

Settle– Carlisle Railway Conservation Area Appraisal *Draft*

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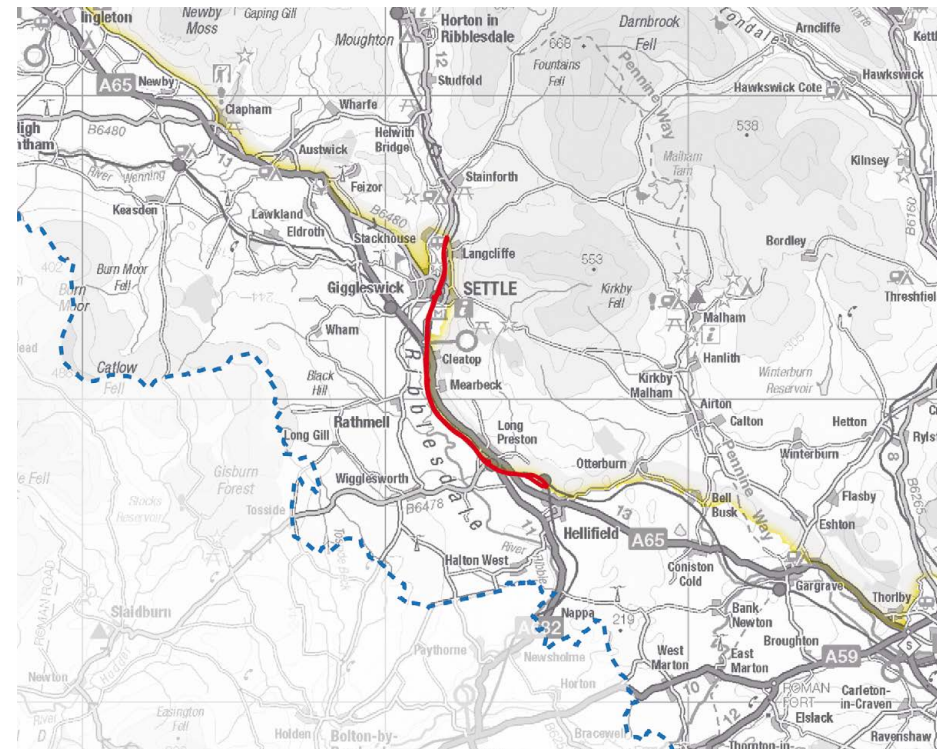
1.0 Overview

1.1 Purpose and use

Conservation area appraisals help Craven District Council and local communities to preserve the special character and appearance of conservation areas.

They do this by providing homeowners, developers, Council officers and other interested parties with a framework against which future development proposals in the conservation area can be assessed and determined.

A conservation area appraisal outlines the history of an area and explains what makes it special. It identifies the elements that make up the special character and appearance of the area, and those that detract from it, and provides recommendations for the area's management. This may include changes to its boundaries, where appropriate. A conservation area appraisal is not a history or detailed description of a place. It contains sufficient information to support effective management and decision making in the planning system.



Location of Settle–Carlisle Railway Conservation Area

In this way, appraisals support the District Council's legal duty (under section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to prepare proposals for the preservation and enhancement of conservation areas and to consult the public about those proposals.

You can find further information about conservation areas and the methodology used to prepare this appraisal, together with a general introduction to the history, landscape, buildings and settlement forms of Craven, in the document *Introduction to Craven Conservation Area Appraisals* which can be downloaded from the Craven District Council website.

1.2 Overview and special interest of the conservation area

The Settle-Carlisle Railway Conservation Area is unique. It was designated in 1991 to conserve the character and appearance of the entire railway line from Settle to Carlisle. At 78 miles this is believed to be the longest Conservation Area in England. It crosses a number of local planning authorities: Craven District Council, the Yorkshire Dales National Park Authority, Eden District Council and Carlisle City Council. It is also unique in that it is a working railway, which is subject to operational, legislative and commercial regulations, as well as the pressures and functions associated with running the national rail network. There are no other such Conservation Areas in England.

Opened in 1876, the Settle and Carlisle is a famous mainline railway that was created by the Midland Railway as a direct route to Scotland, independent of its rivals the London North Western Railway and the Great Northern and North Eastern Railway. Construction drove the Midland Railway to an ambitious act of engineering that has left its mark on the Yorkshire Dales. Today the combination of the natural beauty and bold man-made structures still provides a

drama for both rail passengers and people roaming the countryside. The collection of viaducts, bridges, stations, tunnels and other more humble structures constitute the best preserved Victorian mainline railway in the UK. Combined with the civil engineering of the line – the cuttings and embankments, the archaeology of construction and the magnificent natural landscape, the route forms a coherent and outstanding historic railway landscape of national significance.

The portion in Craven forms the southern end of the route, and includes the largest historic station – Hellifield – and the beginning of the line as it crosses the undulating landscape south of Settle. At Settle, it transitions to the steeper core section for which the route is best known. This enables a comparison between the engineering of the Settle & Carlisle route proper and the earlier Skipton-Wennington line that it diverges from south of Settle, and an equal comparison between the geology, geomorphology, land use, flora and fauna on either side of the South Craven Fault. This is experienced by passengers as views of a gently rolling landscape in contrasts to the markedly wilder, upland terrain between Stainforth and Kirkby Stephen.

1.3 Scope of this appraisal

This appraisal is written for that part of the Conservation Area that is in Craven District Council’s planning prevue; it focuses on the sections of the Area in and around Hellifield and Settle, where development pressures are greatest. As shown in the appraisal plan, the Conservation Area adjoins two other Conservation Areas: Settle Conservation Area and Long Preston Conservation Area.


The Yorkshire Dales National Park Authority adopted a comprehensive Appraisal for the section of the railway that runs through the National Park in 2010. This is the source of much of the background to this Appraisal, and it is recommended reading for anyone interested in the history and significance of the Settle-Carlisle Railway. A pdf can be found at this link: <https://www.yorkshiredales.org.uk/wp-content/uploads/sites/13/2019/10/careview-settlecarlislerailway-full-final.pdf>

Designation date: 1991

Appraisal adopted: 2023

How to use the interactive conservation area map

The interactive map on the following page contains a series of layers, each displaying a different piece of information. The elements include: the conservation area boundary, a Victorian Ordnance Survey map, listed buildings, landmarks, significant views, archaeology analysis, historic characterisation and open space assessment. The document *Introduction to Craven Conservation Area Appraisals* on the Craven District Council website lists the sources of this information.

These layers can be hidden and revealed in any combination, in order to illustrate and compare aspects of the Appraisal. This is achieved using the 'Layers panel', which is displayed by clicking the 'Layers' button  on the left-hand side of the screen. On the panel, click the small box alongside each layer title to hide or reveal that layer.

Note: interactive maps do not currently work on some browsers or pdf readers, or on the version of Adobe

Reader which is used on many mobile devices such as iPads and mobile phones. You are recommended to download the pdf on to a computer and open with Adobe software, which can be downloaded for free.

Navigating this electronic document

This pdf contains features to assist navigation:

Click the contents page to reach individual sections, or use the 'bookmarks panel'.

Follow hyperlinks - identified by [blue text](#) – to online resources and documents or other parts of the report.

Use buttons at the bottom of each page to:

Contents return to the contents page

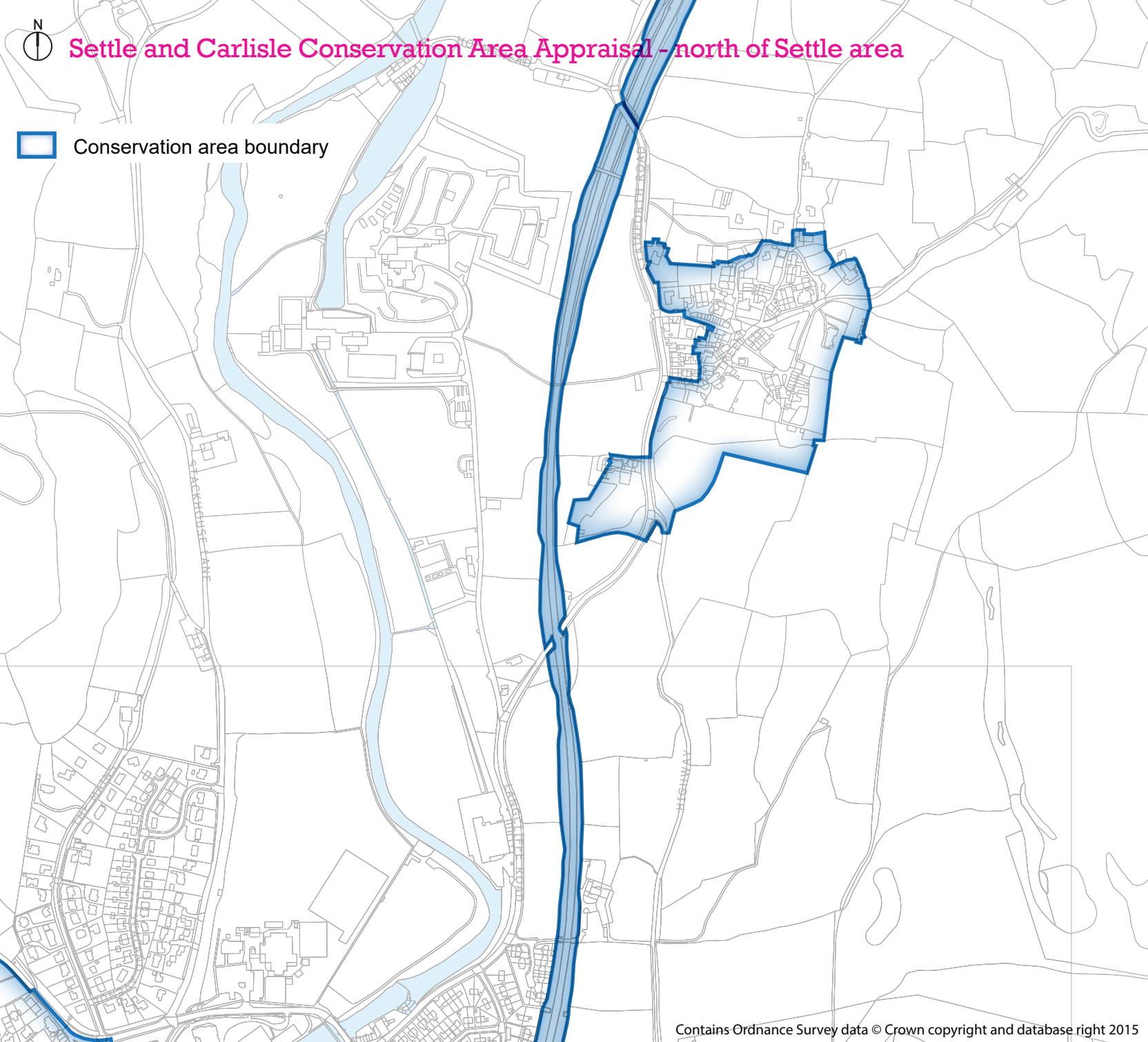
Map access the layered map



Settle and Carlisle Conservation Area Appraisal - north of Settle area



Conservation area boundary

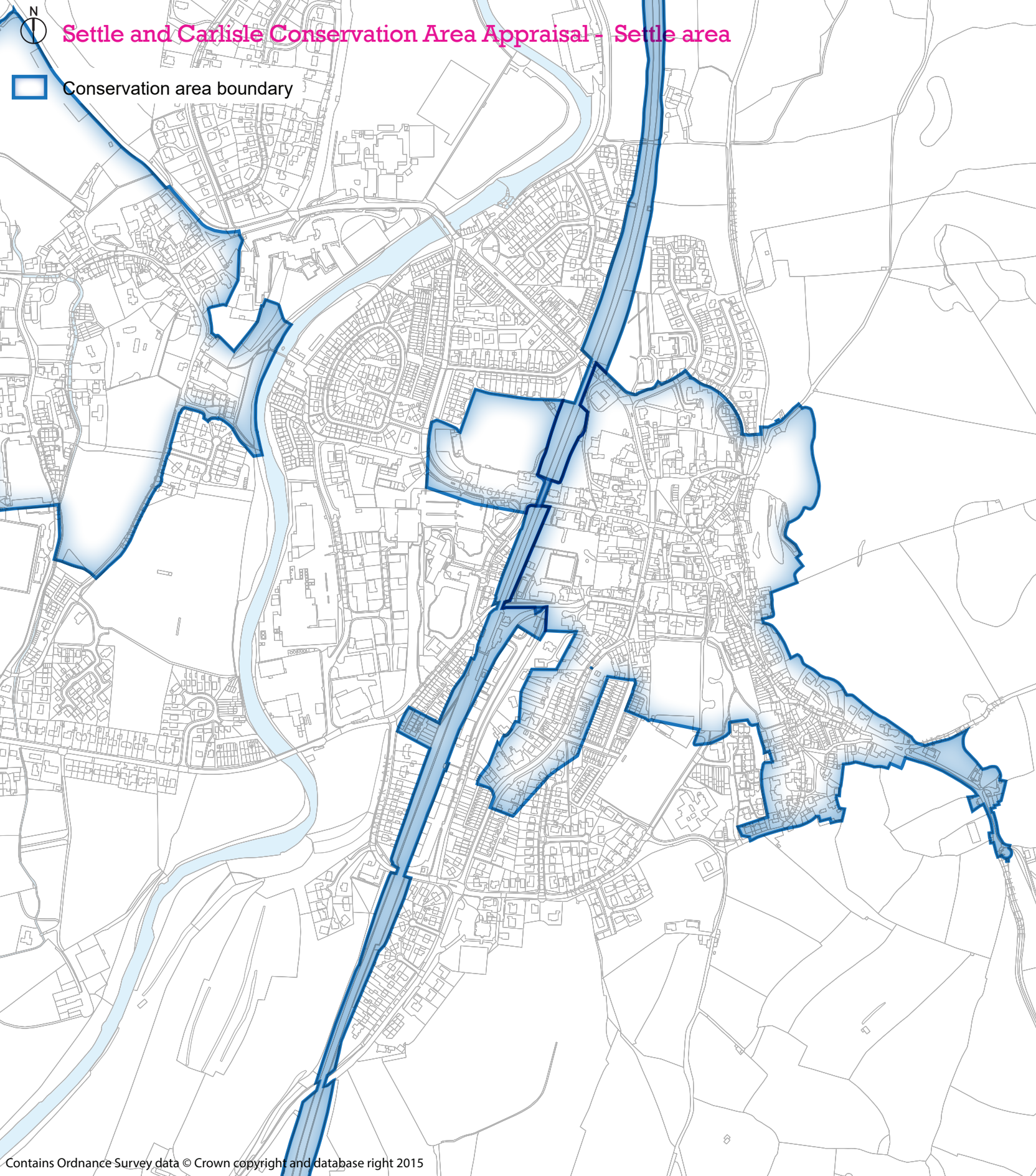




Settle and Carlisle Conservation Area Appraisal - Settle area



Conservation area boundary

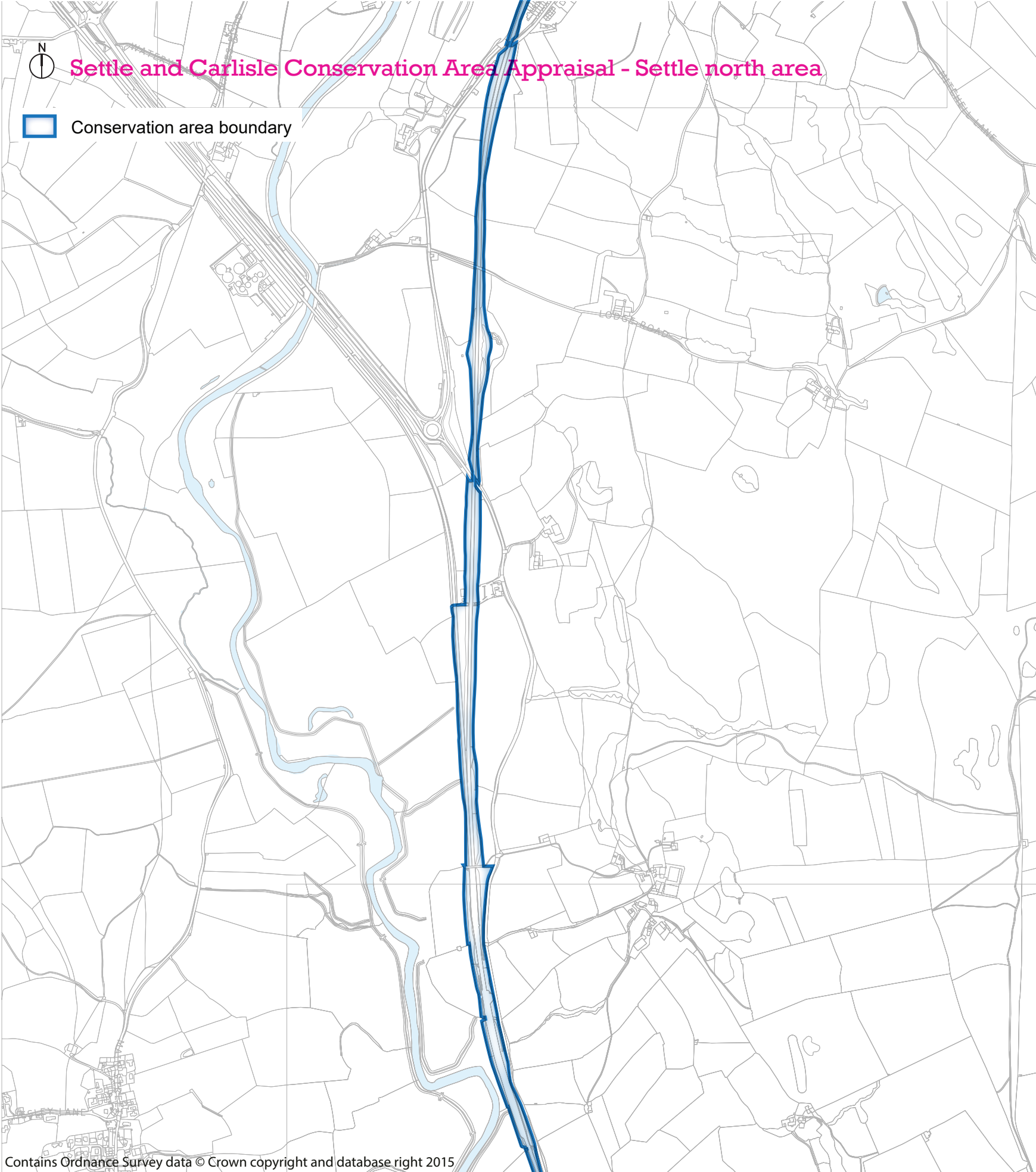




Settle and Carlisle Conservation Area Appraisal - Settle north area




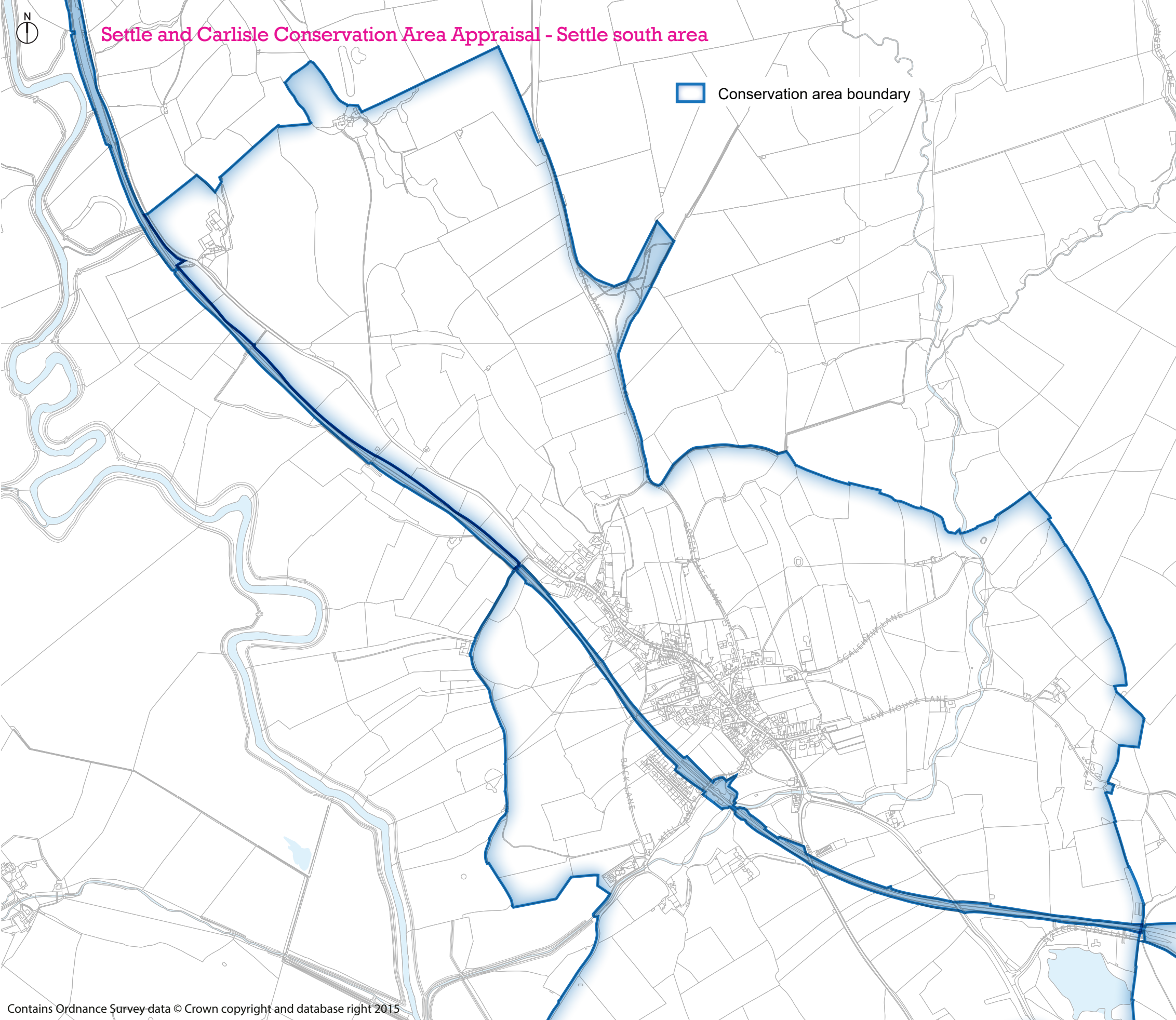
Conservation area boundary





Settle and Carlisle Conservation Area Appraisal - Settle south area

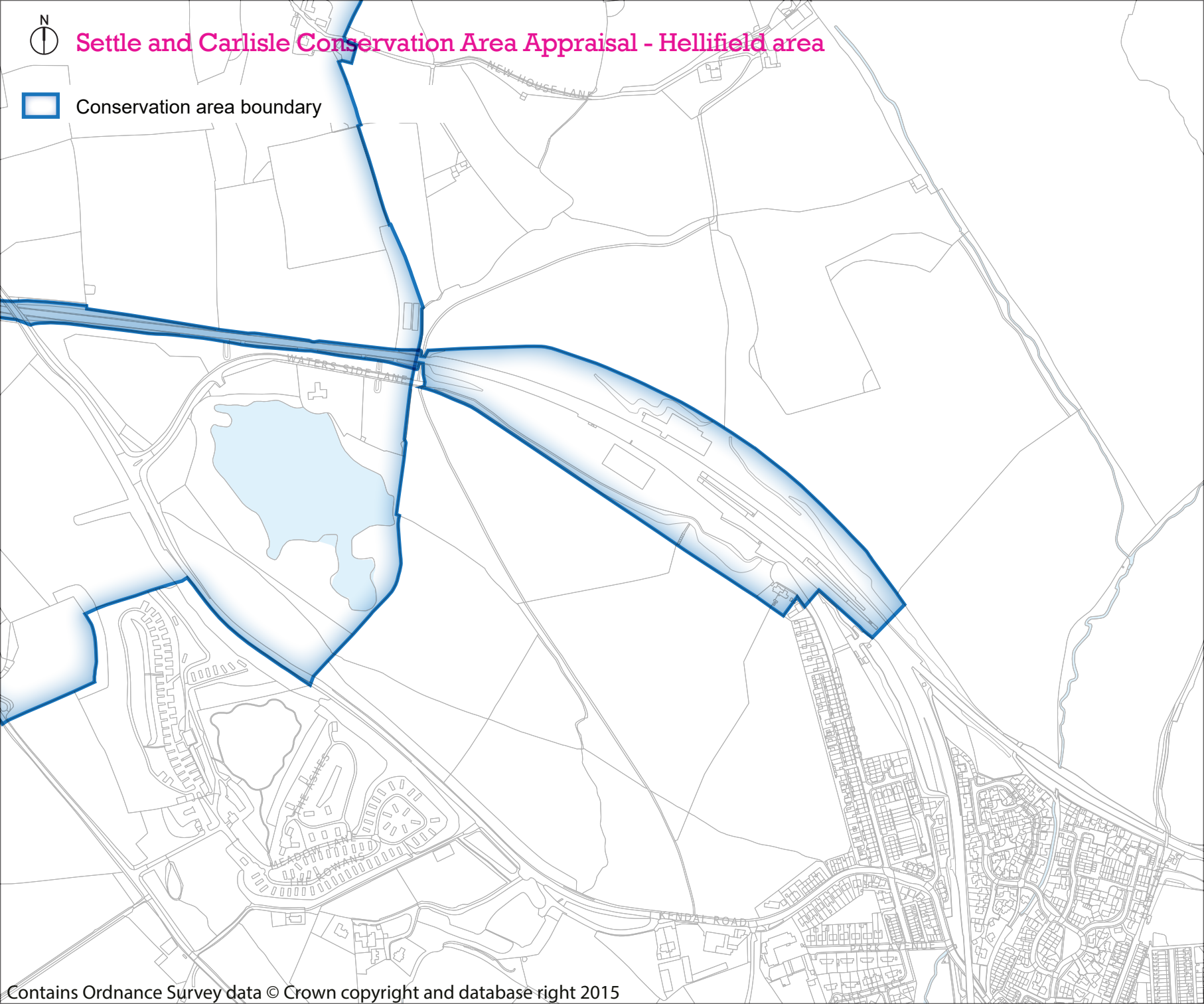
 Conservation area boundary





Settle and Carlisle Conservation Area Appraisal - Hellifield area

 Conservation area boundary



2.0 Character

2.1 Historic development and contemporary character

See also section 7.3 in [Chapter 7](#) for details and links of useful references and sources of information.

- The Midland Railway was one of the most powerful and wealthy of the Victorian railway companies. Headquartered in Derby, its prosperity was generated by the coal it transported from its Derbyshire, Nottinghamshire and Yorkshire heartland. In 1868 it reached London, announcing itself with St Pancras Station; next it turned its attention northward, to open its own route to Scotland.
- Initially, the Midland had hoped to utilise either the London North Western Railway (LNWR) route from Skipton to Lancaster via Hellifield and Wennington, completed in 1850, to connect with the Lancaster & Carlisle Railway (L&CR), or the route via Clapham and Ingleton which opened in 1861, connecting with the L&CR at Lowgill, south of Tebay (on the present day West Coast Main Line).
- Both routes required cooperation with the LNWR for Midland passengers to reach Carlisle and onwards to Scotland. Such cooperation was difficult, if not impossible, to achieve and consequently the Midland resolved to construct its own route to Carlisle, starting at Settle Junction just beyond Hellifield. The resulting line became the Settle-Carlisle railway, arguably the most important work of the company's highly competent chief engineer, J.S. Crossley.
- Construction lasted from 1869 to 1876, and required 6,000 navvies. They built a line up and over the Pennine watershed that is characterised by typical Crossley structures: superbly built out of local stone, rugged and well detailed. Together with the Midland's systematic approach to the design of stations, signal boxes and other ancillary structures, this creates a coherent sense of identity the length of the route.

- What is special about the route is the rate of survival and the absence of alterations. Most mainline railways have been subject to wave after wave of modernisation and expansion caused by evolving technology and expanding usage. Since the early 20th century, the Settle-Carlisle has been a secondary route and not subject to these pressures. It therefore survives in an unusually pristine state.
- Moreover, because it passes through upland areas of the Pennines, the landscape context of the line has not changed greatly and the settlements that it passes through have not changed as significantly as in other parts of the country.
- The line rises up the Aire valley and then climbs up Ribblesdale to the summit at Ais Gill, before descending to Carlisle along the Eden valley. This therefore forms three main character areas. The section in Craven District Council is the first of these: the relatively gently climb up through the Aire Gap before the more dramatic section is reached in the Yorkshire Dales National Park. This means that the civil

engineering was less challenging and there are no tunnels or major viaducts.

2.2 Spatial and built character

Spatial character is organised into a series of Character Zones, which are shown on a layer of the [interactive map](#).

Character Zone 1: Hellified

- Modern Hellifield is a creation of the Midland Railway, which enlarged a junction here for lines from four directions. The present station for this junction replaced an earlier and smaller station in 1880, and was designed by the Midland's architect, Charles Trubshaw. It is celebrated for its extensive iron and glass canopies – some of the best in the country, and it retains a wealth of other historic features such as platform paving, benches, a subway and carefully cared-for interiors.
- The original engine and goods sheds have been demolished but the South Junction signal box and historic semaphore signals remain (including a now rare gantry and what appears to be a very rare surviving wooden Midland Railway post).

- The settlement grew up to the south east of the station, around the A65. Therefore, the context of the Conservation Area, which starts at the station, has two distinct parts: streets and housing to the south and east and open country to the west and north.
- The most distinctive and evocative element of the settlement is immediately outside the Conservation Area: the rows of railway cottages lining Station Road on the approach to the station. The street is dead straight, an urban form that is historically alien in the Dales and represents the arrival of the industrial world that the railway represents.



Hellifield Station has extensive iron and glass canopies

Character Zone 2: Ribble Valley

- North of Hellifield, the line works its way gently up to settle along the edge of undulating Ribble valley, with the River Ribble meandering alongside to the west
- The landscape is open and managed mostly as pasture.
- There are many over and under bridges, handsomely built of stone (see 2.3 landmark structures, below).
- Long Preston station only has simple modern shelters, which make no contribution to the character and appearance of the Conservation Area.
- Settle Junction further north makes a significant contribution, both historically, as the start of the Settle & Carlisle line proper and because of the collection of unlisted but historic and attractive signalling structures, including a signal box and semaphore signals (see 2.3 landmark structures, below).



View from the A65, showing the railway in the wide Ribble Valley near Long Preston

Character Zone 3: Settle

- Settle is one of the largest towns that the Settle-Carlisle railway passes through.
- The line bisects the modern settlement, and is west of the historic core. Mostly it is elevated on an embankment and bridges, as it climbs up the valley.
- Settle Station is a significant cluster of historic structures, presenting a well-preserved small town station painted in mid twentieth century historic paint colours and kept in immaculate condition thanks to the efforts of volunteers. The structures include the station itself, the footbridge, water tower and the former Settle Junction signal box, as well as a wealth of historic platform detail, including lamps, fences, benches, running-in boards (name boards) and old advertising. They illustrate the Midland Railway's cohesive approach to design.

- From its largely elevated position, the railway looks down on the town, with views that open up over bridges, such as Church Viaduct, and on the approaches north and south of the town, where the upland landscape setting of Settle can be understood.



Settle Station is one of the best preserved historic stations on the national railway network

Character Zone 4: Ribblesdale

- Settle is at the entrance of Ribblesdale. The most northerly part of the Conservation Area in Craven is the beginning of the line's climb up the dale, towards its eventual summit in the National Park at Aisgill.
- The route is more winding, the gradient steeper, the civil engineering more extensive, the landscape more dramatic and enclosed.
- Bridge SAC/14 (Christie's), near Langcliffe is a fine lattice girder footbridge that is unique on the Settle – Carlisle and is believed to date from the line's construction. It is a prominent landmark in the landscape and an excellent vantage point from which to view both the railway and the adjacent landscape.



Once the railway leaves Settle, the scenery becomes more enclosed and dramatic

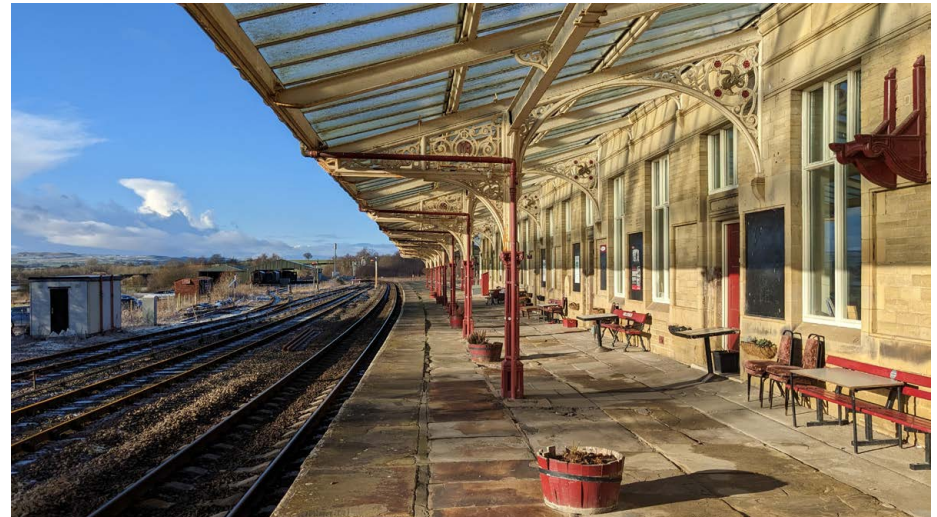
2.3 Landmark buildings and structures

The landmark layer of the [interactive map](#) identifies buildings and landscapes that form visual or historical landmarks in the Conservation Area. This selection – also listed below – is not exhaustive. It includes both designated heritage assets such as listed buildings and non-designated buildings and places. The overwhelming number are railway structures integral to the design, character and historic interest of the line. Details of each of them are given in the Gazetteer of the [Settle Carlisle Railway Conservation Area website](#).

Management Recommendation 1 of this appraisal (see [Chapter 6.0](#)) advises that Craven District Council should adopt a Local List of non-designated heritage assets. Buildings and landscapes identified as landmarks on the interactive map might be considered for inclusion on such a list. In addition, there may be further buildings, structures and landscapes that the District Council and others might consider non-designated heritage assets.

- Hellifield Station – Grade II listed
- Hellifield South Junction Signal Box and semaphore signals - unlisted
- Bridge SKW1/37, A65, Stable Cross – unlisted
- Bridge SKW1/38, A682 - unlisted
- Bridge SKW1/39, Long Preston Beck - unlisted
- Bridge SKW1/40, Mill Lane, Long Preston Station – unlisted
- Bridge SKW1/41, Back Lane – unlisted
- Bridge SKW1/42, Wildmans – unlisted
- Bridge SKW1/44, Brigholmes Lane – unlisted
- Bridge SKW1/45, Dinsdales – unlisted

- Bridge SKW1/46, Dugdales – unlisted
- Bridge SKW1/48, Prestons – unlisted
- Bridge SKW1/50, Settle Junction – unlisted
- Settle Junction Signal Box and semaphore signals – unlisted
- Bridge SAC/3, Lodge Road - unlisted
- Bridge SAC/5, Ingfield / B6480 – unlisted
- Settle Station, including footbridge, signal box, water tower and other structures – Grade II and unlisted
- Terrace of MR railway workers cottages, Station Road, Settle - unlisted
- Church of Holy Ascension, Settle – Grade II listed
- Bridge SAC/8, Marshfield Viaduct / Kirkgate Viaduct, Settle - unlisted



Hellifield Station



Water Tower, Settle

- Bridge SAC/9, Church Viaduct, Settle - unlisted
- Watershed Mill chimney – unlisted
- Bridge SAC/13 B6479, near Langcliffe - unlisted
- Bridge SAC/14 (Christie's), near Langcliffe - unlisted



Church Viaduct, Settle (SAC/9) is the largest historic railway structure in the part of the Conservation Area that is in Craven

2.4 Materials

- Squared and coursed and / or quarry-faced millstone grit;
- Westmorland slates;
- Cast and wrought iron: footbridges, glazed canopies on station platforms, other historic infrastructure such as lamps, benches and railings;
- Stone platform paving (Hellifield);
- Timber sash and casement windows;
- Timber-framed and boarded signal boxes;
- Timber ancillary structures.



Hellifield Station retains its original sandstone platform paving, a rare survival

2.5 Relationship with other settlements

No other major settlements are visible from the Conservation Area. The railway is a thread that joins other settlements historically, physically and by designation. In this way the Conservation Area is linked to Long Preston and its Conservation Area.

3.0 Landscape and Open Space

3.1 The contribution of open space

More than most conservation areas, the character and appearance of the Settle-Carlisle Railway Conservation Area is derived not just from the structures and buildings in it, but also from landscape, man-made and natural, inside and outside its boundaries. Open space contributes in two main ways:

- It allows views across the conservation area and it forms the setting to the route and its engineering.
- It defines the route chosen by the railway's engineers and the relationship between its civil engineering and the landscape through which it passes.

The extent of the contribution of individual parcels of open space often depends on the way they are experienced. Hence, those which are visible from the train or roads and public footpaths in the conservation area tend to be the most important.

3.2 Open space assessment methodology

The methodology used in this appraisal to assess the contribution of open space to the character and appearance of the Conservation Area is described in the document *Introduction to Craven Conservation Area Appraisals* which can be downloaded from the Craven District Council website. Open space is defined as common land, farmland, countryside and recreational spaces (including allotments, school grounds, churchyards and cemeteries). Private gardens and private car parks are excluded although it should be recognised that these features can make a positive contribution to the character and appearance of the Conservation Area both in terms of their management and historic form and function.

Individual parcels of land are mapped on the 'open space assessment' layer of the [interactive map](#) at the front of this Appraisal and described in [section 3.4](#) below according to how much contribution they make to the character and appearance of the Conservation Area. The following categories are used:

Purple: Open space that makes a strong contribution to the character and appearance of the Conservation Area (development in these areas is likely to cause harm to the character and appearance of the Conservation Area; such harm should only be permitted where this is outweighed by the public benefits of the proposal).

Yellow: Open space that makes some contribution to character and appearance of the Conservation Area (development in these areas should be conservation led and make a positive contribution to the character and appearance of the Conservation Area).

Brown: Open space that makes no or negligible contribution to character and appearance of the Conservation Area (development in these areas is unlikely to impact on the character and appearance of the Conservation Area).

3.3 Overview of character and contribution

The relationship between the railway and the landscape is determined by the very prescriptive requirements of railway engineering. Gradients and radii are limited by the power and speed of the trains. These limitations require man-made intervention in the form of cuttings and embankments.

They define the alignment of the railway relative to the landscape at a localised and a wider level, since the route of the Settle - Carlisle line is determined by the strategic need to get over the Pennine watershed, which requires steady climbing at a prescribed maximum gradient for many miles to reach a pre-determined point many miles to the north. It is the relationship between these now mature civil engineering works and the natural form of the land that creates the distinctive character of the Conservation Area.

This means that in Craven District the route of the line follows the foot of the hills on the eastern edge of the Aire and Ribble valleys, as it begins the climb up towards Ribbleshead.

3.4 Open space assessment

Character Zone 1: Hellifield

Strong Contribution

- The immediate context of the station is open space that makes a limited contribution to character and appearance. This land was once heavily employed as railway sidings and sheds and so had an industrial character from the creation of the junction here until the later 20th century when goods and locomotive facilities were withdrawn and largely demolished. As part of this, the modern carriage shed detracts from the character of the conservation area.
- To the south and east the fringes of the railway and its backdrop contain elements of Hellifield which are of no interest and make no contribution to the character and appearance of the Conservation Area.
- To the west and the north the unspoilt upland landscape makes a strong contribution to the character and appearance of the Conservation Area.



Typical view from the train

Character Zone 2: Ribble valley

Strong Contribution

- As viewed from the train and from the A65, the landscape on both sides of the Conservation Area make a strong contribution to its character and appearance.
- The landscape of the Ribble valley here is much more gentle than north of Settle, and this contrast is an important part of the character and appearance of the Conservation Area.

Character Zone 3: Settle

Strong Contribution

- 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.



Settle Cricket Club - the railway line is on an embankment behind the trees

Character Zone 4: Ribblesdale

Strong Contribution

- These landscapes are interesting for their contrasts: south of the Settle the landscape is the broad, open Aire Gap; north of Settle the line enters the much more enclosed Ribblesdale, in the Yorkshire Dales National Park.

4.0 Views

4.1 Purpose and methodology

Views make an important contribution to our ability to appreciate the character and appearance of the Conservation Area. A representative selection has been identified in the Appraisal that encapsulate and express the special character of the Conservation Area, and the contribution of its landscape setting. Some of these views are dynamic, whereby moving along a street or path reveals a changing streetscape or landscape.

The selection is not exhaustive and other significant views might be identified by the council when considering proposals for development or change.

The views are described over the following pages and identified on the Views layer of the [interactive map](#).

The methodology used to assess views is described in the document *Introduction to Craven Conservation Area Appraisals* which can be downloaded from the Craven District Council website.

4.2 The nature of views in the Conservation Area

There are three main types of view:

- Views out from trains, when the line is elevated or on the level
- Views in from roads and footpaths, some close such as the A65, and some such as hill paths, affording long panoramas
- Close up views from stations

From these views, passengers, people on the roads and walkers can gain a very good understanding and enjoyment of the railway alignment and engineering, and its relationship to the landscape. They can contrast south of the Settle, where the landscape is the broad, undulating Aire Gap, and north of Settle, where the line enters the much more enclosed Ribblesdale, surrounded by the peaks of the Yorkshire Dales National Park.

4.3 Description of views

V1 Fixed view: 360 degree views from Hellifield Station

- This is the beginning of the 76 mile Conservation Area, and illustrates for the first time on that journey how the railway and its landscape are interrelated.
- Hellifield Station is a fine example of a Victorian junction station, and there is much to enjoy in views of its structure and detailing, and the surviving semaphore signalling and signal box.

V2 Fixed view: view north from the train

- This is the first significant view from the railway of the hills to the North of the line, having left the cutting in which the station is located.
- It is the first opportunity from the train in the Conservation Area to appreciate and enjoy the landscape setting of the journey.
- The views from the A65 overbridge west of Hellifield in both directions are significant as an excellent location

for road users to understand the Conservation Area, the civil engineering of the route (radii, alignment and gradient, in contrast to those of roads) and the relationship of the railway to the landscape.

V3 Dynamic views: from the train between Hellifield and Settle

- Where the line is not in a cutting, there are expansive views west over the Ribble valley as far as the Forest of Bowland. To the east, the Pennine hills rise.
- These views enable the traveller to understand the landscape context of the route and compare and contrast it to the more dramatic landscape north of Settle.
- On the southern approaches to Settle there are particularly good 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.

V4 Dynamic views: from the A65

- Beyond Settle, for a while the A65 runs parallel to the railway line. When it is elevated above the railway there are excellent views of the route in its wider landscape context, looking south over the valley of the Ribble.
- In these views the line of route can be seen, and how it was chosen to keep above the flood plain and to follow the topography in the gentle climb up to Settle.
- Some of the engineering structures, such as accommodation bridges, can be glimpsed.

V5 Fixed view: Settle Station

- The views from Settle Station are highly significant because of the concentration of historic railway structures and historic detail that make up the station complex.

- The footbridge is a particularly fine vantage point from which to understand how rigid an alignment the railway must follow, how this slices through the organic form of Settle, and how the alignment relates to the landscape around and the entry into Ribblesdale.
- In the background to the north, the summit of Pen-y-ghent rises above Ribblesdale.

V6 Dynamic view: view east along Penyghent View (B6480)

- Significant because the views of Church Viaduct illustrate the scale and quality of the civil engineering structures on the line.
- This is set against the highly picturesque backdrop of High Mill Hill.

V7 Dynamic views: from the train north of Settle

- North of Settle, the landscape setting of the Conservation Area changes considerably because the line has swung north out of the Aire valley and into the enclosed, intimate landscape of Ribblesdale.
- This change and the charm of this landscape is understood in highly significant dynamic views from the train to the east and to the west, when it is on the embankment before the line enters the National Park.

V8 Fixed view: from bridge SAC/14 (Christie's), near Langcliffe

- Excellent vantage point from which to view both the railway and the enveloping landscape of Ribblesdale.

5.0 Traffic and Movement

5.1 Rail

Regular services are operated by Northern Rail between Leeds and Carlisle and Leeds and Morcambe. Steam and other specials are also run from time to time.

5.2 Road

Settle Station was designed for limited amount of road use. It is under pressure now because of leisure and tourist use. This is essential for public access to the Settle – Carlisle Railway, which promotes sustainable transport in the Dales, reduces traffic pressures on the roads and opens up access to the railway itself. However, it needs to be monitored and managed to minimise harm to the character and appearance of the Conservation Area.

6.0 Management Recommendations

Craven District Council has a statutory duty to review the management of conservation areas from time to time. The following analysis and recommendations have emerged from the assessment of the Conservation Area in the preparation of this appraisal.

NOTE: Craven District Council will be subsumed into a new unitary authority called North Yorkshire Council on 1st April 2023. The statutory duty will pass to the new unitary authority.

As of 2023, the conservation area is not assessed to be at risk.

Recommendation 1: list of local heritage assets

Craven District Council (or its successor authority North Yorkshire Council) should actively support the creation of a Craven District list of local heritage assets and adopt it for development management purposes.

Reason

To ensure appropriate conservation and enhancement of Craven's non-designated heritage assets through an enhanced development management evidence base. Most of the historic structures on the Settle & Carlisle are finely made and may be adjudged to be non-designated assets.

Responsibility

Craven District Council (or its successor authority North Yorkshire Council) in partnership with Historic England, North Yorkshire County Council Archaeology Service, Network Railway, the Settle-Carlisle Railway Development Company, the Friends of the Settle & Carlisle Line and the Settle & Carlisle Railway Trust.

Recommendation 2: management

Craven District Council (or its successor authority North Yorkshire Council) should work together with Network Rail and the Yorkshire Dales National Park Authority to pursue a coordinated approach to the management of the historic environment of the Settle – Carlisle Railway.

Reason

The management of the railway and conservation area is divided:

- the line is maintained and operated by Network Rail
- by passenger trains and stations operated by Northern Rail
- the full length of the Conservation Area runs through four separate local planning authorities.

Historic stations and some other structures are listed, but many of the original and historic structures on the route, which are integral to its special historic interest, are not listed. The [Settle-Carlisle Railway Design Guide](#) applies to

stations, to help ensure a high and consistent standard of management to these (see Management Recommendation 3, below).

In many cases Network Rail can carry out works to unlisted structures under permitted development rights. A partnership approach to the management of these structures would help conserve, and through appropriate repair, enhance the character and appearance of the Conservation Area

Responsibility

Craven District Council (or its successor authority North Yorkshire Council) in partnership with Yorkshire Dales National Park Authority, Network Railway, the Settle-Carlisle Railway Development Company, the Friends of the Settle & Carlisle Line and the Settle & Carlisle Railway Trust.

Recommendation 3: design guidance

Craven District Council (or its successor authority, North Yorkshire Council) should, with other organisations and partners, ensure that the *Good Design Supplementary Planning Document* (Local Plan Policy ENV3) is both adopted and implemented and that the *Settle-Carlisle Railway Design Guide* is followed.

Reason

So that the character and appearance of the Conservation Area is appropriately enhanced through any approved developments and that harm to character and appearance is minimised. Also, to ensure that development management officers have access to appropriate advice and guidance.

Responsibility

Craven District Council (or its successor authority, North Yorkshire Council) in partnership with Network Rail, Network Railway, the Settle-Carlisle Railway Development Company, the Settle & Carlisle Railway Trust and Historic England.

Recommendation 4: provision of specialist council conservation advice

The District Council (or its successor authority, North Yorkshire Council) should ensure that specialist conservation advice is provided to its planning service.

Reason

Specialist advice is made available to development management and planning policy teams throughout the District, so that the character and appearance of conservation areas and their settings are fully taken account of in plan-making, decision-making and enforcement.

Responsibility

Craven District Council (or its successor authority, North Yorkshire Council).

Recommendation 5: tree preservation orders

The existing list of Tree Preservation Orders should be reviewed and updated and a programme of tree planting encouraged.

Reason

To enhance the character, appearance and biodiversity of the Conservation Area.

Responsibility

Craven District Council in partnership with Network Rail, Parish Councils and lineside landowners.

Recommendation 6: carbon reduction and climate adaptation

Craven District Council (or its successor authority, North Yorkshire Council) should prepare and publish guidance for climate adaptation and retrofitting of historic properties in conservation areas. Such guidance should contain comprehensive advice to homeowners and developers on how to retrofit buildings to reduce carbon emissions whilst conserving the character and appearance of both historic properties and conservation areas.

This guidance should incorporate advice on, amongst other matters, appropriate insulation strategies, window and door enhancement or replacements (see recommendation 3), photovoltaic panels, the siting of air source heat pumps, the impacts of ground source heat pumps on sub-surface archaeology, higher capacity rainwater goods and the design of Sustainable Urban Drainage Systems (SUDS).

Reason

To ensure that the carbon reduction and climate adaptation retrofitting of historic and older properties conserves, not harms, the character and appearance of the Conservation Area, including its setting.

Until the guidance is prepared, see section 7.2 below for further information about this topic and guidance produced by other bodies.

Responsibility

Craven District Council (or its successor authority, North Yorkshire Council) in partnership with Historic England (HE), the Society for the Protection of Ancient Buildings (SPAB), the Energy Saving Trust and the Institute for Historic Building Conservation (IHBC).

7.0 Further Information

7.1 Legislation and policy

The Planning (Listed Buildings and Conservation Areas) Act 1990 <https://www.legislation.gov.uk/ukpga/1990/9/contents>

National Planning Policy Framework <https://www.gov.uk/guidance/national-planning-policy-framework>

Craven Local Plan 2012 -2032 <https://www.cravenc.gov.uk/planning/craven-local-plan/>

Craven Local Plan, Good Design Supplementary Planning Document <https://www.cravenc.gov.uk/planning/spatial-planning/spds-and-information/good-design/>

7.2 Guidance

Conservation Area Designation, Appraisal and Management; Historic England Advice Note 1 (Second edition), Historic England (2019) <https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/heag-268-conservation-area-appraisal-designation-management/>

Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (Second edition), Historic England (2017) <https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/>

Settle – Carlisle Railway Design Guidance <https://settle-carlisle.co.uk/heritage/design-guide/>

Traditional Windows, their care, repair and upgrading: Historic England (2017) <https://historicengland.org.uk/images-books/publications/traditional-windows-care-repair-upgrading/>

Sustainability and carbon reduction

There is a growing body of information on the internet to help homeowners adapt their buildings for climate change, including advice aimed at the particular challenges of historic buildings. These are some of the most useful:

Historic England advice <https://historicengland.org.uk/advice/your-home/saving-energy/>

Society for the Protection of Ancient Buildings (SPAB) advice
<https://www.spab.org.uk/advice/>

Building Conservation – Retrofit in Heritage Buildings
<https://buildingconservation.com/articles/retrofit-heritage-buildings/retrofit-heritage-buildings.htm>

Sustainable Traditional Buildings Alliance (STBA) –
Responsible Retrofit Knowledge Centre <https://responsible-retrofit.org/>

7.3 References

Archaeological Data Service <https://archaeologydataservice.ac.uk/home.xhtml>

Heritage Gateway <https://www.heritagegateway.org.uk/gateway/>

National Library of Scotland 1st edition OS maps 1849 to 1936 for England <https://maps.nls.uk/>

North Yorkshire County Council Historic Environment Record (NYCCHER)

North Yorkshire and Lower Tees Historic Landscape Characterization Project https://archaeologydataservice.ac.uk/archives/view/nyorks_hlc_2013/

North Yorkshire and York Landscape Character Assessment
<https://www.northyorks.gov.uk/describing-and-understanding-our-landscape>

Open Domesday, 2015, University of Hull <http://opendomesday.org>

Settle Carlisle Railway website <https://settle-carlisle.co.uk/>

Settle Carlisle Railway Conservation Area web portal <https://scrca.foscl.org.uk/>

Settle & Carlisle Railway Trust <https://settlecarlisletrust.org.uk/>

Yorkshire West Riding: Leeds, Bradford and the North (Pevsner Architectural Guides: Buildings of England), Leach and Pevsner (2009)

Alan Baxter

Consultation draft prepared by Heloise Palin, Bob Sydes, Richard Pollard, Gemma Fowlie

Reviewed by Henry Cumbers - Craven DC and Ian Smith - Historic England

Adopted version prepared by Richard Pollard and Vera Fabiankova

Reviewed by Alan Baxter and Roy Banks, Craven DC

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