately 1.2m high of coursed rubble stone with a rounded coping runs around the rest of the S boundary on to Colne Road.

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A medieval hall stood in the grounds the W of the current lodge but this was demolished in the mid 19th C when the current hall was built. A former farmstead stood in the NW corner of the site but was demolished at an unknown date. The site thus has potential archaeological interest.

A description of Malsis Hall is included in Pevsner's *The Buildings of England: Yorkshire West Riding; Leeds Bradford and the North* (2009)

3.7.2 Heritage Assets in and around the Site

Malsis Hall, the lodge and the gate piers and railings are all Grade II listed buildings (see Appendix 2 for listing descriptions) and are thus designated heritage assets of **High Heritage Significance**. The designed landscape of Malsis Hall, which constitute the site, forms the curtilage of the listed buildings and is thus a designated heritage asset. The buildings, structures and grounds combine to form a heritage asset of **High Heritage Significance**.

The various building and components of the designed landscape which constitute the site have varying degrees of heritage significance, as set out in Table 1.

Table 1. Heritage Significance of Components of Site SC065

Component of the Site	Level of Heritage Significance
19th C Malsis Hall Buildings	High
Lodge	High
Gate piers, wall and railings	High
19th Service and agricultural buildings at rear of Malsis Hall	High
1960s Chapel	Medium
Other 20th C extensions and detached buildings	Negative
Designed Landscape as a complete asset	Very High
Components of the Landscape:	
a) Stone balustrade	High
b) Lake	High
c) Gazebo on E side of Lake	High
d) Mounding and cascade on N side of Lake	High

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Component of the Site	Level of Heritage Significance
e) Possible boathouse on N side of Lake	Unknown
e) Tree-lined Drive	High
f) Stone boundary wall	High
g) Structural planting and enclosed parkland pasture	High
Archaeology of medieval Malsis Hall	Unknown
Archaeology of former farmstead N of Malsis Hall	Unknown

A study *Craven Potential Conservation Areas Designations* (August 2016) by Alan Baxter Associates recommends that a conservation area should be designated in Glusburn but the study was restricted to the village centre and the proposed boundary of the CA is well to the E of Malsis Hall and excludes the site from the proposed CA. The site is not mentioned in the study but is on the approach to the village and the CA from the W and thus part of its wider setting.

3.7.4 Assessment of the Potential Impact of the development of Malsis Hall

National planning policies and guidance and local policies advocate the protection and enhancement of heritage assets and putting them to beneficial use. In particular, Draft Policy ENV2: HERITAGE in Craven DC's Draft Local Plan (15.4.16) is:

Craven's historic environment will be conserved and, where appropriate, enhanced and its potential to contribute towards the economic regeneration, tourism and education of the area fully exploited. This will be achieved through:-

a) Paying particular attention to the conservation of those elements which contribute most to the District's distinctive character and sense of place. These include:-

i) The legacy of mills, chimneys, and terraced housing associated with the textile industry

*v) The legacy of traditional barns and other buildings and structures associated with the farming industry and **historic land estates***

Malsis Hall and its grounds include some designated heritage assets of high heritage significance and they combine to constitute a "historic land estate". The loss of any historic features which contribute positively to the historic land estate would have a **Large Adverse Impact** on the integrity and heritage significance of that heritage asset.

All heritage assets within the site should be retained, as any loss of them would have a large adverse impact upon the significance of the group of assets as a historic land estate.

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The conversion of all existing historic buildings into residential use would, in principle, be an acceptable way of conserving them, putting them to beneficial use whilst protecting their significance and ensuring their long-term maintenance. A sensitive conversion of the buildings would have a **Large Beneficial Impact** on their heritage significance.

Almost all of the 20th C additions and detached buildings within the site detract from the character, appearance and special interest of the heritage assets and their demolition would enhance the retained heritage assets, provided that any interfaces and site are made good to appropriate standards. However, whilst their demolition would enhance the setting of the hall by re-instating it to the setting created in the 19th C, the buildings have some potential value as they bear witness to a long period of the site's history, are lawfully in existence and some of them they too have the potential for conversion to residential use.

The 1960s chapel: interrupts the original dramatic view of the hall at the end of the tree-lined drive; is of contrasting design and materials and; thus there is a case that its demolition would reinstate the 19th C approach to the hall and its setting. However, the chapel is a building of some architectural presence in its own right, has some communal value for its dedication to past pupils who fell in WWII and it contains some important stained glass. There is thus a marginally stronger case for retaining the chapel as a high quality building which is part of the evolution of the ensemble.

Malsis Hall was designed to sit within its own extensive landscape grounds and the lodge was designed as an isolated building at the entrance to provide security and a foretaste of the principal building beyond. The open parkland, enclosed by structural planting, is an integral part of the designed landscape, is a heritage asset in its own right and contributes to the setting of the hall and the lodge. The construction of new residential development within the grounds would have a **Very Large Adverse impact** upon the setting of Malsis Hall and the lodge. Such a new development within the grounds would result in the loss of the parkland pasture and its relationship with the structural planting of (now mature) trees and would thus have a **Large Adverse impact** upon the heritage asset of the designed landscape.

Planning permission has been granted in the past for some enabling development SW of Malsis Hall to provide funding for the conservation of the hall. A planning resolution has been made (but no permission formally granted) in the past to approve a limited amount of residential development in the NE corner of the site. The current status of the permission for enabling development and the resolution for the other development are uncertain, given that the site is now in different ownership.

3.7.5 Conclusion

The conversion of the historic buildings has potential to deliver **Large Beneficial Impacts** on the designated heritage assets of high heritage significance at the site. New development in the grounds will have Large Averse impacts on the designated heritage assets at the site. Site SC065 should be retained as a preferred development site, but: a) the allocated area should be reduced to the footprint of existing buildings on the site for their conversion to apartments and b) the sites where permission has previously been granted/resolved, if a legal investigation demonstrates that the existing permissions are still valid. Development on the site should be subject to compliance with the generic guidance in Section 4 and the specific guidance in Section 3.7.6.

3.7.6 Mitigation, Harm Reduction and Measures to Ensure that the Development Makes a Positive Contribution to the Heritage Assets and their Setting

Any proposal for development at Malsis Hall should be informed by a comprehensive baseline study of all heritage assets and a comprehensive tree survey.

Any proposal should include a Heritage Statement and a Conservation Management Plan to ensure the comprehensive restoration and conservation and long-term maintenance of all heritage assets to appropriate standards and within agreed timescales.

Any conversion of existing buildings on the site should comply with the advice in Historic England's *Making Changes to Heritage Assets: Historic England Advice Note 2 (2015)*.

Any proposals for new residential development (only on sites previously approved or resolved) should include extensive landscaping proposals to screen the new buildings as far as possible and retain the visual integrity of the parkland as far as possible.

Any proposals for new residential development (only on sites previously approved or resolved) should be informed by archaeological investigations into features of potential archaeological interest.

3.8 Site SC040 Land at Sutton Lane, Sutton in Craven



SC040 Land at Sutton Lane, Sutton in Craven (Shown Hatched)

			
1 & 2 Garden Place	View of SC040 from 1 & 2 Garden Place	Horse trough opposite 1 & 2 Garden Place	View of SC040 from Corn Mill Walk

3.8.1 Brief Description of Site SC040

Site SC040 comprises two open pasture fields at the E end of the settlement of Sutton in Craven, on the S side of Sutton Lane. The land rises up moderately from Sutton Lane towards the S and continues to rise up beyond.

The site has boundaries of stone walls approximately 1m high on the N, W and E and another stone wall divides the two fields. A horse trough is built into the wall in Sutton Lane opposite 1 and 2 Garden Place.

To the W and NW of the site, this part of Sutton in Craven mostly comprises stone-built terraced houses of the 19th C although there are some earlier exceptions. To the N of the site, are some more recent and lower density residential developments and Corn Mill apartments along the cul de sacs of Corn Mill Walk and Crofters Mill. To the NE is a cricket pitch and to the NE is the Sutton Lodge, a large detached country house, currently being converted from a nursing home to apartments, and a converted barn. The land to the E and S is open pasture land with a few copses and lines of trees.

3.8.2 Heritage Assets and around the site

There are no designated heritage assets in the site. The Sutton Conservation Area is focused on the village centre and is a few hundred metres to the W.

No.s 1 and 2 Garden Place, on the N side of Sutton Lane opposite the site are Grade II listed buildings, as examples of late 18th C semi-detached houses (see Appendix 1 for listing description). They are heritage assets of **High Heritage Significance**. The site provides a view out over a rural scene and forms part of the semi-rural setting of these listed buildings.

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Other features of heritage and visual interest within and around the site are the stone boundary walls across and around the site, especially the unusual horse trough on Sutton Lane, the distinctive layout of terraced houses to the W and NW and the architecturally distinguished (former) country house of Sutton Lodge (and adjacent barn).

The site is identified in the HER as having potential archaeological interest.

3.8.3 Assessment of Potential Heritage Impact of Development of the Site

National and local planning policy and guidance advocates that the setting of heritage assets is an important consideration in determining development proposals. Historic England's *The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning: 3* states that the importance of the setting:

...lies in what it contributes to the significance of the heritage asset. This depends on a wide range of physical elements within, as well as perceptual and associational attributes pertaining to, the heritage asset's surroundings.

No.s 1 and 2 Garden Place are the most significant heritage assets around the site. The development of the site and the loss of the openness of the site would considerably reduce the semi-rural setting of these properties and the views out from them on to the stone wall and the fields and hill tops beyond. The key issue is whether the setting contributes to the significance of these heritage assets. These two buildings are the oldest properties in the vicinity and so, when built, they would have been in an even more rural location than at present. They would have had a visual relationship with their rural setting (as they partially still do) but it is uncertain whether they had a direct functional relationship with the fields opposite and thus whether the rural setting, which they create, is an important aspect of the setting of the buildings. It seems more likely that the buildings were built in association with Sutton Corn Mill, which was close-by to the N, rather than as homes for agricultural workers who might have worked on the surrounding agricultural and, if so, their historic functional relationship with the fields and the open setting is minimal.

Subsequent developments around these buildings has resulted in them losing much of their immediate semi-rural setting. The development of Site SC040 would result in the loss of openness of the site and would urbanise the view out from the properties. It would have a **slight adverse impact** on the setting and view out of the buildings but this impact could be reduced to a **Negligible Impact** by: careful design of the layout to respect the local distinctiveness of nearby dwellings; retaining the walls and the horse trough.

The loss of substantial lengths of the stone walls through the development of the site would have a **Slight Adverse Impact** on the undesignated heritage and visual interest of the site. Conversely, the retention, repair and conservation of the majority of the walls and the horse trough would have a **Slight Beneficial Impact**.

The development of the site would be have a **Very Slight Adverse Impact** on the rural setting of Sutton Lodge and the adjacent barn and some views out from them but: these are undesignated heritage assets; the land immediately opposite is not within the preferred development site and; the views of the preferred development site are restricted and at an oblique angle.

3.8.3 Conclusion

A residential development on Site SC040 would have a very **Slight Adverse Impact** on the setting of the designated heritage assets opposite the site and, in the terms expressed by the NPPF, this would be “Less than substantial harm”. This harm should be “...weighed against the public benefits of the proposal...” If it is decided to retain Site SC040 as a preferred development site, it should be subject to the development on the site being in compliance with the generic guidance in Section 4 and the specific guidance in Section 3.8.4.

3.8.4 Mitigation and Harm Reduction

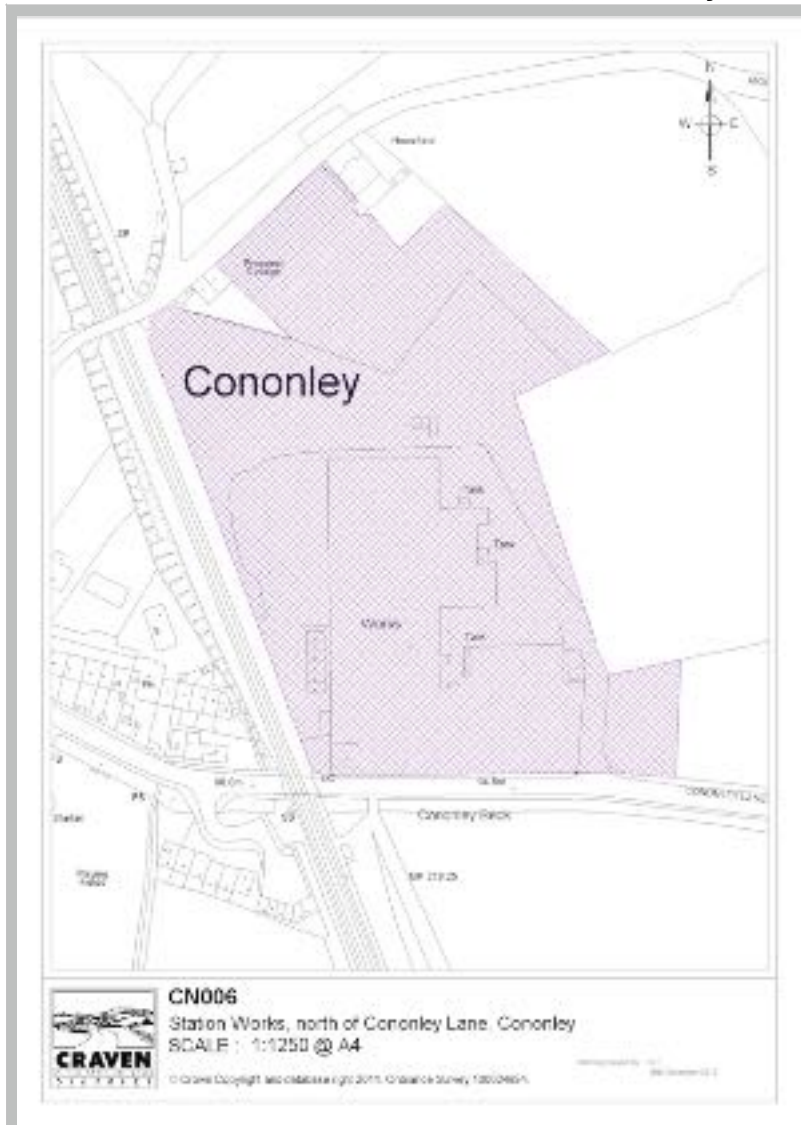
Any development of the site should be designed to retain an open buffer zone not less than 15m deep immediately opposite 1 and 2 Garden Place.

The layout and house types of any development of the site should be informed by a study of the locally distinctive terraced houses to the W and NW of the site.

Any development of the site should ensure the retention and restoration of the stone horse trough on Sutton Lane and as much as possible of the existing stone boundary walls around and through the site.

Any proposals for new residential development should be informed by archaeological investigations into features of potential archaeological interest.

3.9 Site CN006 Station Mill, Station Road, Cononley



Site CN006 Station Mill, Station Road, Cononley

			
<p>E gable of Building A and North light roof on Building D</p>	<p>Venetian window on rear wing of Building B</p>	<p>View from E with Cononley and hills beyond</p>	<p>Attached house (Building C) at W end</p>

3.9.1 Brief Description of Site SC006

Site SC006 is occupied by Station Mill, a collection of industrial buildings of various and some open land on the E edge of the village of Cononley but separated from it by the railway track. It is a flat site, occupying part of the flood plain of the River Aire but the land rises up steeply further to the W of the site. Some of the village is on the lower part of the rising ground. The site is bounded by Station Road to the S, the Skipton-Leeds Railway line to the W, Moorfoot Lane (and two detached houses) to the N and flat open fields to the E which stretch over to the busy A629 Skipton to Keighley Road.

The site was first developed in 1837, before the railway, with the construction of two mills at right angles to road, one for milling corn and the other for weaving textiles. The railway was built shortly afterward and the mills were altered and extended. During the late 19th C, the industrial development of the site continued with further extensions, alterations and additions, including a gasometer in the NE corner of the site. Around 1890, the current main building which fronts on to Station Road with an E-W axis and the chimney were constructed, retaining the mill house and the most westerly of the 1837 mills, as a rear wing. The development of the site continued during the early 20th C with a collection of single storey buildings for a variety of industries, some in traditional form and materials. The textile business on the site closed in 1968 and the principal industrial uses ceased in 1997, although a variety of low key industrial uses still occupy some the buildings.

The main mill building is four storeys high, constructed mostly of stone and has a slate roof, with a continuous strip of roof-lights at the ridge. The principal front (S) elevation on the back of the pavement on Station Road has regular coursed stone, 3 rows of tall windows which have rock-faced cills and heads and the tall chimney is located within this frontage. The E gable end is constructed of random coursed stone and has three rows of windows above the ground floor. The N elevation appears to have been substantially remodelled as it is constructed of a concrete frame, infilled with panels of red brick and long panels of windows. Attached to the rear (N) of the E end of the main building is a single storey wing which has three North Light roof structures and which is also constructed of random coursed stone, keyed into the four storey building. The random coursing of the

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four storey part of the building and the single storey part of the building on the E elevation appear to be identical, suggesting that they could both have been constructed together. This elevation with both components is visually prominent when approaching the site from the E.

Further W along the rear of the main building, the surviving part of the three storey 1837 building runs at right angles to the main building and although it has been altered and extended at lower levels, an original Venetian window can still be seen at 2nd floor level in the rear (N) gable. A further groups of brick and stone single storey buildings occupy the site behind the main building and although some of these also have North Light roofs and a few distinctive architectural details are of less architectural interest and they obscure the earlier parts of the building.

The 2 storey Mill House is attached at the W end of the main building. It more architecturally refined, with a central bracketed door hood, corbeled gutters and ashlar window surrounds and string course.

Much of the rear N) and side (E) parts of the site are open, informally used for storage and parking.

3.9.2 Heritage Assets on the Site

There are no designated heritage assets on the site. No part of the mill is a listed building.

The site is currently outside the Cononley CA but some of the buildings on the site make a **strong contribution** to its setting. Not all of the buildings within Site SC006 have the same level of heritage significance. Those which have the highest level of heritage significance are: Building A, the main mill building, including the chimney; Building B, the 1837 rear wing; Building C, Mill House and; Building D, the single storey stone building with North Light roofs (all identified on the plan below).

At present, the Cononley Conservation Area (CA) includes the historic part of the village to the W of the railway line. The boundary of the CA runs along the rear of 12-36 Main Street at a diagonal angle to the railway line and then turns S at the W edge of the railway and follows it along that edge. *A Draft Cononley Conservation Area Appraisal* (June 2016) recommends that the CA boundary should be amended to include Site SC006. Even though Site SC006 is currently outside the Cononley CA, it makes an important contribution to the setting of the CA due to: its proximity to the village; its historic functional relationship with the village; the large scale of the buildings; and the landmark qualities of the main mill building and the chimney in views.

3.9.3 Relevant References in the *Draft Cononley Conservation Area Appraisal* (June 2016)

A Draft Cononley Conservation Area Appraisal (June 2016) has been prepared on behalf of Craven DC.

In the analysis of spatial and urban character of the CA, the appraisal states:

The gateway into the village from the east is dominated by Station Mill which although outwith the Conservation Area has a profound visual impact. The Mill is rarely glimpsed from within the historic core. The chimney is a strong feature looking east along Main Street from the grade II-listed New Inn and from Crosshills Road.

The appraisal's list of Key Buildings includes Station Mill and just 3 other buildings.

In assessing the contribution of surrounding open space to the setting of the CA, the appraisal has identified Site SC006 as within the area that makes a **strong contribution** to its character and appearance and states:

The most dominant feature is the unlisted Station Mill with its chimney. Currently outwith the Conservation Area this structure makes a significant contribution to the setting and appearance of the Conservation Area and there would be a strong case for extending the boundary to include it.

In assessing views in and around the CA, the appraisal states:

Although the surviving historic mill (Station Mill) cannot be significantly viewed from within the historic core, its presence is dominant from the eastern, northern and southern approached into the village.

In assessing Highly Significant Fixed Views, the appraisal states:

HF3: Framed view over Madge Bank to Station Mill This is a particularly dramatic view of Station Mill and its chimney ... This view is framed by a small barn on the left, again shown on the 1853 Ordnance Survey map. To the right the view is framed by an early-twentieth century cottage. Beyond the Mill, the view captures the Aire Valley and the settlement of High Bradley and Bradley Moor beyond.

In assessing Highly Significant Dynamic Views, the appraisal states:

HD1. There are excellent dynamic views of the visually dominant Station Mill and chimney. Currently outwith the Conservation Area this structure makes a significant contribution to the setting and appearance of the Conservation Area beyond.

HD2: Views from the northern gateway into Cononley. The approach to the village on Woodside Lane is elevated above the Aire Valley with clear views of Station Mill.

HD4: Dynamic views from southern gateway on Crosshills Road At the junction of Crosshills Road and the railway, immediately at the Conservation Area boundary, views of Station Mill are exceptionally fine with the whole of the main mill elevation clearly visible. From here the approach to Aire View Terrace combines dynamic views of Gibb Hill and enclosures above the historic core with glimpsed views (through trees in the summer) of the mill chimney and the open landscape setting to the east with views across the Aire Valley.

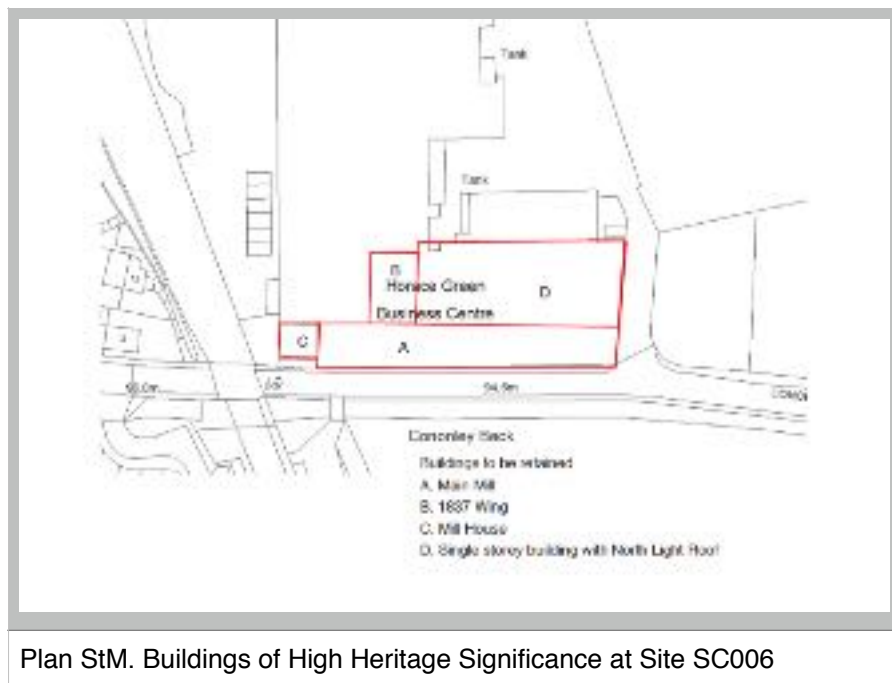
In assessing Moderately Significant Fixed Views, the appraisal states:

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Views of Station Mill are rare from within the historic core and the main structure is obscured by buildings. From Main Street the chimney is clearly visible from around the New Inn and between there and the railway.

On Recommendations for Further Work the appraisal states:

Bring forward proposals to extend the Conservation Area boundary to include Station Mill



3.9.4 Assessment of Potential Heritage Impact of Development of the Site

The development of the site which involves the demolition of any of the historic buildings of high heritage significance (shown on Plan StM) would have a **Very Large Adverse** impact on the undesignated heritage assets on the site and on the setting of the Cononley CA. These historic buildings have the potential for conversion to residential use. Provided that the conversion is designed in such a way that it retains the character and appearance of the buildings, the development would have a **Very Large Beneficial Impact** on the undesignated heritage assets and the setting of the Cononley CA, by bringing them back into beneficial use and ensuring their repair, conservation and long-term maintenance. The conversion of the important historic buildings on the site would be fully consistent with Policy ENV2 of the draft Local Plan which seeks to retain Craven's "...legacy of mills, chimneys, and terraced housing associated with the textile industry..."

The demolition of the buildings on the site which have not been identified as heritage assets would have a **Moderate Beneficial Impact** on the setting of the undesignated heritage assets and on the setting of the Cononley CA as some of them are inappropriate design and materials for a prominent site adjacent to a conservation area. The redevelopment of any demolished buildings could potentially have a **Large Beneficial Impact** on the setting of the Cononley CA if that development were to be designed in a way which respects the historic pattern and grain of residential development in the CA and does not obstruct key views of the retained historic buildings.

3.9.5 Conclusion

The conversion of the historic mill buildings, the demolition of the buildings of neutral or negative heritage interest and the redevelopment of the site has the potential to deliver **Large Beneficial Impacts** on the setting of the existing Cononley CA and on the potentially extended Cononley CA. Site SC006 should be retained as a preferred development site, subject to the development on the site being in compliance with the generic guidance in Section 4 and the specific guidance in Section 3. .6.

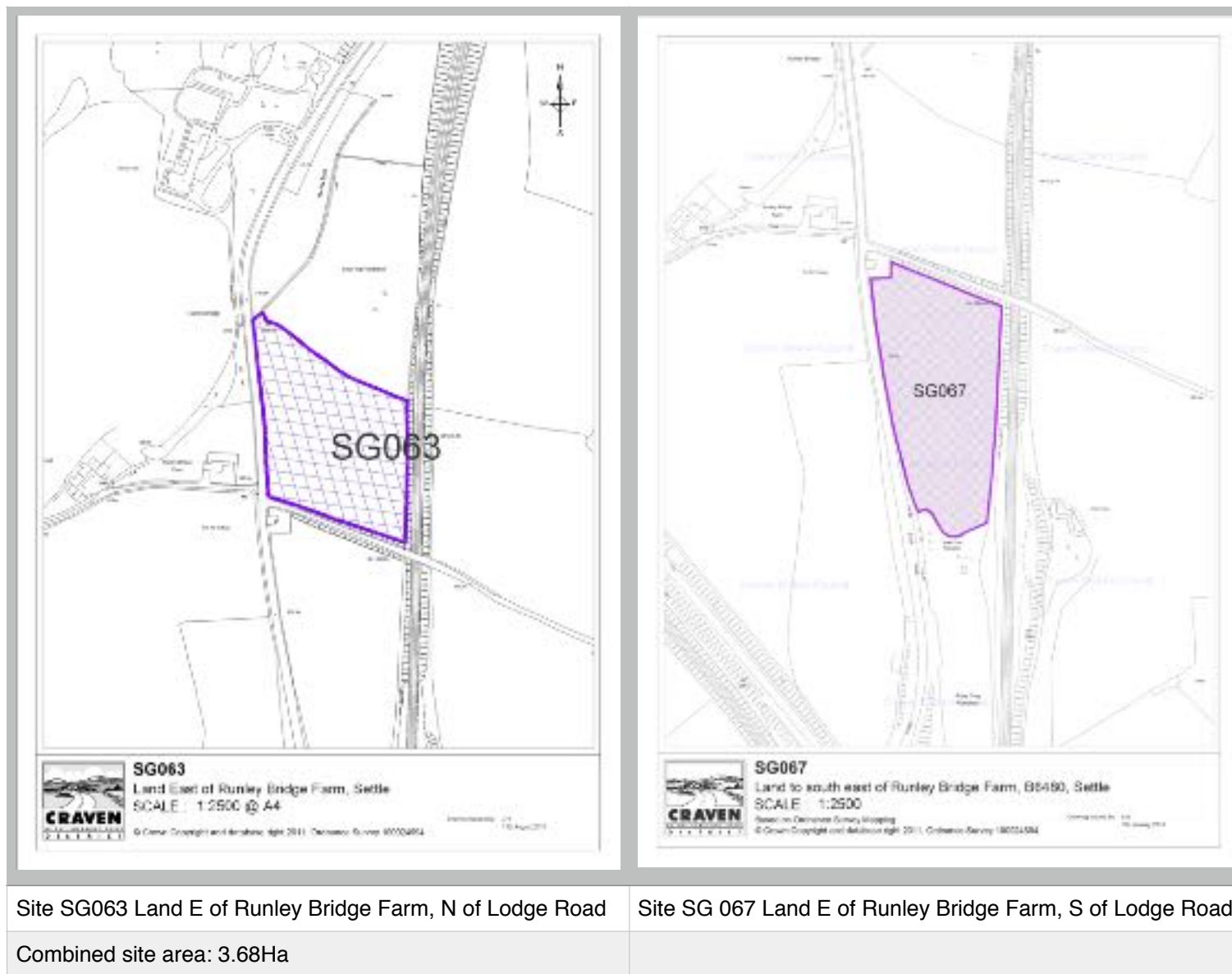
3.9.6 Mitigation, Harm Reduction and Measures to Ensure that the Development Makes a Positive Contribution

The historic mill buildings identified as heritage assets should be retained and converted to apartments, in accordance with the advice in Historic England's *Engines of Prosperity: new uses for old mills* (2016).

Any redevelopment of the site, including the site of buildings which have not been identified as being heritage assets should be informed by a study of the historic grain and pattern of development of the adjacent part of the Cononley CA.

No new buildings should be constructed to the E of Buildings A and D or in any other in positions or of a height which obstructs identified key views of the heritage assets on the site.

3.10.1 Sites SG063 and SG067 Land E of Runley Bridge Farm, N & S of Lodge Road, Settle



			
Site SG063 from B6480	Site SG063 (on L) from bridge over railway	E boundary of Site067 views from bridge over railway	Turnpike Lodge to immediate NW of Site SG067

3.10.1 Brief Description of Sites SG063 and SG067

Historically, both of these sites were the same field, lying to the E of Runley Bridge Farm but when the Skipton to Settle railway was constructed, Lodge Road, the farm track which separates them, was laid to provide access to the farmland to the E and the two existing fields were created.

The sites are pasture fields in a largely rural setting, approximately 1400m to the S of Settle town centre and separated from it by woodland, open land and the railway. The land rises up gently from W to E and continues to rise up beyond towards the high ground of Rye Loaf Hill and Kirkby Fell. The sites are bounded by the former main Settle to Skipton Road (B6480) on the W (a by-pass further W has taken most through-traffic way from this road), by the Skipton to Carlisle Railway in a cutting on the E and by woodland plantations to the N and S. Runley Farm and a small former mill complex are off a track to the W.

The sites are wholly enclosed by dry stone walls, approximately 1m high. The dual-track Skipton to Settle Railway runs N-S on the E boundary of both sites in a raking cutting approximately 5m below the level of the field. The bridge carrying the private Lodge Road over the railway is constructed of large regular blocks of coursed rock-faced stone.

Immediately to the NW of Site SG067 is Toll Bar Cottage, a single storey building, which is shown on the c.1853 OS Map as *Runley Bridge T.P.* (Turn Pike) and on the c.1912 OS Map as *Turnpike House*. The c.1853 map also shows two wells and a small building towards the S end of the site but none are shown on the c.1912 plan or are visible now.

3.10.2 Heritage Assets on and around the Sites

Neither of the sites include any designated heritage assets.

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The sites are approximately 1km S of the closest part of the Settle Conservation Area.

The railway line which runs to the E of the sites is part of the Hellifield to Langcliffe length of the Settle-Carlisle Railway Conservation Area, which was jointly designated by Craven DC and the YDNPA in 1991. The cutting and the bridge which carries Lodge Road over the railway are civil engineering structures of **Medium Heritage Significance** within the CA.

The boundary of the Yorkshire Dales National Park runs N-S on the E side of Site SG067 as far as Lodge Road and then runs away E from the site as far as the next track where it turns N-S again and runs parallel to the railway, approximately 400m away from the E boundary of Site SG063. Although the YDNP is not a heritage designation per se, it is a landscape designation with much heritage interest. Both sites can be seen from the YDNP and both sites make a small contribution to public enjoyment of views from it.

A milepost on the W side of the B6480 adjacent to the track to Runley Bridge Farm is a Grade II Listed Building (see Appendix 1 for listing description).

Undesignated features of **low heritage significance** and visual interest in and around the site include the stone boundary walls, the former turnpike lodge, Runley Farm House, Runley Mill and the sites of former wells and building in the SG067.

3.10.3 Relevant Comments in Craven's *Draft Settle-Carlisle Railway Conservation Area Appraisal (2016)* and the YDNPA's *Settle-Carlisle Railway Conservation Area Appraisal (2010)*

The *Settle-Carlisle Railway Conservation Area Appraisal* (adopted by the Yorkshire Dales National Park Authority in 2010) focusses solely on the line N of Langcliffe and makes no reference to the line adjacent to these sites. The Appraisal identifies that in general terms:

The key characteristics of the Settle-Carlisle Railway Conservation Area can be put into four categories: its scenic qualities, access to the countryside, educational resource and heritage value.

Despite the industrial character of the line itself, the overall Settle-Carlisle Railway Conservation Area is largely of a rural quality, with only few settlements.

The Settle-Carlisle offers striking differences in scenery, which reflect a combination of the underlying geology and influence of glacial and postglacial action. The opportunities that the line affords to experience the landscape dynamically as a sequence of unfolding scenery and imposing views, is fundamental to the its identity. The landscape plays a significant part of the character of this conservation area...

A further *Settle-Carlisle Conservation Area Appraisal* was prepared on behalf of Craven DC in 2016 to focus on the Hellifield-Langcliffe length of the railway. The plan in this CA Appraisal identifies the site makes a strong contribution to the setting of the CA. The appraisal also states:

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The open landscape north and south of the town of Settle makes a strong contribution to the character and appearance of the Conservation Area where it is visible from the train.

South of Settle, west of the line (including these sites), this contribution is not as strong because of the shape of the landscape and the tree cover (note: this is not the opinion of Alan Baxter Ltd and its subconsultants).

The appraisal identifies a Highly Dynamic view to the high land to the E from the railway line immediately N of the E boundary of site SG063:

HD1 On the southern approaches to Settle there are excellent views out from the train to the East over the beautiful lower flanks of the Yorkshire Dales National Park, rising up to Kirkby Fell. This is one of the best views from this part of the Conservation Area

Although this view is significant from the Lodge Road bridge over the railway, it is not a view which can be appreciated by users of the train as the line adjacent to the site as is in a cutting at this point.

3.10.4 Assessment of Potential Heritage Impact of Development of the Sites

Due to the proximity of the sites to the Settle-Carlisle Railway Conservation Area, developments on them could potentially have an impact on the setting of this part of the Settle-Carlisle Conservation Area. Development would transform its character from open countryside to a built-up site. However, due to the topography of the site and in particular the position of the railway track within a deep cutting at this point, the impact for passengers on the trains would be neutral, provided that: a) any new buildings are sufficiently set back from the boundary with the railway land (the stone wall) for them not to be seen from the trains and; b) the stone wall which forms the boundary with the railway is retained and restored. Any development of the sites would have an impact on views from the railway bridge but the principal linear views of the railway from the bridge would not be affected. The development of the site in this way would have a **Neutral Impact** on the setting of the Settle-Carlisle Railway Conservation Area.

The listed mile post, the bridge over the railway, the former toll bar cottage, Runley Farm and Runley Mill are all currently set within an area of open countryside. The open character of the sites contributes in only a small way to the setting and significance of the mile post, the bridge over the railway and Runley Mill. Even so, the loss of the openness by the development of the sites would still have a **Slight Adverse Impact** of experiencing them and thus on their setting.

Toll cottages were generally built at the edge of township boundaries rather than in settlements and so would generally be in rural settings. Runley Farm House was also built within the open agricultural setting of its farmland and had a functional relationship with its surrounding land. The loss of the open space around the toll bar cottage and Runley Farm would have a **Moderate Adverse Impact** on their setting and significance, albeit that they are undesignated heritage assets.

The stone boundary walls around the sites are heritage and visual assets of the sites but could and should be retained as part of any development.

The development of the sites would involve the loss of the current openness of the sites and the sites would thus become isolated developments in the countryside. This would have a **Slight Adverse Impact** on a few long-distance views out to the W from the higher ground within the YDNP. A

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comprehensive landscaping scheme could in time reduce the impact of the development on views from the YDNP but would not wholly avoid the impact.

The wells and former building at the S end of Site SG067 have potential archaeological interest and should be the subject of evaluation to inform the detailed layout of any new development which might be approved.

3.10.5 Conclusion

The development of Sites SG063 and SG067 would have: a **Neutral Impact** on the Settle-Carlisle Railway CA (if set back from the line); a **Slight Adverse Impact** on a designated heritage asset (the Mile post) and on the enjoyment of the National Park and; a **Moderate Adverse Impact** on some undesignated heritage assets and on the open countryside. In the terms expressed by the NPPF, this would be “Less than substantial harm” and this harm should be “...weighed against the public benefits of the proposal...” If it is decided to retain them as preferred development sites, it should be subject to the development on the sites being in compliance with the generic guidance in Section 4 and the specific guidance in Section 3.10.6.

3.10.6 Mitigation, Harm Reduction and Measures to Ensure that the Development Makes a Positive Contribution

Any new buildings on the site should be set back from the stone wall and railway track on the E boundary of the site sufficiently for them not to be seen from the trains. Any proposal should include a series of accurate sections through the site to demonstrate that this objective will be achieved.

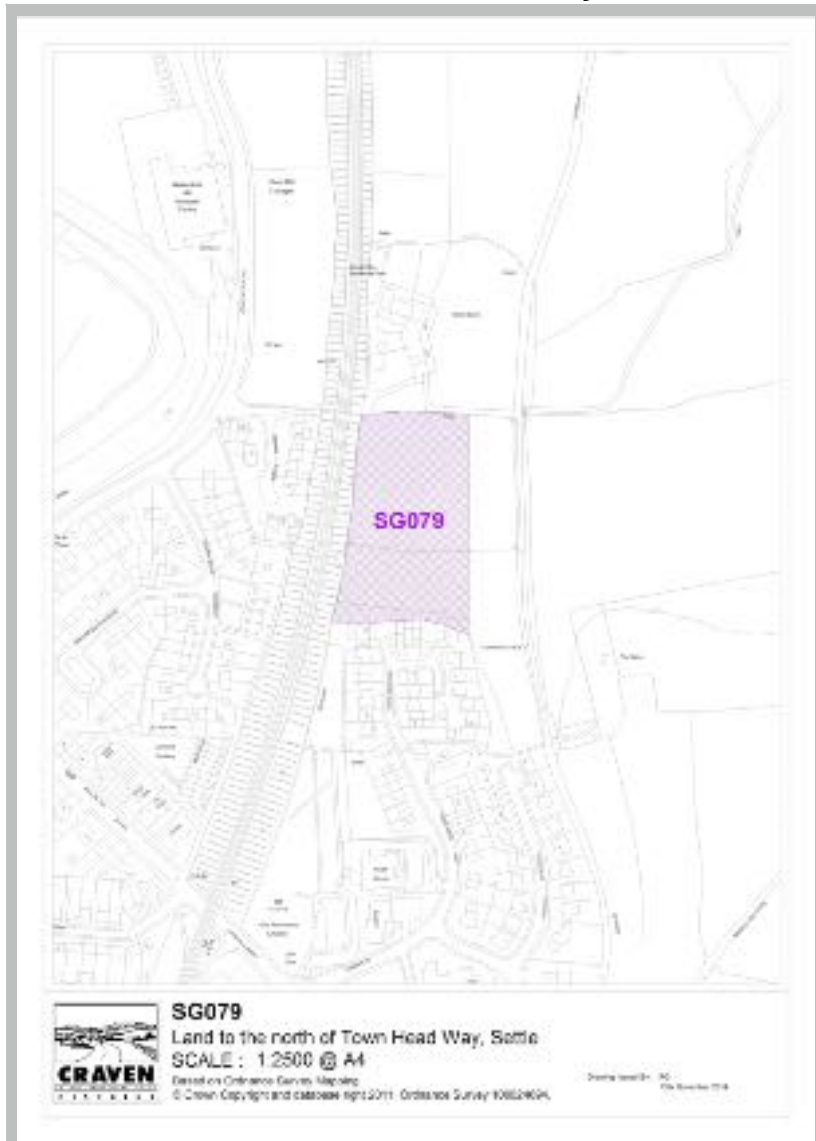
Any development should retain an open buffer around the toll bar cottage to protect its open setting as far as possible.

The stone walls which forms the boundaries of the sites should be retained and restored.

Any development proposal for the site should include a comprehensive landscaping scheme to filter the impact of the development when viewed from the E and W.

Any development of Site SG067 should be informed by an archaeological evaluation of the sites of the wells and former building at the S end of the site.

3.11 Site SG079 Land N of Town Head Way, Settle



Site SG079 Land N of Town Head Way, Settle

			
Site SG079 looking NE from Town Head Way	Site looking N from Town Head Way with railway embankment on L and Barrel Sykes Farm in centre distant	Site looking NW from Town Head Way toward railway embankment	Site from Towhead way with chimney of Watershed Mill on R of trees on embankment

3.11.1 Brief Description of the Site

Site SG079 is a rectangular site of rough pasture land at the N end of the settlement of Settle which is accessed via Town Head Way, a cul-de-sac of mid-late 20th C detached and semi-detached houses and short terraces. The land undulates and slopes moderately steeply up from W to E, increasingly steep at the E. To the E of the site, the land continues to rise up as open pasture towards Highway and then up to the limestone outcrop of Castleberg and Sugar Loaf Hill.

The site is bounded by drystone walls of limestone, approximately 1m high. The Settle-Carlisle Railway runs along the W boundary of the site on a raking embankment which is approximately 6m high. The embankment has a few trees and large shrubs on its E slope and has a stone-lined tunnel which historically provided farm access between each side of the railway but which is currently blocked off by a fence. Beyond the embankment to the NW can be seen the tall chimney of Watershed Mill. To the N of the site is a group of historic farm buildings (Barrel Sykes Farm) and a track to it.

3.11.2 Heritage Assets at and around the site

There are no designated heritage assets within the site.

The Settle-Carlisle Railway Conservation Area runs along the W boundary of the site. The railway, the embankment and the tunnel through it are civil engineering structures of **High Heritage Significance** within the CA.

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The boundary of the Yorkshire Dales National Park runs N-S along Highway approximately 60m away from the E boundary of Site SG079. Although the YDNP is not a heritage designation, it is a landscape designation with much heritage interest. The site can be seen from the YDNP and potentially affects its setting.

Barrel Sykes Farmhouse to the N of the the site is a Grade II listed building (see Appendix 1 for listing description) and views of it can be seen across the site from Town Head Way.

3.11.3 Relevant Comments in Craven's *Draft Settle-Carlisle Railway Conservation Area Appraisal (2016)* and the YDNPA's *Settle-Carlisle Railway Conservation Area Appraisal (2010)*

The railway line which runs to the W of the site is part of the Settle-Carlisle Railway Conservation Area, which was jointly designated by Craven DC and the YDNPA in 1991. Even though it is N of Settle, the *Settle-Carlisle Railway Conservation Area Appraisal* (adopted by the Yorkshire Dales National Park Authority in 2010) focusses solely on the line N of Langcliffe and makes no reference to the line adjacent to this site. The Appraisal identifies that in general terms:

The key characteristics of the Settle-Carlisle Railway Conservation Area can be put into four categories: its scenic qualities, access to the countryside, educational resource and heritage value.

Despite the industrial character of the line itself, the overall Settle-Carlisle Railway Conservation Area is largely of a rural quality, with only few settlements.

The Settle-Carlisle offers striking differences in scenery, which reflect a combination of the underlying geology and influence of glacial and postglacial action. The opportunities that the line affords to experience the landscape dynamically as a sequence of unfolding scenery and imposing views, is fundamental to the its identity. The landscape plays a significant part of the character of this conservation area...

A further Settle-Carlisle Conservation Area Appraisal was prepared on behalf of Craven DC in 2016 to focus on the Hellifield-Langcliffe length of the railway. This plan in this CA Appraisal identifies the site makes a strong contribution to the setting of the CA. The appraisal also states:

The open landscape north and south of the town of Settle makes a strong contribution to the character and appearance of the Conservation Area where it is visible from the train.

3.11.4 Assessment of Heritage Impact of Potential Development

The development of this site will have no direct impact on any designated heritage assets but it will have an impact on the setting of some designated heritage and landscape assets.

The site is clearly visible when viewed from trains on the embankment of the Settle-Carlisle Railway line and the current openness of the site creates a rural setting for the Settle-Carlisle Railway Conservation Area. Any residential development of the site will alter the character of that setting from rural to urban and have an adverse impact on that setting. However, although the majority of the setting of the CA consists of rural landscapes and

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some of these landscapes are essential to its setting: the historic setting of parts of the railway has an urban character and so urban settings are not wholly alien to the CA and the impact of development on this site on the setting is not necessarily a harmful impact. The site is immediately adjacent to the N edge of the Settle, where its setting is already urban and its development represents a small extension of that urban area. Furthermore, at the N end of the gross site is Barrel Sykes Farm which has a collection of buildings and is also built-up. Development of this site does not represent a residential development into wholly open countryside. The land on the W of the train line is already built-up at this point immediately adjacent to the railway but as the line is on an embankment, views of the wider landscape from the train line to the W can still be seen over and between the buildings. The view from the train adjacent to the site towards the E tend to be dominated by the higher ground beyond the site and not by the site itself, as it is at a lower level, has no eye-catching features and is far from the most dramatic landscape along the line. Taking all factors into account, the development of the site would have a **Very Slight Adverse** impact on the rural setting of the CA as a whole.

The tunnel through the embankment immediately to the W of the W boundary of the site is an important feature of the railway but is almost hidden from view at present and is not used. If the site were developed, there would be an opportunity to restore and open up the tunnel. This would enhance the heritage asset of the tunnel and provide much improved pedestrian permeability between each side of the railway and would have a **Medium Beneficial Impact**.

The site has a historical functional relationship with Barrel Sykes Farm and the rural character of the site also contributes to the visual setting of Barrel Sykes Farm. The loss of openness will have a **Slight Adverse Impact** upon the agricultural setting of the farm and its significance, but the farm will retain its rural agricultural setting to the N and W. If an open green buffer zone could be retained at the N end of this site this would reduce the loss of and impact on the setting of the listed farm group.

At present, the views of Barrel Sykes Farm (Grade II Listed Building) and the chimney of Watershed Mills can be seen over the site from the Town Head Way but it will be possible to retain these views from certain locations if the view corridors are used to inform the detailed layout of the site so that the impact is negligible.

Other important views of Settle to the W and the hills beyond can be seen from Yorkshire Dales National Park on the the higher land to the E of the site, especially from Highway, but again it will be possible to reduce the impact of the development on these these views to a **Very Slight Adverse Impact** by restricting development to the lower W part of the site, so that any new buildings are below the more important sight lines.

3.11.5 Conclusion

The development of Site SG079 would have a very **Slight Adverse Impact** on the setting of designated heritage assets and on the enjoyment of the National Park. In the terms expressed by the NPPF, this would be “Less than substantial harm” and this harm should be “...weighed against the public benefits of the proposal...” If it is decided to retain it as preferred development sites, the impact should be reduced and mitigated by ensuring that the development on the site is in compliance with the generic guidance in Section 4 and the specific guidance in Section 3.11.6.

3.11.6 Mitigation and Harm Reduction

Any new buildings on the site should be restricted to the lower land on the W part of the site and set back from the higher land on the E boundary of the site sufficiently for them not to be prominent in the view from Highway. Any proposal should include a series of accurate sections through the site to demonstrate that this objective will be achieved.

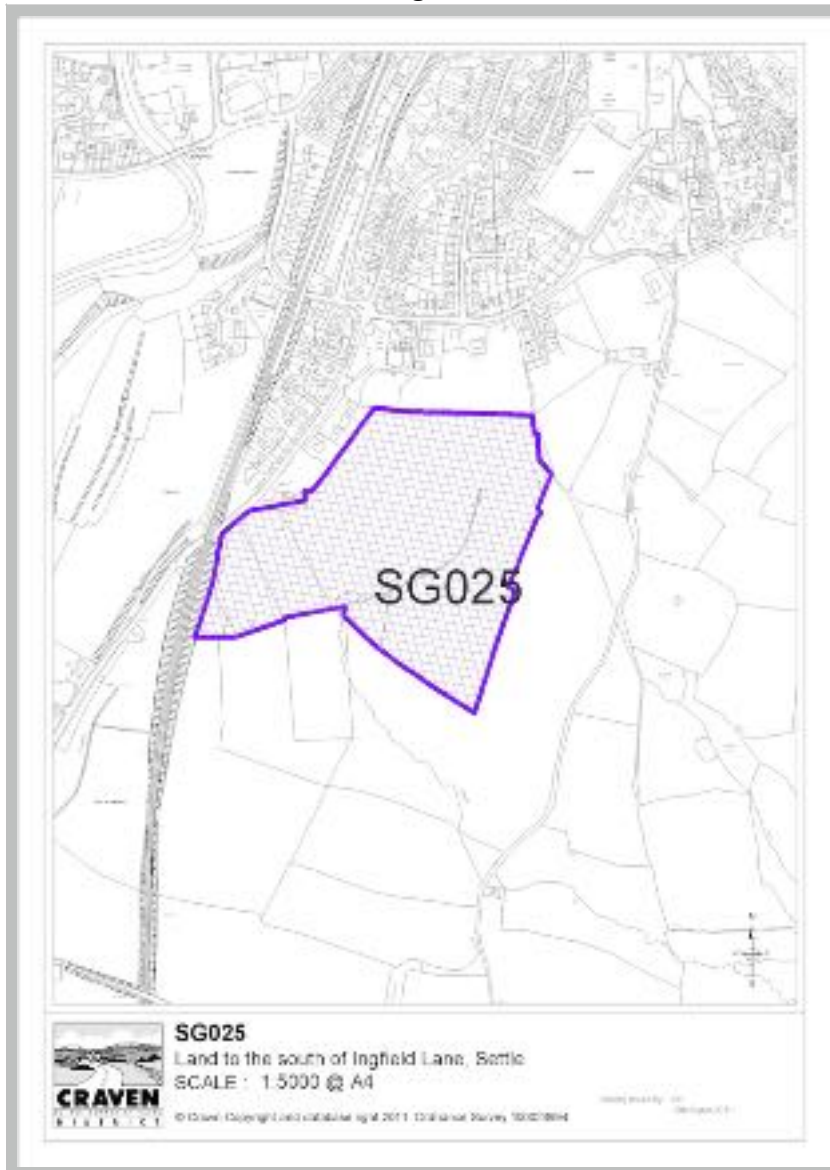
Any layout for new development should be informed by a study of sight lines towards Barrel Sykes Farm and the chimney of Watershed mill with the objective of retaining key views.

An open green buffer zone should be retained at the N end of the site to retain an open setting on the S for Barrel Sykes Farm.

The stone walls which forms the boundaries of the sites should be retained and restored.

The development of the site should include the restoration and opening up of the adjacent pedestrian tunnel through the embankment.

3.12 Site SG025, Land S of Ingfield Lane, Settle



Site SG025 Land S of Ingfield Lane, Settle



S elevation of Falcon Manor Hotel



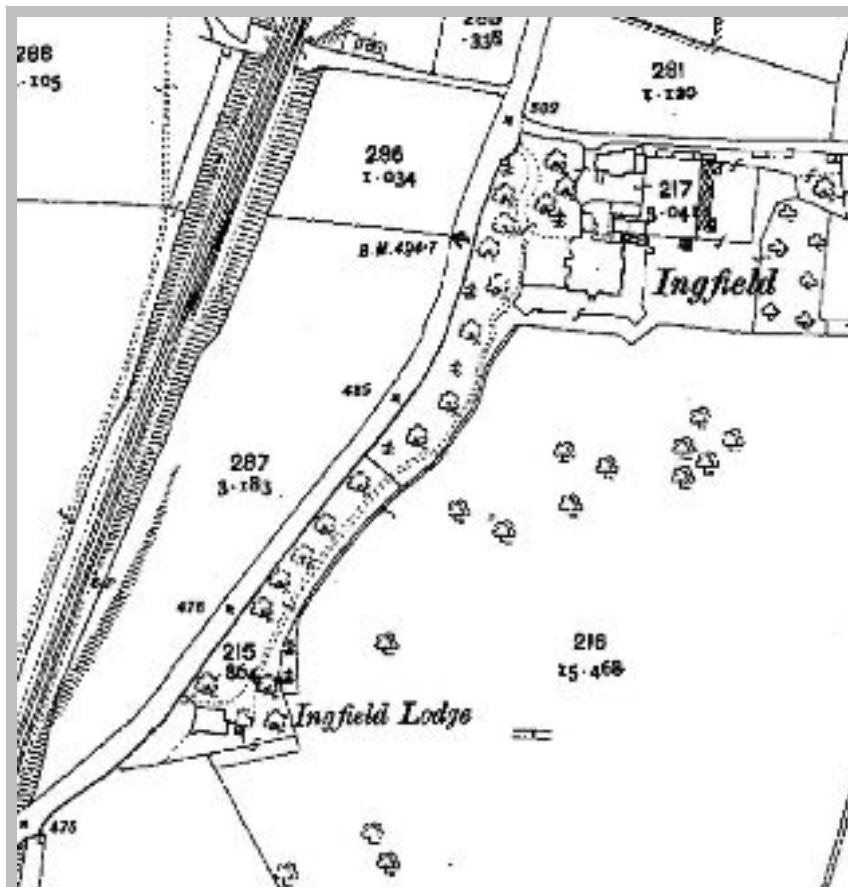
Terrace, lawn and view from S elevation of Falcon Manor Hotel



View of site looking S from garden of Falcon Manor Hotel



View of site from new development off Ingfield Lane



Falcon Manor (Ingfield) and Ingfield Lodge c.1896

View of vegetated railway embankment, open fields and hills beyond from road between Ingfield Lodge and railway bridge

3.12.1 Brief Description of Site SG025

Site SG025 is a large area of mostly flat agricultural land adjacent to the S end of the settlement of Settle.

The S end of the W boundary of the site abuts: a short length of the Settle-Carlisle Railway, which is on an embankment approximately 6m high at that point; a short length of the B6480 former main Skipton to Settle road (the B6480) and then the rear gardens of houses on the SE side of the B6480. Beyond the NW corner of the site on slightly elevated ground is the imposing Falcon Manor Hotel and its formal terraces and gardens. Beyond the N boundary is a recent residential development of mostly detached houses. Beyond the boundary to the S and E is further pasture: that to the S is at a similar level as the site but that to the E rises up towards the limestone hills of Rye Loaf Hill and Kirby Fell.

Falcon Manor Hotel was built 1841 by George Webster for the Reverend Swale, first vicar of Settle, in Jacobean style and at the time was called Ingfield. Its principal frontage faces W on to the road, set back from the B6480 behind trees and a car park but its S frontage is symmetrical and impressive with a central bay and large flanking windows looking out over the terraced garden and the hills beyond. Ingfield Lodge was built further S in the late 19th C and was linked to the main house by a tree-lined drive, as shown on the OS Map c.1896.

3.12.2 Heritage Assets on and around the Site

There are no designated heritage assets within the site.

The Falcon Manor Hotel is a Grade II listed building (see Appendix 1 for listing description). It is of **High Heritage Significance**. The hotel is described in Pevsner's *The Buildings of England: Yorkshire West Riding, Leeds, Bradford and the North*. The site forms part of the wider setting of the building. Ingfield Lodge was originally in the extended curtilage of Falcon Manor and, although it is no longer in that curtilage, it is still an undesignated heritage asset.

The site is approximately 300m from the S boundary of the Settle Conservation Area.

The railway line which runs to the W of the site is part of the Settle-Carlisle Railway Conservation Area, which was jointly designated by Craven DC and the YDNPA in 1991. The embankment of the railway is a civil engineering structure of **High Heritage Significance** within the CA.

The boundary of the Yorkshire Dales National Park runs N-S along Brockhole Lane, approximately, 150m away from the E boundary of Site SG025. Although the YDNP is not a heritage designation, it is a landscape designation with much heritage interest. The site can be seen from the YDNP and potentially affects its setting.

The site has been identified in the HER as having potential archaeological interest.

3.12.3 Relevant Comments in Craven's *Draft Settle-Carlisle Railway Conservation Area Appraisal (2016)* and the YDNPA's *Settle-Carlisle Railway Conservation Area Appraisal (2010)*

The railway line which runs to the W of the site is part of the Settle-Carlisle Conservation Area, which was jointly designated by Craven DC and the YDNPA in 1991. The *Settle-Carlisle Conservation Area Appraisal* (adopted by the Yorkshire Dales National Park Authority in 2010) focusses solely on the line N of Langcliffe and makes no reference to the line adjacent to this site. The Appraisal identifies that in general terms:

The key characteristics of the Settle-Carlisle Railway Conservation Area can be put into four categories: its scenic qualities, access to the countryside, educational resource and heritage value.

Despite the industrial character of the line itself, the overall Settle-Carlisle Railway Conservation Area is largely of a rural quality, with only few settlements.

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The Settle-Carlisle offers striking differences in scenery, which reflect a combination of the underlying geology and influence of glacial and postglacial action. The opportunities that the line affords to experience the landscape dynamically as a sequence of unfolding scenery and imposing views, is fundamental to the its identity. The landscape plays a significant part of the character of this conservation area...

A further *Settle-Carlisle Conservation Area Appraisal* was prepared on behalf of Craven DC in 2016 to focus on the Hellifield-Langcliffe length of the railway. The plan in this CA Appraisal identifies that the site makes a strong contribution to the setting of the CA. The appraisal also states:

The open landscape north and south of the town of Settle makes a strong contribution to the character and appearance of the Conservation Area where it is visible from the train.

The Appraisal identifies a Highly Dynamic View to the high land to the E from the railway line along the W boundary of this site:

HD1 On the southern approaches to Settle there are excellent views out from the train to the East over the beautiful lower flanks of the Yorkshire Dales National Park, rising up to Kirkby Fell. This is one of the best views from this part of the Conservation Area

3.12.4 Assessment of Heritage Impact of Potential Development of the Site

The development of this site will have no direct impact on any designated heritage assets but it will have an impact on the setting of some designated heritage and landscape assets.

The site is clearly visible when viewed from trains on the embankment of the Settle-Carlisle Railway line and the current openness of the site creates a rural setting on the E side of this part of the Settle-Carlisle Railway Conservation Area. The view to the E from the line at this point has been identified as one of the most dynamic views on the Hellifield to Langcliffe length of the line. The site is in the foreground of that view, at a lower level than the railway. Although the site is within that view, it is the view of the rising hills to Rye Loaf Hill and Kirby Fell beyond the site which are the most appealing and dramatic. Any development on the site (of two storeys or less) will alter the foreground of the view and the character of that setting from rural to urban and have an adverse impact on that view and setting but the hills will still be visible beyond, over the roofs and so the impact will be **Low Adverse Impact**. Although the majority of the setting of the railway consists of rural landscapes and some of these landscapes are essential to its setting: the historic setting of other parts of the railway has an urban character and so urban settings are not wholly alien to the CA and the impact of development on this site on the setting is not necessarily a harmful impact. The site is immediately adjacent to the S edge of Settle, where its setting is already urban further N and its development would represent an extension of that urban area to a fixed heritage feature (the railway). The land on the W side of the B6480 is already built-up just N of this point immediately adjacent to the railway but as the line is on an embankment, views of the wider landscape from the train line to the E can still be seen over and between these buildings. The view from the train adjacent to the site towards the E tend to be dominated by the higher ground beyond the site and not by the site itself, as it is at a lower level, has no eye-catching features and is itself not the most dramatic landscape along the line. The vegetated railway embankment forms a strong visual feature in the view S and SE from the B6480, immediately S of Infield Lodge, which also has the open fields in the foreground and the hills beyond in the background. The development of the S part of Site SG025 would damage the openness of this view. Taking all factors into account, the development of the site will have a **Slight Adverse Impact** on the rural setting of the CA as a whole.

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The rural character of the site also contributes to the setting of Falcon Manor Hotel and to views out from it. It seems likely that the design of the building, with its large windows on the S elevation, and its gardens, with terraces on the S, was influenced by the objective of taking advantage of the attractive views to the S and SE. The loss of openness of the site will thus have a **Slight Adverse Impact** upon the views out and the open setting of the hotel, but the hotel would retain part its open setting to the S and SE if a green buffer zone of public open space could be retained immediately to the S of the hotel's grounds, as suggested on Plan SG025A. Although the openness of the medium distance setting would still be lost, the principal long-distance views to the higher land of Rye Loaf Hill and Kirby Fell would be retained. Public views of a principal elevation of the hotel would also be created. Ingfield Lodge is further S and has a historical association with Falcon Manor. It is a distinguished detached house with impressive gate piers and walls and now marks the S end of Settle. It too was designed to take advantage of the views to the S and the development of the whole site would have a **Slight Adverse Impact** on views out from it and on its setting.

Other important views of Settle, the railway line and the surrounding countryside of the Ribble Valley and can be seen from Yorkshire Dales National Park from the the higher land to the E of the site and from Brockhole Lane, at the same level as the site and approximately 100m to the E of the site. The development of the site would have a very slight harmful effect on the longer range views by marginally extending the built-up part of the settlement into the current mixed view of urban and rural landscapes, but it would be **Very Slight Adverse Impact** as it would still possible to see the countryside of the Ribble Valley beyond, over development site on the lower land of the site. The impact of development of the site and loss of its openness on the views to the W from Brockhole Lane would be different as the development would be much closer to the viewpoint and at a similar level. However, the middle distance of the views to the W from Brockhole Lane are mostly of the houses on the E side of the B6480 and the railway embankment and so the development of the site would not be obscuring a wholly pristine view of the countryside. Again, the development of the whole site would have a **Very Slight Adverse Impact** on the view W from Brockhole Lane.

3.12.5 Conclusion

The development of the whole of Site SG025 would have a **Slight Adverse Impact** on the setting of designated and undesignated heritage assets and landscape views. Although in many ways the embankment of the railway would form a distinct physical limit to the S development of Settle, the impact of the development on the setting of heritage assets would be lowered to **Very Slight Adverse Impact** if the S limit of the development site were to be restricted to an E-W line from Ingfield Lodge. In either case, the harm to the setting of the heritage assets would, in the terms expressed by the NPPF, be "Less than substantial harm" and this harm should be "...weighed against the public benefits of the proposal..." If it is decided to retain the full site or the reduced site as a preferred development site, the impact of the development should be reduced and mitigated by being in compliance with the generic guidance in Section 4 and the specific guidance in Section 3.12.6.

3.12.6 Mitigation and Harm Reduction

Any new buildings on the site should be restricted to two storeys in height.

Any layout for new development should be retain an open green buffer zone S of the Falcon Manor Hotel, as recommended on Plan SG025A.

Any development on the site should be restricted to the N part of the site to retain the open view of the railway embankment and hills to the E from the B6480, as recommended on Plan SG025A.

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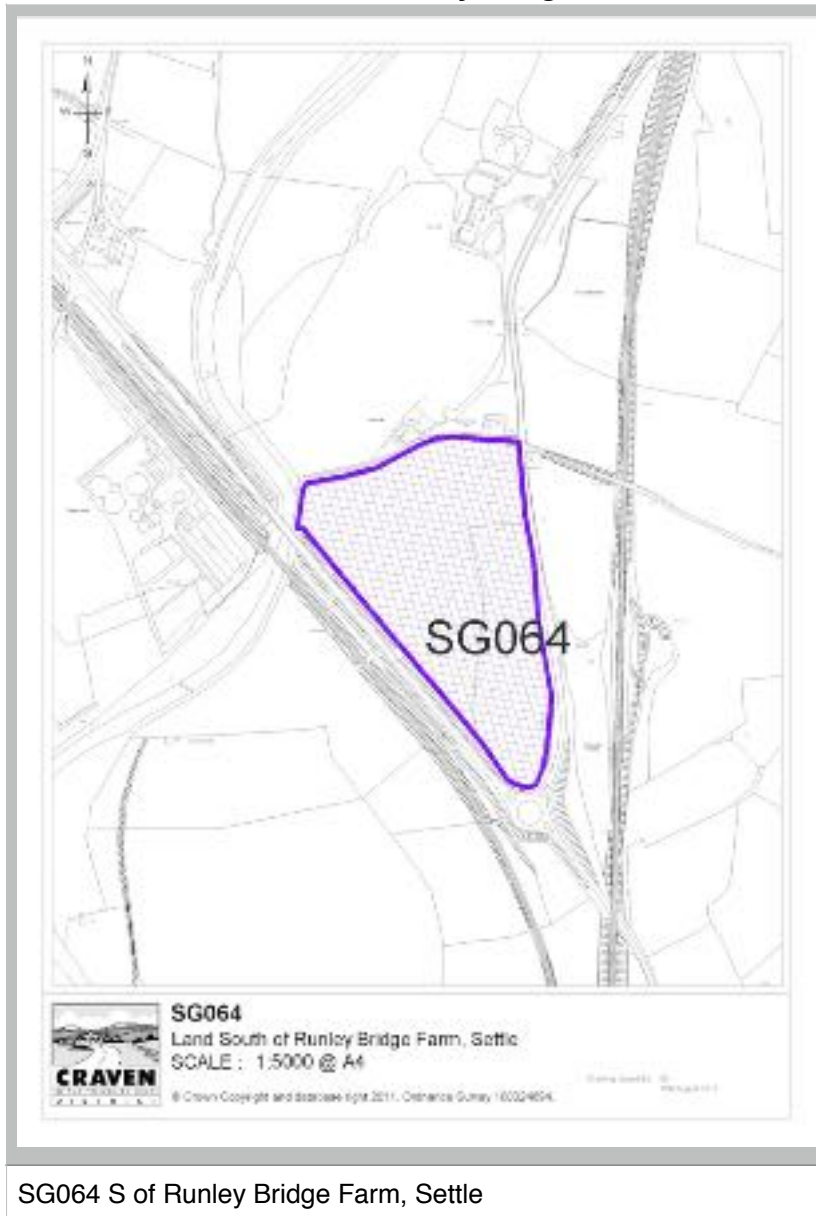
Any new development should include a comprehensive landscaping scheme to filter views of the development from the W.

Any proposals for development should be informed by archaeological investigations into features of potential archaeological interest.



Plan SG025A. Red line recommends development limit to reduce harm on setting of heritage assets

3.13 Site SG065 Land S of Runley Bridge Farm, Settle



SG064 S of Runley Bridge Farm, Settle

			
View N over the site towards Runley Farm House and Runley Mill	View S from Runley Farm	Runley Farm	Mile post outside NE corner of site

3.13.1 Brief Description of Site SG064

Site SG064 is a triangular pasture field in open countryside S of the town of Settle, lying between the Settle By-pass to the W, the B6480 to the E and a track leading to Runley Mill and Runley Farm on the N. The site undulates gently and falls slightly from E down to W.

The site is bounded by dry stone walls approximately 1m high and a similar wall divides the field.

Open views across the site can be seen from both the by-pass and the B6480.

To the N, S and E are a number of copses and plantations.

3.13.2 Heritage Assets at the Site

There are no designated heritage assets in the site.

A stone mile post immediately outside the NE corner of the site on the track to Runley Farm is a Grade II listed Building (See Appendix 1 for Listing Description).

The railway line which runs N-S approximately 100m to the W of the site is part of the Settle-Carlisle Conservation Area, which was jointly designated by Craven DC and the YDNPA in 1991. This part of the line is S of Settle Station.

The boundary of the Yorkshire Dales National Park runs N-S along the E side of the railway, approximately, 110m away from the E boundary of Site SG064. Although the YDNP is not a heritage designation, it is a landscape designation with much heritage interest.

Runley Farmhouse, Runley Mill and Turn Pike Lodge are historic buildings which are undesignated heritage assets around the edge of the site.

Other undesignated heritage and visual assets on the site are the stone boundary walls.

3.13.3 Relevant References in Conservation Area Appraisals

The *Settle-Carlisle Railway Conservation Area Appraisal* (adopted by the Yorkshire Dales National Park Authority in 2010) focusses solely on the line N of Langcliffe and makes no reference to the line adjacent to this site. The Appraisal identifies that in general terms:

The key characteristics of the Settle-Carlisle Railway Conservation Area can be put into four categories: its scenic qualities, access to the countryside, educational resource and heritage value.

Despite the industrial character of the line itself, the overall Settle-Carlisle Railway Conservation Area is largely of a rural quality, with only few settlements.

The Settle-Carlisle offers striking differences in scenery, which reflect a combination of the underlying geology and influence of glacial and postglacial action. The opportunities that the line affords to experience the landscape dynamically as a sequence of unfolding scenery and imposing views, is fundamental to the its identity. The landscape plays a significant part of the character of this conservation area...

A further draft *Settle-Carlisle Railway Conservation Area Appraisal* was prepared on behalf of Craven DC in 2016 to focus on the Hellifield-Langcliffe length of the railway. This appraisal states:

The open landscape north and south of the town of Settle makes a strong contribution to the character and appearance of the Conservation Area where it is visible from the train.

3.13.4 Assessment of Heritage Impact of Potential Development of the Site

Although the site is adjacent to the heritage asset of the mile post, but the openness of the site is not a contributor to the heritage significance of the milepost and so a development on the site would have **Neutral Impact** on its significance.

The site is not visible from trains on the railway as the line is in a cutting at this point and in any event, the railway line is approximately 100m away and so the site makes a low contribution to the setting of the Settle-Carlisle Railway Conservation Area. The development of the site would have a **Neutral Impact** on the setting of the conservation area.

The site can be seen from the higher ground of the Yorkshire Dales National Park to the E. It makes a small contribution to the rural character of the views to the E from the higher ground as part of a much wider pastoral scene but its contribution is limited by the surrounding copses and plantations.

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The location of the site between two roads and its flat terrain make it especially prominent and enable medium-range views across it towards the Runley Farmhouse, Runley Mill and Turn Pike Lodge. The development of the land would restrict the views of these undesignated heritage assets and have a slight harmful impact on their setting. Runley Farmhouse has a strong historical functional relationship with the site, which is an important part of its setting.

Toll cottages were generally built at the edge of township boundaries rather than in settlements and so would generally be in rural settings. The openness of the site therefore contributes to its setting. Runley Farm House was built within the open agricultural setting of its farmland and had a functional relationship with its surrounding land. The loss of the open space around the toll bar cottage and Runley Farm would have a **Moderate Adverse Impact** on their setting and significance, albeit that they are undesignated heritage assets.

3.13.5 Conclusion

The development of Site SG064 would have a **Moderate Adverse Impact** on the setting of undesignated heritage assets and landscape views. The harm to the setting of the heritage assets would, in the terms expressed by the NPPF, be at the higher end of the scale of “Less than substantial harm” but this would be to undesignated assets. This harm should be “...weighed against the public benefits of the proposal...” If it is decided to retain the site as a preferred development site, the impact of the development should be reduced and mitigated by being in compliance with the generic guidance in Section 4 and the specific guidance in Section 3.12.6.

3.13.6 Mitigation and Harm Reduction

The stone walls on and around the boundaries of the sites should be retained and restored.

Any new development should include a comprehensive landscaping scheme to filter views of the development from the E and W.

3.14 Site BU012 Richard Thornton CoE Primary School, Burton in Lonsdale



Site BU012 Richard Thornton CoE Primary School, Burton in Lonsdale



3.14.1 Brief Description of Site BU012

Site BU012 comprises the Richard Thornton C of E Primary School buildings and some land to the rear, all to the W of the village centre and separated from it by farmland and Castle Hill, in a rural location. The site is on the W of the A687 and has a track along its S boundary. The grounds of a detached house abut the W boundary of the site. The school building comprises class rooms and two dwellings although it is now wholly vacant. The majority of the school building is single storey but the central part at the front is two storey.

The schools was built and endowed by Richard Thornton, a London entrepreneur and native of Burton.

The earliest parts of the building are constructed of ashlar stone in Gothic style and date from 1853 but a rear hall with rendered external walls was added in the 20th C.

The front part of the site has many mature trees, has a formal landscaped terrace and a low dressed stone boundary wall with roll-top coping. The rear part of the site, which was playing fields, is mostly open but has some mature trees and is enclosed by a stone wall approximately 1.2m high.

3.14.2 Heritage Assets at the Site

The school building is a Grade II listed building. (see Appendix 1 for listing description). It is a heritage asset of **High Heritage Significance**.

The site is within the Burton in Lonsdale Conservation Area, a heritage asset of **Medium Heritage Significance**.

The school is described in Pevsner's *The Buildings of England: Yorkshire West Riding, Leeds, Bradford and the North*.

3.14.3 Relevant References to Site BU012 in *Draft Burton Conservation Area Appraisal (August 2016)*

The appraisal identifies the contribution of surrounding open space to the setting of the CA but concludes:

Land to the west of the Conservation Area and surrounding Richard Thornton's School (F4)

Fields here do not make a significant contribution to the setting or character of the Conservation Area being spatially quite removed from the historic core.

The appraisal identifies Highly significant dynamic views (HD):

HD1: Dynamic views from the A687 western gateway.

The open fields in the foreground provide an important rural setting to the historic core from this key gateway into Burton, enhanced closer in by a high stone wall on one side and the impressive Listed Grade II Castle Farm Barns. The visual and physical dominance of the Listed Grade II All Saints Church and the adjoining Scheduled Ancient Monument of Castle Hills are strong features along this route up to and including the historic core of the village. The historic 'edge of settlement' is very clear from distance with views to the rears of the Listed Grade II Castle Hills Farm Barns, Thornton Cottage and Tranquil Vale. Views across to Ingleborough Hill take in the early 21st century development of manor Close but the density and massing of this development does not detract

The appraisal identifies 6 key buildings within the CA, including:

Burton In Lonsdale Endowed First School and Schoolmasters House – Grade II

3.14.4 Assessment of Heritage Impact of Potential Development of the Site

The original school building and the landscaped grounds in front of it are heritage assets of **High heritage significance**. Any development of the site must retain and restore the original building and its formal setting. The building incorporates two original dwellings for teachers but the school itself has potential for conversion to residential use in a way which would have a **Large Beneficial Impact** on the heritage asset by ensuring its conservation, long-term usage and maintenance.

The 20th C extension at the rear of the original building is of **Negligible Heritage Significance**. It demonstrates the evolution of the school but is of lower architectural quality and inferior materials. It could be converted to residential use in a way that has **Neutral Impact** on the heritage asset although consideration could be given to its demolition.

Any development in front (to the N, E and S) of the buildings would have a **Large Adverse Impact** on views of the school building, on its setting and on the low density character of this part of the Burton in Lonsdale Conservation Area. Such a development would be substantial harm and, in accordance with the advice in the NPPF, should be avoided.

The open land at the rear (W) of the school building has a low historical and visual relationship with the school and, although it forms part of the curtilage of the listed building, it makes only a **Low Contribution** to its setting. It is largely screened from view from most locations by the historic buildings, walls and vegetation. It makes a **low contribution** to the Burton in Lonsdale CA. The loss of its open character would have a **Very Slight Adverse Impact** on the setting and significance of the school building. Similarly, a restricted and well-designed development on this site would have a

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Slight Adverse impact on the heritage assets and their setting. This impact would be “less than substantial” and in accordance with the advice in the NPPF, should be weighed against the public benefits of developing this part of the site

3.14.5 Conclusion

The development of Site BU012 by the restoration and conversion of the original school building would deliver **Large Beneficial Impacts** on the heritage significance of the school buildings and the Burton CA. The development of land at the rear and the demolition of the rear school building would cumulatively have a **Slight Adverse Impact** on the significance of the designated heritage assets of the school building and the Conservation Area. The harm to the setting of the heritage assets would, in the terms expressed by the NPPF, be at the lower end of the scale of “Less than substantial harm”. This harm should be “...weighed against the public benefits of the proposal...” If it is decided to retain the site as a preferred development site, the impact of the development should be in compliance with the generic guidance in Section 4 and the specific guidance in Section 3.14.6 to reduce and mitigate the adverse impacts and ensure that the benefits to the heritage assets are maximised.

3.14.6 Mitigation, Harm Reduction and Measures to Ensure that the Development Makes a Positive Contribution

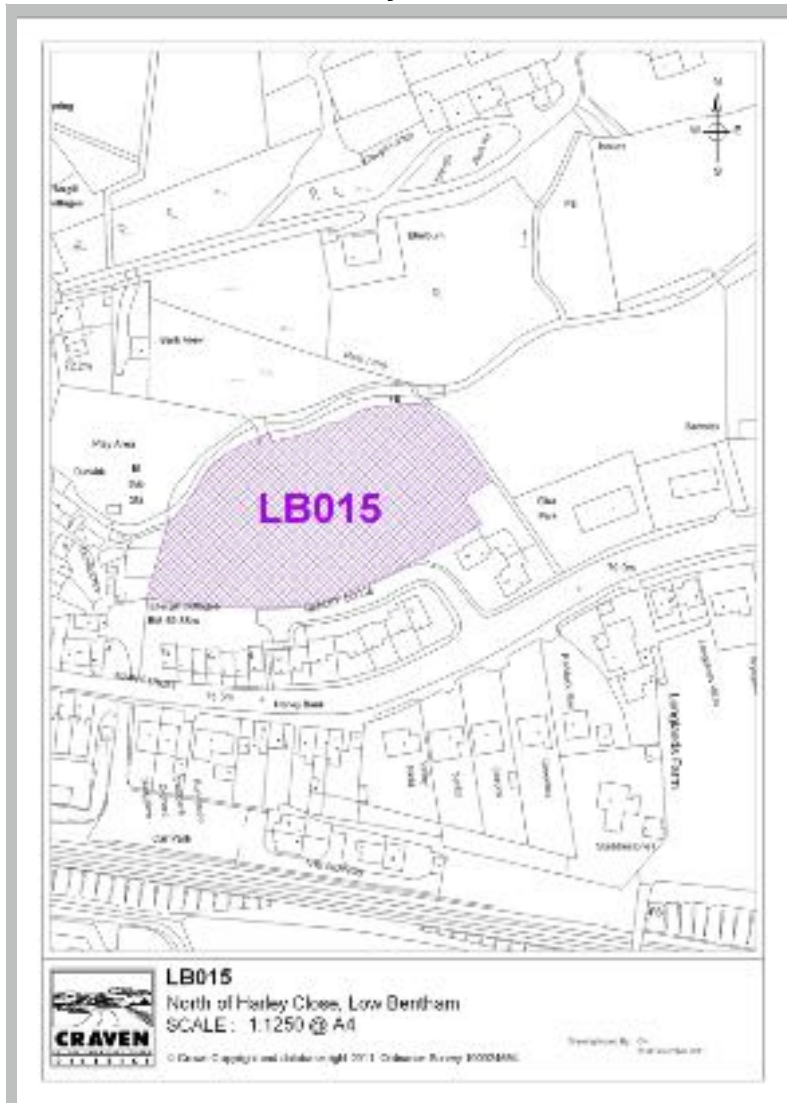
The original school buildings and teachers’ houses should be retained and converted to apartments in a way which retains their architectural character.

Any development proposal should include an arboricultural survey to ascertain the exact location, species and condition of all trees on the site. All healthy trees should be retained and work undertaken to maintain them in a healthy condition.

The front terraces and all stone boundary walls should be retained as far as possible and restored.

The potential for new buildings on the site is restricted to the land at the rear (W) of the site, due to the need to retain the trees, the existing buildings and the immediate setting of the historic building.

3.15 LB015 Land N of Harley Close, Low Bentham



LB015 Land N of Harley Close, Low Bentham

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3.15.1 Brief Description of Site LB015, Land N of Harley Close, Low Bentham

Site LB015 is a wedge of disused agricultural land on the E side of the centre of Low Bentham. The land slopes down from Harley Close on its S boundary to the Ellergill Beck on its N boundary. The S side of Harley Close is a recent development which fronts on to Main Street but the N side of Harley Close is open to the site. To the NW of the site, the centre of Low Bentham consists of a group of historic buildings. To the NE of the site, beyond the tree-lined Ellergill Beck is a former play area which has planning permission for two detached dwellings. An old stone bridge crosses the beck in the centre of the N boundary. A public footpath runs along the E boundary, separated from it by a dry stone wall approximately 1m high. To the N and E of the site are agricultural fields.

3.15.2 Heritage Assets at the site

There are no designated heritage assets on or adjacent to the site.

A study *Craven Potential Conservation Areas Designations* (August 2016) by Alan Baxter Associates recommends that a conservation area should be designated in Low Bentham and that the boundary of the CA should exclude the site but should run along the N boundary of the site, along the Ellergill Beck. Although the CA has not yet been designated, this HIA assesses the impact of development which might prejudice any future designation by Craven DC. It treats the Preferred Development Site as though the proposed CA has been designated. For the purposes of this HIA, the site makes a **Low-Medium contribution** to the setting of the potential CA.

Other undesignated heritage and visual assets of **Low Heritage Significance** around the site are the stone bridge over the Ellergill Beck, the stone boundary wall along the E boundary and the trees, which are mostly along the banks of the Ellergill Beck.

3.15.3 Relevant References to Site LB015 in the *Craven Potential Conservation Areas Designations* report (August 2016)

The report does not refer directly to the site but states:

On entering the village on Burton Road there are limited views out to the countryside beyond the houses. Despite this there is still the strong sense of countryside rather than development beyond the centre of the village which makes the limited depth of the development an important characteristic of Low Bentham.

The plan of character analysis in the report includes the site within an area which makes a strong contribution to the character and appearance of the area.

3.15.4 Assessment of Heritage Impact of Potential Development of the Site

The current openness of the site helps to provide a rural setting for the historic buildings in the centre of Low Bentham. It enables views some views to be enjoyed over the land, especially from the footpath on the E and Harley Close, towards the group of historic buildings at the junction of Burton Road and Main Street and towards the trees along the Ellergill Beck. The development of the site would replace a mostly open fields with a more urban character. The loss of open space would have a **Slight Adverse Impact** on the contribution that the site makes to the rural character and appearance of the potential CA.

The new buildings would obstruct some of the views over the site to the historic buildings, especially those from the E toward the buildings around the junction of Burton Road and Main Street. The site makes a positive contribution to the rural setting of the proposed CA and so a development on the site would have **Slight Adverse Impact** upon the character and appearance of the proposed CA.

3.15.5 Conclusion

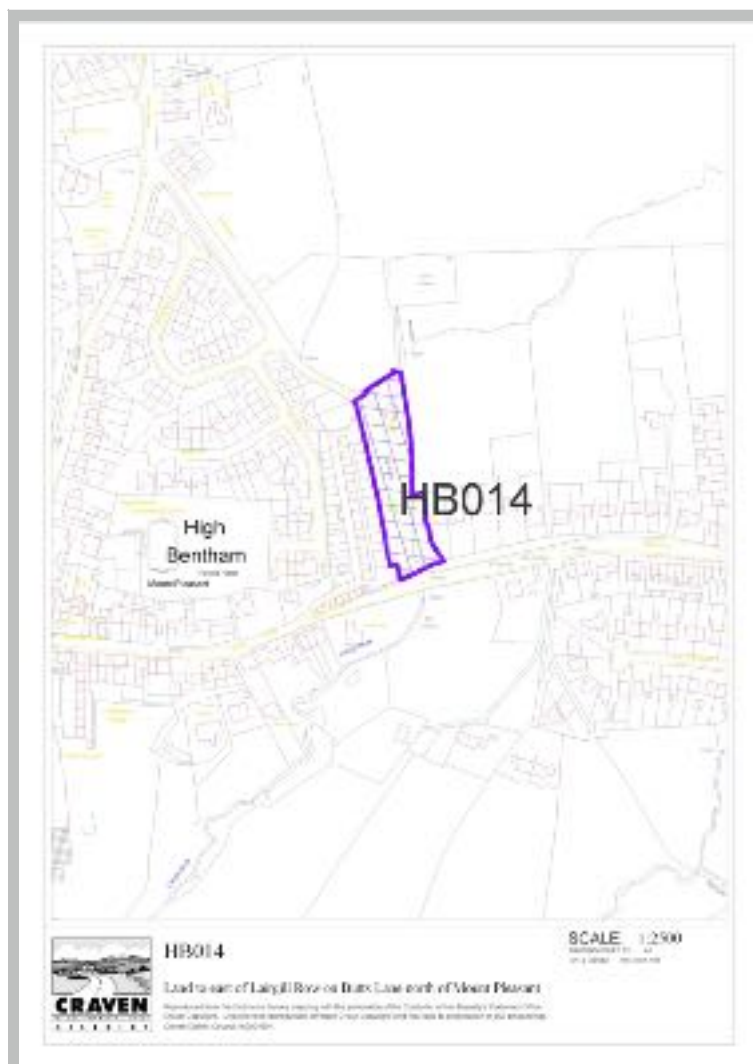
The development of Site LB015 have a **Slight Adverse Impact** on the significance of the potential Conservation Area but not to the extent that it would prejudice the designation of the Conservation Area. The harm to the setting of the potential Conservation Area would, in the terms expressed by the NPPF, be of "Less than substantial harm". This harm should be "...weighed against the public benefits of the proposal..." If it is decided to retain the site as a preferred development site, the impact of the development should be in compliance with the generic guidance in Section 4 and the specific guidance in Section 3.15.6 to reduce and mitigate the adverse impacts.

3.15.6 Mitigation and Harm Reduction

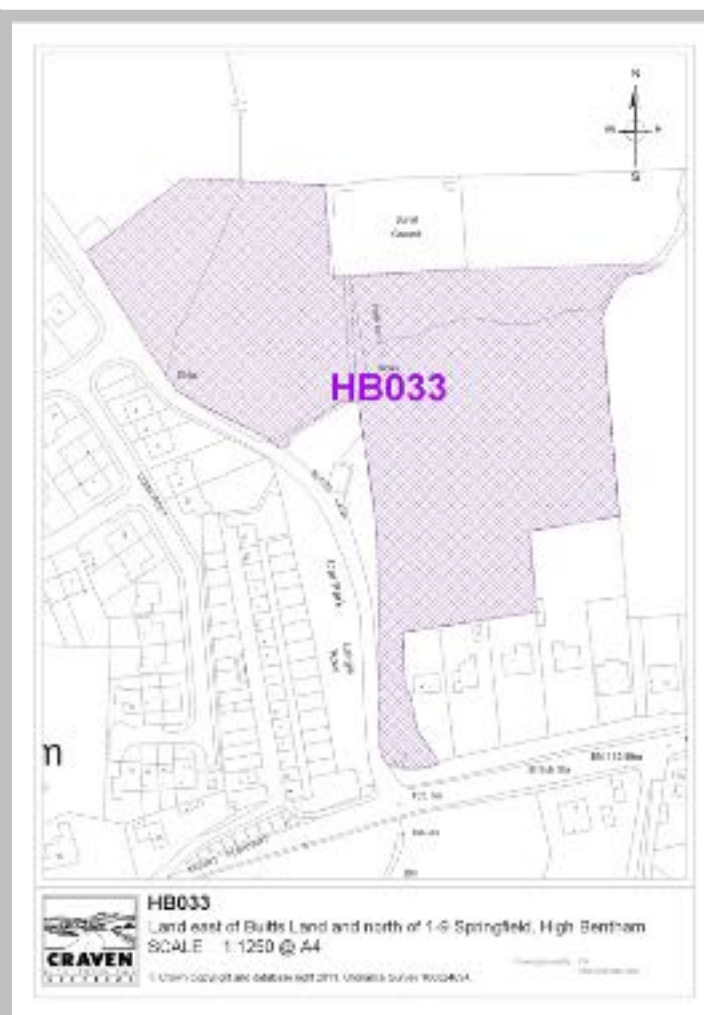
Any development proposal should include an arboricultural survey to ascertain the exact location, species and condition of all trees on the site. All healthy trees should be retained and work undertaken to maintain them in a healthy condition.

The stone wall on the E boundary and the stone bridge over the Ellergill Beck should be retained and restored as part of the development.

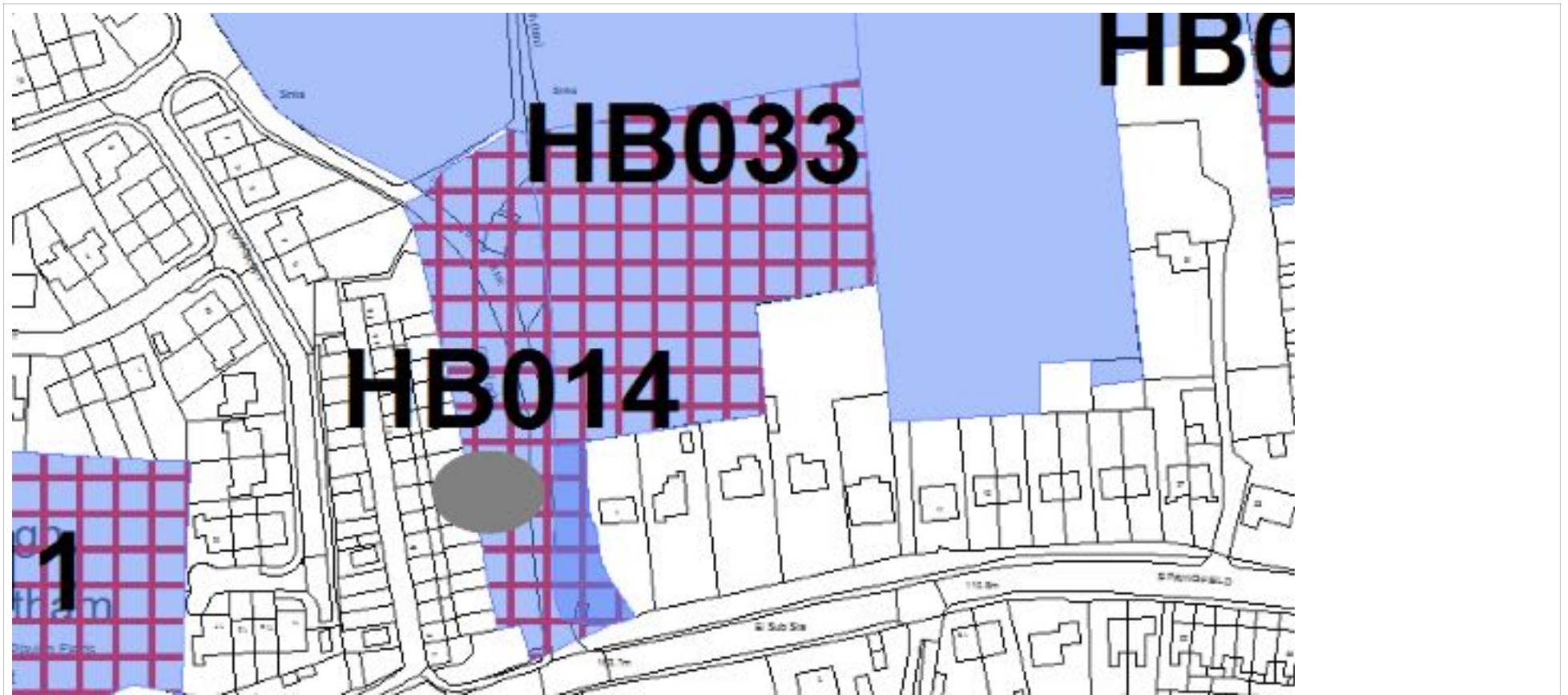
3.16 Site HB014 Land E of Lairgill Row on Butts Lane, N of Mount Pleasant, High Bentham and Site HB033 Land E of Butts Lane and N of 1-9 Springfield, High Bentham



HB014 Land E of Lairgill Row on Butts Lane, N of Mount Pleasant, High Bentham



Land E of Butts Lane and N of 1-9 Springfield, High Bentham



Net Developable Area of Sites HB014 and HB033, shown hatched

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View S over Site HB014	View N over Site HB014	Traditional barn in NE corner of HB014	View S over Site HB033

3.16.1 Brief Description of Sites HB014 and HB033

Sites HB014 and HB033 are adjacent to each other and so are assessed together in this HIA. They are both at the E edge of High Bentham, with agricultural land further to the N and E. They are on the N side of the main road through the town (Mount Pleasant/Springfield). The land rises up from the main road in the S to the high point at the N end.

Site HB014 is divided into two parts by Butts Lane. On the W side is a hard-surfaced area of tarmac which runs into Butts Lane at the same level without a visible boundary and which is used as a car park primarily by residents of Lairgill Row. Lairgill Row is a long terrace of 2 storey stone houses which have their principal frontages on the opposite (W facing) side (where there is limited parking space and separate amenity spaces) and which have rear garden/yards facing on to Site HB014. On the E side of Butts Lane is a triangular plot which has the pedestrian access point to High Bentham Cemetery and a traditional stone barn, which has been re-roofed with sheet-cladding.

The gross Site HB033 is a large area of mostly agricultural fields, bounded and separated by mature hedges. A net potentially developable area (hatched on plan above) has been identified by Craven DC at the S end of the site to maintain a respectful and quiet setting for the cemetery and only the impact of development on this area is assessed. The site also includes a narrow strip of embankment on the E side of Butts Lane which is mostly vegetated with trees and large shrubs over a culverted stream. This site is separated from Springfield by a line of detached houses. A footpath cuts through the site to lead to High Bentham Cemetery which is beyond the N end of the net site.

3.16.2 Heritage Assets at the Site

There are no designated heritage assets on or surrounding the sites.

A study, *Craven Potential Conservation Areas Designations* (August 2016) by Alan Baxter Associates, recommends that a conservation area should be designated in High Bentham and that the boundary of the CA should run N-S up Butts Lane to include Lairgill Row and that part of Site HB014 which is W of Butts Lane. Although the CA has not yet been designated, this HIA assesses the impact of development which might prejudice

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any future designation by Craven DC and so treats the Preferred Development Site as though the proposed CA has been designated. For the purposes of this HIA, Site HB014 makes a **Low-Medium Contribution** to the potential CA, although this contribution could be increased if the appearance of the tarmac area were enhanced.

For the purposes of this HIA, Site HB033 makes a **Low-Medium Contribution** to the setting of the potential CA.

Other undesignated heritage and visual assets on and around the site are Lairgill Row, the stone barn on Site HB014 of **Medium Heritage Significance** and the trees and shrubs on and around Site HB033, which are of **Low Heritage Significance**.

3.16.3 Relevant References to Sites HB014 and HB033 in the *Craven Potential Conservation Areas Designations* report (August 2016)

The report states:

Buildings from this period (1750-1820) are also present in the settlement, the most striking being the non-designated Lairgill Row which forms a key gateway feature at the eastern end of the settlement. Lairgill Terrace was constructed in the early 19th century to house Irish linen workers. The basement of each house held four looms for the production of sailcloth.

The plan of character analysis in the report includes the majority of Site HB033 within an area which makes a strong contribution to the character and appearance of the potential CA.

The report states:

Land to the east of Lairgill Row

The pasture fields off Butt Lane comprise hedged boundaries with occasional mature and semi-mature trees that are clearly shown on the 1850 ordnance Survey map. The only more recent addition to this landscape is a late 20th century burial ground with hedged boundaries and the detached dwellings along the B6480.

The open aspect of this area enhances the drama and significance of the early 18th century Lairgill Row from which there are glimpsed views of the distant Ingleborough Hill. The area makes a strong contribution to the character and appearance of the Conservation Area

The report identifies a Highly Significant Fixed View over Site HB014 and states :

HF1 – View from the B6480 by Lairgill Beck

Strong eastern gateway into High Bentham with the earthwork remains of an 18th century sandstone quarry to the south and the landmark early 18th century Lairgill Terrace to the north.

The report also states:

The gateway from the east includes views of a late 18th century quarry and Lairgill Terrace providing an intriguing visual introduction.

Although Lairgill Row is not a listed building, the appraisal identifies it as a Key Building.

3.16.4 Assessment of Heritage Impact of Potential Development of the Site

The openness of the land at the sites enables some views over the land. The fields of site HB033 help to provide a rural setting at the E edge of the town, although its contribution when viewed from the SE is diminished as it is behind a row of houses on Springfield. The development of the site would replace mostly open land and fields with buildings and this would have a **Slight Adverse Impact** on the contribution that the current openness of the sites makes to the rural character and appearance of the potential CA. In particular, any new buildings on Site HB014 would obstruct some of the views over the site to Lairgill Row, from Butts Lane. However, although the openness of Site HB014 enables views, its surface of tarmac, its featureless treatment and its dominance by cars detracts considerably from the character and appearance of the potential CA and the setting of the terrace. It should be possible to partially develop the site in such a way to retain some views of the terrace from the E and SE and enhance the surface materials and treatment of that part which is not built upon. Such a development and environmental enhancement could have a net **Slight Beneficial Impact** on the character of the site and the contribution that it makes to the setting of Lairgill Row.

The retention, conversion and re-roofing of the traditional barn at the NE end of Site HB014 would ensure its conservation, beneficial use and long-term maintenance and would have a **Medium Beneficial Impact** on the character of the site and the contribution that it makes to the setting of the potential CA.

The openness, trees, hedges, shrubs and agricultural use of Site HB033 make a positive contribution to the rural setting of the proposed CA and so a development on that site would have **Slight Adverse Impact** upon the contribution that it makes to the setting of the proposed CA.

3.16.5 Conclusion

The development of Sites HB014 and HB033 would have a **Slight Adverse Impact** on the significance of the potential Conservation Area but not to the extent that it would prejudice the designation of the Conservation Area. The harm to the setting of the potential Conservation Area would, in the terms expressed by the NPPF, be of “Less than substantial harm”. This harm should be “...weighed against the public benefits of the proposal...” If it is decided to retain the site as a preferred development site, the impact of the development should be in compliance with the generic guidance in Section 4 and the specific guidance in Section 3.16.6 to reduce and mitigate the adverse impacts and ensure that the benefits to the heritage assets are maximised.

3.16.6 Mitigation, Harm Reduction and Measures to Ensure Enhancement of the Heritage Assets

Development on the open land at Site HB014 should be restricted to the N and centre of the site to retain a suitable setting for Lairgill Terrace and some views of it from the SE. Any development on site HB014 should include a comprehensive landscaping scheme to enhance the materials and treatment of the whole site and retain pedestrian access to the rear of all properties and to the existing footpath at the N end. The exact extent of site HB014 which can be developed without harming the setting of Lairgill Terrace can only be determined in conjunction with a detailed landscaping proposal and visual impact assessment but the approximate developable area is shown on Plan HB014A.

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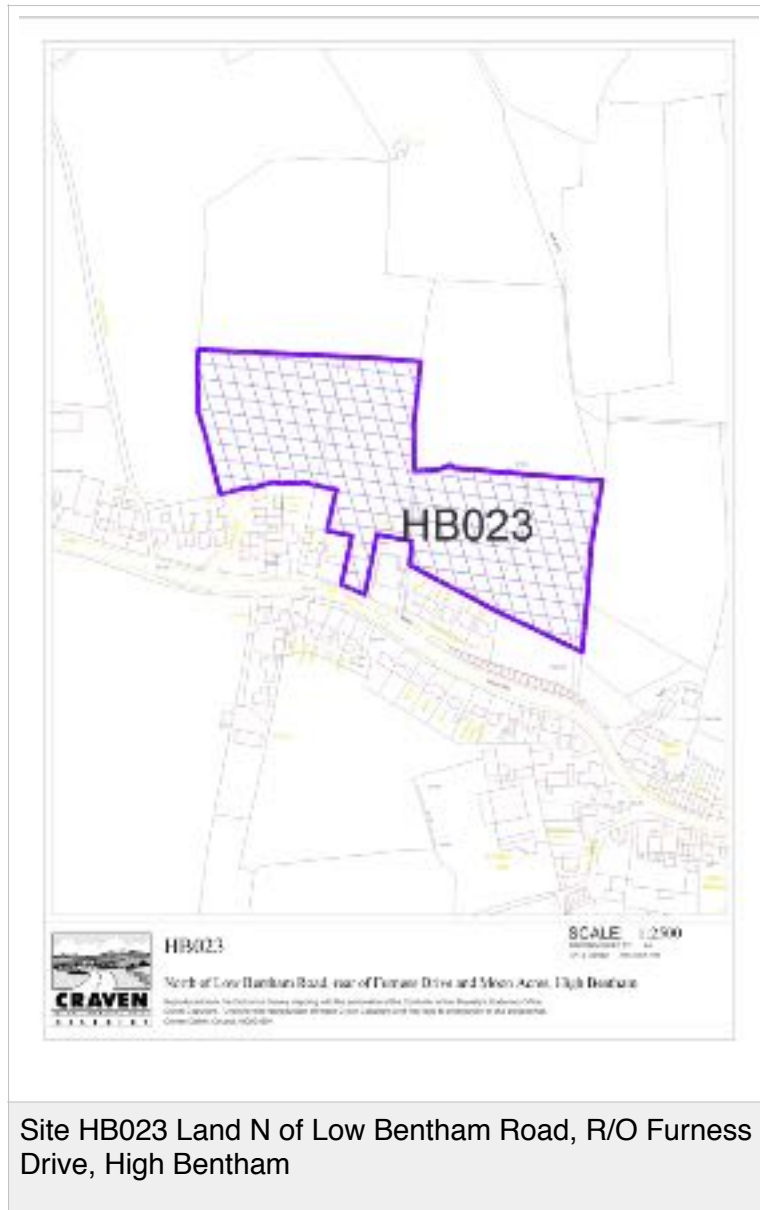
The development of Site HB014 should include the conversion and restoration of the traditional stone barn at the NE end of the site, in accordance with the audience in Historic England's *The Conversion of Traditional Farm Buildings: A guide to good practice* (2006).

The development of site HB033 should be informed by an arboricultural survey to ascertain the exact location, species and condition of all trees and hedges on the site. All healthy trees and hedges should be retained as far as possible and work undertaken to maintain them in a healthy condition.



Plan HB014A. Red line recommends approximate area of Site HB014 which could be developed without causing excessive harm to the setting of Lairgill Row, in conjunction with landscaping scheme on remainder of site

3.17 Site HB023 Land N of Low Bentham Road, R/O Furness Drive, High Bentham



Site HB023 Land N of Low Bentham Road, R/O Furness Drive, High Bentham

			
<p>View S over site from public footpath</p>	<p>View of Bigber Farmhouse with site in far LH background</p>	<p>View N from Low Bentham Road where site abuts it</p>	<p>View NW towards site from Low Bentham Road with site beyond trees</p>

3.17.1 Brief Description of Site HB023 Land N of Low Bentham Road, R/O Furness Drive, High Bentham

Site HB023 is an area of agricultural grassland at the W end of High Bentham, on the N side of Low Bentham Road, behind a group of 20th C buildings, including a telephone exchange and the cul de sac of detached dwellings on Furness Drive. The site rises up steeply from S to N and from W to E. It has a narrow frontage directly on to Low Bentham Road to the W of the telephone exchange. All land to the W, N and E of the site is further agricultural grassland. The site is bounded and divided into fields by mature hedges and has a few mature trees. A public footpath runs along the E boundary of the site.

3.17.2 Heritage Assets at the Site

There are no designated heritage assets on or immediately adjacent to the site.

Bigber Farmhouse which is approximately 50m SE of the site on Bentham Main Street is a Grade II Listed Building (see Appendix 1 for Listing Description). It is a heritage asset of **High Heritage Significance** and the site is part of its wider setting.

A study, *Craven Potential Conservation Areas Designations* (August 2016) by Alan Baxter Associates, recommends that a conservation area should be designated in High Bentham and that the boundary of the CA should should exclude the site but should run around the rear boundary of Bigber Farm, approximately 50m to the SE of the site. Although the CA has not yet been designated, this HIA assesses the impact of development which might prejudice any future designation by Craven DC and so treats the Preferred Development Site as though the proposed CA has been designated. For the purposes of this HIA, Site HB023 makes a **Low-Medium Contribution** to the setting of the potential CA.

Other undesignated heritage and visual assets of **Low Heritage Significance** on the site are the mature hedges and trees, the view of the site from the Bay Horse and Farrier Inn and the long distance views out to the N and S from the high point of the site.

The site has been identified in the HER as having potential archaeological interest.

3.17.3 Relevant References to Site HB023 in the *Craven Potential Conservation Areas Designations* report (August 2016)

In providing an overview of the contribution of the landscape and open space, the report states:

Until the late 20th century High Bentham was intimately connected to its landscape to the north but now, housing developments obscure that former relationship. Open space is only critical at the east and west gateways into the settlement and land to the east of Station Road between the railway and the southern edge of settlement. In all these cases the relationship between the historic core and open space is significant.

On the analysis plan, the appraisal includes most of Site HB023 within an area which makes a Strong Contribution to the character of the area.

In providing an assessment of the open space, the report states:

*Land to the northwest of the proposed conservation area boundary (including Site HB023)
These historic fields are an important buffer between the late 20th century development of Wesley Close and Furness Drive and form part of the setting of the proposed conservation area.*

In assessing Highly Significant Fixed Views, the report states:

*HF2 – 360 degree view from the Bay Horse and Farrier Inn
The view incorporates some of the older surviving elements of High Bentham including the Listed Grade II Inn, Bigber Farmhouse, Ashfield and Jubilee Cottages. There are also intriguing glimpses through to the open landscape to the south.*

3.17.4 Assessment of Heritage Impact of Potential Development of the Site

The openness of the land at the site enables some long-distance views over the land to the surrounding landscape of rural hills and these are especially appealing from the public footpath. The fields of site HB023 helps to provide a rural setting at the W edge of the town, when viewed from the SE but although its contribution diminished as a viewer moves further W along Low Bentham Road, as it can only be glimpsed at a higher level behind the row of houses on Furness Drive and through the access point. The

The view towards the site from the Bay Horse and Farrier Inn takes in the listed Bigber Farmhouse (and associated farm buildings) and the open fields which are to the W of the farm buildings and which are especially important in creating a rural setting for the farm and the town. However, the field immediately W of the farm group is not within the Site HB023 and its contribution to providing a setting is not under threat from the development of Site HB023. The land at the W end of Site HB023 is not within the area identified in the *Craven Potential Conservation Areas Designations* report which makes a strong contribution to the setting of the area. The townscape and setting value of the site thus diminishes towards the W.

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The topography of the land rises from the curving road and then starts to flatten out towards the W and there are some trees in the verge on the N side of the road which results in the site itself not being in view from the key viewpoint at the Bay Horse and Farrier Inn. The development of the site would replace mostly open fields with buildings but the extent that they would be seen from this key viewpoint and their impact on the setting of the proposed CA would depend very much on the height of the buildings and their distribution on the site. A development which has two storey buildings along the E boundary of the site would have a **Medium Adverse Impact** on the contribution that the current openness of the sites makes to this view and the rural character and appearance of the potential CA. However it should be possible to develop the site in a way that the buildings have no impact or a minimal impact upon this view and setting, if it is informed by a detailed study of sections through the land and photomontages. Such a development would still impinge slightly on to the rural setting of the town but it would have a **Slight Adverse Impact**.

3.17.5 Conclusion

The development of Sites HB023 would have a **Slight Adverse Impact** on the significance of the potential Conservation Area but not to the extent that it would prejudice the designation of the Conservation Area, if it is undertaken in accordance with the guidance in sections 4 and 3.17.6. The harm to the setting of the potential Conservation Area would, in the terms expressed by the NPPF, be of “Less than substantial harm”. This harm should be “...weighed against the public benefits of the proposal...”. If it is decided to retain the site as a preferred development site, the impact of the development should be in compliance with the generic guidance in Section 4 and the specific guidance in Section 3.16.6 to reduce and mitigate the adverse impacts.

3.17.6 Mitigation and Harm Reduction

The design, layout and height of the development on Site HB023 should be informed by a detailed study of the topography, sections through the site and accurate photomontages to ensure that the impact of development on the view from the public highway at the Bay Horse and Farrier Inn is minimised.

The development of site HB023 should be informed by an arboricultural survey to ascertain the exact location, species and condition of all trees and hedges on the site. All healthy trees and hedges should be retained as far as possible and work undertaken to maintain them in a healthy condition.

Any proposals for development should be informed by archaeological investigations into features of potential archaeological interest.

4. Generic Guidance for New Development Affecting Heritage Assets

1. Buildings, trees, structures and open spaces which make a positive contribution to the character, appearance and townscape and landscape setting of heritage assets should be retained, conserved and enhanced.
2. Any new development affecting heritage assets and their setting should be designed with a proven understanding of the heritage significance of those heritage assets and their setting.
3. All development directly affecting heritage assets should sustain and enhance the significance of the heritage assets and put them to viable uses consistent with their conservation.
4. Any development involving the adaptation of a historic building to new uses, should aim to preserve and enhance its form, its external and internal features of heritage significance but some degree of compromise may be necessary.
5. Any new development affecting heritage assets and their setting should make a positive contribution to local character and distinctiveness.
6. Any new development affecting heritage assets should aspire to a quality of design and execution which may be valued now and in the future. This neither implies nor precludes working in traditional or new ways, but will normally involve respecting the values established through an assessment of the significance of the place.
7. Any new development affecting heritage assets should respond to and respect its historic and spatial context, although appropriate innovation should not necessarily be avoided.
8. Any large areas of new development affecting heritage assets should consider and incorporate, where applicable, the advice in *Building in Context* (English Heritage and CABI 2001) which provides guidance on how to design good new buildings within sensitive historic locations. The general principles of how to achieve successful new development within the historic environment are explained by the use of a series of case studies. The guidance also lists the characteristics of successful new buildings built “in context”. New buildings should:
 - A. Relate well to the geography and history of the place and the lie of the land.
 - B. Sit happily in the pattern of existing development and routes through and around it.
 - C. Respect important views.
 - D. Respect the scale of neighbouring buildings.
 - E. Use materials and building methods which are as high in quality as those used in existing buildings.
 - F. Create new views and juxtapositions which add to the variety and texture of the setting.

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9. Any large areas of new development affecting heritage assets should consider and incorporate, where applicable, the advice in *Building for Life 12* (Design Council/CABE, NBF and Design for Homes 2012) - the industry standard for achieving for well-designed homes and neighbourhoods for local communities to live in.

This Heritage Statement was prepared by:

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Appendices

Appendix 1. Listing Descriptions

1. Skipton Railway Station

Railway station. 1849-51. Designed by Andrews and Delaney for the Midland Railway. Coursed rubble with ashlar dressings and slate hipped roofs. Chamfered plinth and moulded eaves to single storey ranges continued as a band across 2 storey range. North entrance front, largely single storey. Projecting central entrance block has 2, 2 light cross mullion windows in sunk panels, with between a projecting upper stack supported on 3 corbels with a carved relief panel. Either side are single round arches with corbelled eaves and coped parapet, return walls have similar arches. Set back to left a single 3 light cross mullion window, with beyond a slightly set back similar window. Beyond a narrow single bay recess filled by a lower parapeted section with a plain sash. Beyond a projecting canted bay window, with a central 3 light and flanking single light cross mullion windows and a taller hipped roof. Beyond a further set back section. Set back to the right a 4 bay 2 storey block, with an off-centre doorway and blind overlight, with to the left a 3 light and to the right a single light cross mullion window. Beyond a canted 2 storey bay window with a similar 3 light and flanking single light windows. Above to the left a pair of glazing bar sashes in a single through eaves gable, to the right 2 glazing bar sashes and beyond the bay has a single glazing bar sash in through eaves gable with flanking smaller sashes. Beyond a single storey wing, with a 3 light cross casement. South platform front, has 13 bay projecting glazed canopy, supported by 14 cast iron columns with capitols and ornate iron brackets, each bay has a hipped glazed roof with segmental decorated iron trusses and elaborate iron finials. Central flat headed archway flanked by single ashlar segmental arches. To the left a doorway, a 2 light and then a single light window, a doorway, 2 single light windows, a doorway and a further single light window. Projecting wing beyond has a 2 light window, a round arch, a 3 light window and a small doorway. To the right a doorway and 2, 3 light windows, and a round arch, projecting wing beyond has a 3 light window and an entrance beyond. All these windows are ashlar cross mullion casements. Group Value

2. Malsis Hall, Glusburn

Mansion, built 1866 for James Lund, now a school with later additions. Ashlar with slate roof. Two storeys with a taller belvedere, irregularly composed into 12 bays on the entrance facade (1:3:1:3:1:3) which has a porte cochere. The south facade has 7 bays of which the last breaks forward. The detail is Italianate: pilaster strips at angles, rusticated below and panelled above, carry an entablature and a pierced arcaded parapet. The windows are mostly of 2-lights with cornices on consoles, round-headed to first floor but segmental below. The skyline is enlivened with urns and the belvedere tower, which is roughly central and has similar detail. Later additions include a War Memorial chapel with stained glass windows by John Piper. Interior not inspected.

3. Lodge at Malsis Hall

Lodge, circa 1866 (date of Malsis Hall) (qv). Ashlar with slate roof. Simple single-storey L-shaped building in the Italianate style. Plinth and modillion cornice, with rusticated pilaster strips at corners. The gables are treated as open pediments. Coupled round-headed windows with moulded archivolt, sashed with no glazing bars. Round-headed doorway. Two chimneys.

4. Gate piers and Railings at Malsis Hall

Gatepiers and railings forming a short screen, circa 1866, in front of Lodge to Malsis Hall (qv). Four square stone piers with alternating rustication, crowned by caps with segmental pediments of each side and (in the case of the 2 inner piers only) by carved floral sprays, joined by dwarf walls surmounted by simple railings.

5. 1 & 2 Garden Place, Main Street, Sutton-in-Craven

House, later C18. Dressed stone with stone slate roof. Gable copings and kneelers. Two storeys and 3 bays with central, unmoulded doorway. Above this is a single light but to either side on each floor are 3-light recessed square mullion windows. There is a blocked doorway in the right hand gable.

6. Mile Post to West of Turnpike House, Settle

C17, reset in late C18 or early C19 stone. C1 metre high, square in section with chamfered top. 4 sides read in anti-clockwise direction as follows:

TO TO TO Settle SKIPTON SETTLE CLITHERO 13M 1M 17M

Skipton side faces the road and has an outline of a hand pointing to the left. The Clitheroe side has a similar hand pointing right. The side marked 'Settle' is in a C17 style with 3 (now only 2) flowers on stems incised below; partially hidden by wall to south.

7. Barrel Sykes, Off Langcliffe Road, Settle

Farmhouse. C17. Rendered, slate roof. 2 storeys 3 bays. Entrance to right of centre has gabled porch dated 1864. Chamfered door surround and C20 plank door. A stone plinth to left of the entrance indicates the oldest part of the farmhouse which contains two 3-light double chamfered windows on the ground floor with a continuous hoodmould over. Two similar windows on upper floor but without hoodmould. Above the entrance is a small chamfered window with a round head. To the right of the entrance is a 2-light recessed flat faced mullioned window on each floor. All windows have sashes without glazing bars. Three ridge stacks are in rock-faced stone and probably early C20. Left hand gable, and one either side of the central bay. Barn to the right.

8. Falcon Manor Hotel, Settle

Large house, now hotel. 1842 by G Webster, for Rev H J Swale, first vicar of Church of Holy Ascension, Settle (q.v.) In Jacobean style. 2 storeys with half dormers, 3 bays. Coursed stone, stone slate roof. Symmetrical entrance front has projecting 2-storey gabled porch. Entrance has moulded surround and Tudor head with hoodmould and carved shield in pediment above. First floor sill band and 3-light mullioned and transomed window with 4-centre heads and hoodmould; 3-light stepped window in gable. Pierced balustrade to left and right return of porch. Semi-octagonal buttresses continue above gable as turreted finials with diaper-patterned finish to apex of gable. Gabled bay to left and right of porch. That on right has 3-light mullioned and transomed bay window on ground floor; 3-light mullioned and transomed window on upper floor and 2-light mullioned window in gable; dripstone to bay window, others have hoodmoulds. Ball finials to gables and turreted stacks to apex. Left hand bay is obscured by ivy. Right hand garden front has 3 bays, outer 2 are gabled, each with a 4-light mullioned and transomed window on ground floor and similar 3-light window on first floor and two 2-light mullioned windows on second floor; all have hoodmoulds. Central bay window has 5-light mullioned and transomed window on both floors with pierced balustrade above. Its many chimneys are a distinctive visual feature of this property. Source: A Taylor and J Haworths *The Websters of Kendal* (1973)

9. Richard Thornton School, Burton in Lonsdale

Burton in Lonsdale Endowed First School: Schoolmaster's House and garden wall and gatepiers - II Formerly schoolmaster's and schoolmistress's houses, now one house. 1853. Ashlar, slate roof. Gable end to street. Symmetrical composition, 2 storeys, 4 bays. 2 entrances, former master's to left and mistress's to right, both with single-storey projecting porches. Tudor arched head to moulded surround and moulded stepped parapet; plank door to left, glazed to right. 2 ground floor 3-light cavetto mullioned windows; fixed lights. Upper floor sill band with panel below inscribed: ERECTED AND ENDOWED AT THE SOLE EXPENCE OF RICHARD THORNTON ESQ OF THE CITY OF LONDON MERCHANT ANNO DOMINI 1851; TO COMMEMORATE THE PLACE OF HIS NATIVITY, AND FOR THE FUTURE BENEFIT OF THE POOR CHILDREN OF BURTON, AND THORNTON IN LONSDALE On upper floor are 2 outer single light windows with cavetto jambs and splayed sills, and 2 similar but 2-light windows; casements. In centre is round headed niche with moulded surround containing bust of Thornton on octagonal pedestal. In gable is panel inscribed: THORNTON'S SCHOOL FOUNDED AD 1853 Flanked by 2 small trefoil breathers to roof space. Corbelled sexagonal finial to gable. Gable is stepped to left and right with animal gargoyle on left-and right-hand return. To left is gable end of boys' school: 2-light lancet window with recessed panel above inscribed 'PERSEVERANCE'. Gargoyle in form of winged animal and fleur-de-lis finial to gable. To right is gable end of girls' school in similar style with panel inscribed 'INDUSTRY'. Garden walls and gatepiers of rock faced masonry and ashlar coping. Retaining wall to garden has 4 octagonal pillars and 2 pillars at base of steps. 4 similar gatepiers at entrance to boys' school and master's house, with a similar arrangement to the mistress's house, linked by a wall fronting the road.

10. Bigber Farmhouse (formerly listed as Bigber), Bentham Main Street

20.2.58 GV II Farmhouse. Dated 1727. Slobbered rubble, stone dressings, stone slate roof. Two storeys, formerly three bays with fourth bay added on right-hand, probably C19. Entrance left of centre has moulded surround and decorated lintel with date and initials ML; C20 door. To left is ground floor 2-light flat faced mullioned window and to right is heightened 2-light chamfered mullioned window with hoodmould. On upper floor is C20 window with projecting sill and a 3-light and a 2-light chamfered mullioned window. Right-hand extension has window with plain surround on each floor. Left-hand shaped kneeler and gable coping. Gable end ridge stacks, that to left projects and is supported on two stone corbels. Interior not accessible.

Appendix 2. Criteria for Assessing Levels of Heritage Significance

Very High

- Sites, structures or landscapes of acknowledged international importance inscribed as WHS Assets that contribute significantly to acknowledged international research objectives
- Urban landscapes of recognised international importance
- Associations with particular innovations or developments of global significance
- Associations with individuals of global importance

High

- Scheduled monuments and undesignated assets of such importance to be scheduled
- Grade I and II* listed buildings, and Grade II buildings with exceptional qualities
- Conservation Areas containing very important buildings
- Undesignated structures of clear national importance
- Urban/Rural landscapes of exceptional importance
- Associations with particular innovations or developments of national significance
- Associations with individuals of national importance

Medium

- Designated or undesignated assets that contribute to regional research objectives
- Grade II listed buildings and undesignated buildings that have exceptional qualities or historical associations
- Conservation Areas that contain buildings that contribute significantly to its historic character
- Historic townscapes with important integrity in their buildings or built settings
- Associations with particular innovations or developments of regional or local significance
- Associations with individuals of regional importance

Low

- Designated or undesignated assets of local importance
- Assets compromised by poor preservation and/or poor survival of contextual associations
- Assets of limited value, but with potential to contribute to local research objectives
- Locally listed buildings
- Assets of modest quality in their fabric or historical associations
- Historic townscapes with limited integrity in their buildings or built settings
- Associations with individuals of local importance
- Poor survival of physical areas in which activities occur or are associated
- Assets with little or no surviving archaeological interest
- Buildings or urban landscapes of no architectural or historical merit and buildings of an intrusive character

Negligible

- Assets with little or no surviving archaeological interest
- Buildings or urban landscapes of no architectural or historical merit and buildings of an intrusive character