

Craven Conservation Areas Project: Potential Conservation Area Designations August 2016



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A key explaining the information presented in the maps is reproduced below.

General key for layered maps

-  Conservation Area boundary
-  Character area boundary
-  Draft allocation site
-  National Park boundary
-  Tree preservation orders
-  Scheduled monument
-  Buildings
-  Woodland
-  Water
-  Railway line
-  National Trails

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Assessment of Glusburn for Conservation Area designation
Assessment of High Bentham for Conservation Area designation
Assessment of Low Bentham for Conservation Area designation

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1.0 Introduction

This document is intended to be read alongside Conservation Area Appraisals and assessments of potential development allocations that can be downloaded from the Craven District Council website at <http://www.cravenc.gov.uk/article/540/Conservation-Areas>. This is an overarching introduction to these documents. It provides an explanation of the purpose, context and methodology of the project, including background information on the history, landscape character, geology, architecture and building materials of Craven.

2.0 Purpose and Policy

2.1 What is this project?

This project serves two primary purposes:

1. It supplies Conservation Area Appraisals for 16 Conservation Areas in Craven that are outside the Yorkshire Dales National Park and that do not already have adopted appraisals. They are identified on the map on **page 4**. These Conservation Areas were prioritised because they are likely to face the greatest development pressures. The Appraisals will aid Craven District Council's Development Management and Planning Policy teams in their statutory duty to preserve or enhance their special architectural or historic interest, and provide valuable information for householders and applicants.
2. It supplies part of the 'evidence base' for Craven District Council's emerging Local Plan, by providing an understanding of how the significance of built heritage assets may be affected by proposed development allocation sites.

To achieve these purposes, the project consisted of three parts:

1. 16 Conservation Area Appraisals;
2. assessments of three further villages for possible designation as Conservation Areas; and,
3. the assessment of the potential impact of development on heritage assets at 28 sites under consideration in the early draft of the Local Plan consulted on in 2014 where development has been identified as potentially having an potential impact on specific heritage assets.

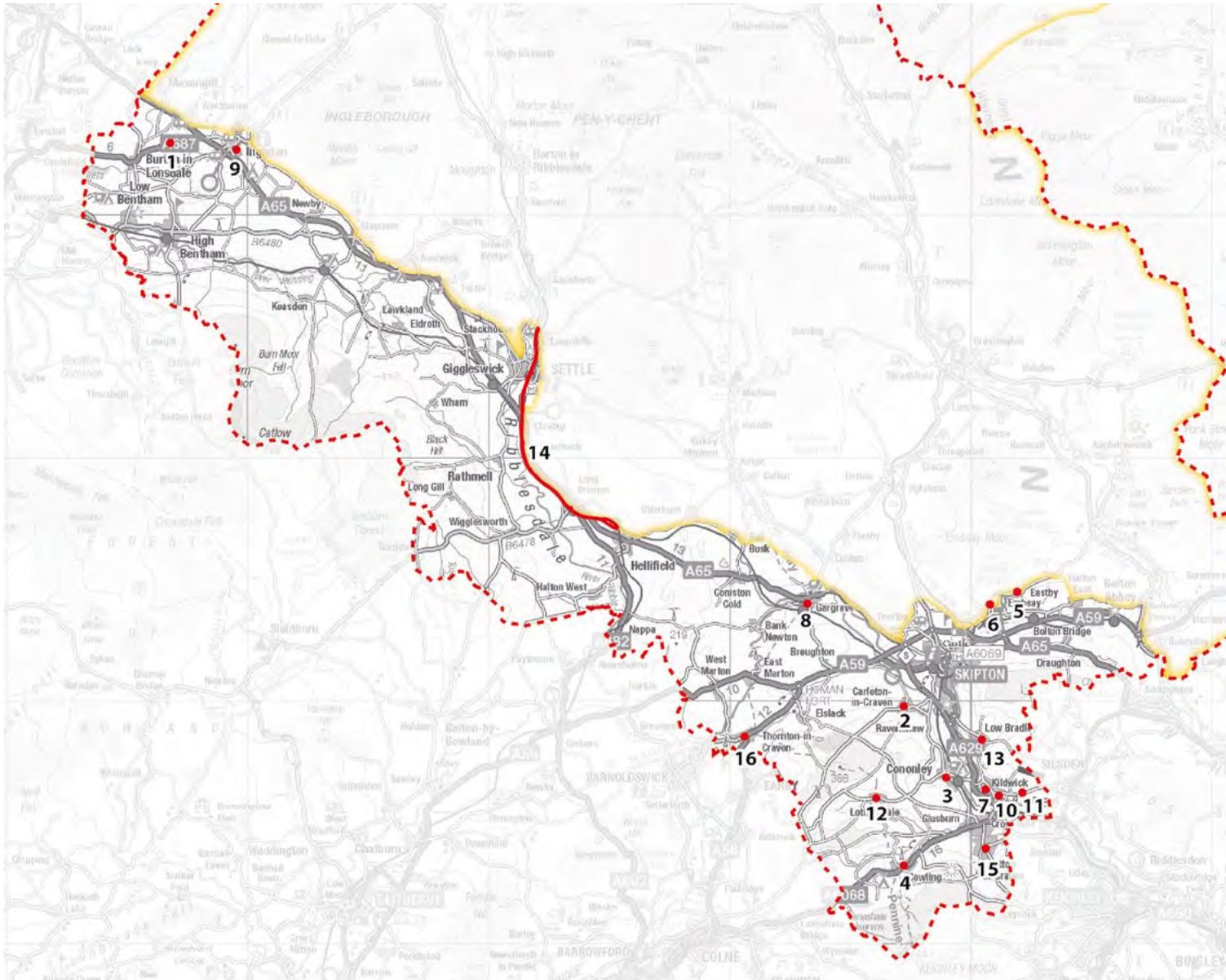
The impetus for the project is the publication of Craven District Council's *Draft Local Plan* and the need for a robust evidence base to make sound judgements about the appropriateness of development allocation sites.

More generally, it supports Craven's 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 the proposals.

2.2 What is the relationship to the Yorkshire Dales National Park?

The southern part of the Yorkshire Dales National Park is in Craven District. The National Park authority is responsible for its own planning policy and control, and therefore Craven is not the planning authority for those areas of the District that fall within the National Park.

As a result, this project is only concerned with conservation areas outside the National Park. In some instances, such as Embsay, the boundary of the National Park runs adjacent or close to the conservation areas. In such circumstances, landscape and settlement within the Park boundary is only assessed as is necessary to understand the context of the conservation area.



- Key**
- - - Craven District
 - Yorkshire Dales National Park Boundary
 - Conservation Area
 - 1** Burton-in-Lonsdale
 - 2** Carleton
 - 3** Cononley
 - 4** Cowling
 - 5** Eastby
 - 6** Embsay
 - 7** Farnhill
 - 8** Gargrave
 - 9** Ingleton
 - 10** Kildwick
 - 11** Kildwick Grange
 - 12** Lothersdale
 - 13** Low Bradley
 - 14** Settle-Carlisle Railway
 - 15** Sutton-in-Craven
 - 16** Thornton-in-Craven

Location of Conservation Areas

2.3 What are conservation areas?

Conservation areas are areas of "special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance" – in other words, they exist to protect the features and the characteristics that make a historic place unique and distinctive.

They were introduced by the Civic Amenities Act 1967, and they are normally designated by the local planning authority, in this case Craven District Council. Designation imposes a duty on the Council, in exercising its planning powers, to pay special attention to the desirability of preserving or enhancing the character or appearance of the area. In fulfilling this duty, the Council does not seek to stop all development, but to manage change in a sensitive way, so that those qualities which warranted designation are sustained and reinforced rather than eroded.

2.4 How might living in a conservation area affect you?

Although conservation areas mean some extra planning controls and considerations, these exist to protect the historic and architectural elements which make the place special. They are most likely to affect owners who want to work on the outside of their building or any trees on their property.

Demolition

Specifically, if you live in a conservation area and want to demolish your building, you will need Planning Permission. If the building is listed you will also need Listed Building Consent.

Trees

If you want to cut down, top or lop any but the smallest of trees in a conservation area you must notify Craven District Council six weeks before work begins. The authority will then consider the contribution the tree makes to the character of the area and if necessary create a Tree Preservation Order (TPO) to protect it.

Other changes and proposals

More generally, the preservation or enhancement of the conservation area is a 'material consideration' for any planning application that might affect it. However, conservation area designation does not control all forms of development. Some changes to family houses (known as 'permitted development') do not normally require planning permission. These include minor alterations such as the replacement of windows and doors, or the alteration of boundary walls. Where such changes would harm local amenity or the proper planning of the area (for example, by damaging the historic environment), the Council can introduce special controls, known as Article 4 directions, that withdraw particular permitted development rights. The result is that planning permission is required for these changes. Elements of three conservation areas in Craven are currently subject to Article 4 directions: Skipton, Settle and Farnhill.

2.5 What is the purpose of a conservation area appraisal?

A conservation area appraisal outlines the history of an area and identifies and explains what makes it special, including its landscape, history, architecture and townscape. It can also provide some general guidelines on managing and carrying out development in the conservation area.

2.6 Where can I find further information?

For further information on conservation areas, how they are managed and how this might affect you, please see Craven District Council's website at <http://www.cravendc.gov.uk/article/540/Conservation-Areas>, and Historic England's advice on living in conservation areas: <https://www.historicengland.org.uk/advice/your-home/owning-historic-property/conservation-area/>

3.0 Methodology

3.1 Authors

This report, the conservation area appraisals and the allocation assessments were written and prepared by Alan Baxter Ltd with Bob Sydes BA, MCIfA, Research Associate, University of York

3.2 Guidance

Two Historic England publications supplied relevant and widely-recognised guidance for this project:

Conservation Area Designation, Appraisal and Management; Historic England Advice Note 1, English Heritage (2016)

Good Practice Advice Note: The Setting of Heritage Assets (GPA 3), Historic England (2015)

Other guidance and advice documents that were consulted are listed in amongst the Sources in **Section 5.1** below.

3.3 Contents

Applying this best practice and guidance, the assessment of each conservation area is divided into the following elements:

- Introduction
- Assessment of Character
- Landscape and Open Space
- Views, Traffic and Movement
- Recommendations for Further Work

3.4 Views analysis

Significant views have been identified both because they encapsulate the special character of each Conservation Area, and because they are a tool for assessing the impact of new development and other change. The methodology applies best practice from English Heritage's (now Historic England's) guidance documents *Seeing the History in the View* and *The Setting of Heritage Assets*. At the heart of the methodology is the analysis of the 'significance' of each view in terms of its historical, architectural, townscape, aesthetic and community interest, and of the key landmarks (or 'heritage assets') visible within it.

The purpose is to identify views that capture and express the special and unique character of each Conservation Area, although the list in each appraisal does not claim to be exhaustive. Views are graded as 'highly significant' or 'moderately significant' and categorized as views from fixed positions or 'dynamic' views that are experienced continuously along streets, roads, lanes and paths - often evolving and changing in the process.

3.5 Open space assessment

A methodology was devised in collaboration with Historic England to assess the contribution of open space to the character and appearance of each Conservation Area. The geology and landform of the Aire Gap is such that the wider landscape frequently makes a significant contribution to the special interest of Conservation Areas. The hills and dales form a magnificent backdrop to historic streetscape and the topography generates many fine long-distance views of the settlements. The distinctive form of upland villages is such that the farmed landscape frequently extends into the historic core, blurring the distinction between open space within the settlement and the landscape beyond.

In this context, conventional views analysis, whilst useful, was felt to provide only a partial understanding of the relationship between historic settlements and open space. By enhancing views analysis with a complimentary analysis of open space a more rounded and useful assessment of significance is possible.

Definition

Open space is defined as common land, farmland, countryside and recreational spaces (including school grounds, churchyards and cemeteries.) Private gardens and private car parks are excluded.

Analysis

The analysis considered open space inside and outside the Conservation Area boundary, where it formed its immediate context.

Fieldwork was combined with an analysis of historic mapping and other secondary sources. From this, the following factors were taken into account in assessing the contribution of open space to the character and appearance of each Conservation Area:

1. the historical relationship and function of open space
2. its contribution to the form and structure of historical settlements
3. how open space is experienced and viewed from within the boundary of the Conservation Area (for example, there are many long views from within Conservation Areas to the wider landscape that are fundamental to their character and appearance)
4. how the pattern of historic settlements and their relationship to the wider landscape can be understood when looking in from outside (and sometimes at considerable distance, from hills and scarps)

Grading

Using this analysis, open space is graded according to the following hierarchy:

Open space that makes a **strong contribution** to the character and appearance of the Conservation Area
(mapped in purple)

Open space that makes **some contribution** to character and appearance of the Conservation Area *(mapped in yellow)*

Open space that makes **no or negligible contribution** to character and appearance of the Conservation Area
(mapped in brown)

Extent of mapping

The wider landscape context is complicated to map. The mapping layer illustrates the contribution of open space to a depth of approximately two field boundaries around the entire settlement (not just the Conservation Area boundary). This is not intended to delineate the full extent of the contribution that open space makes to the character and appearance of each Conservation Area, and therefore the edge of the mapped area is faded to indicate that its contribution continues beyond this point.

3.6 Potential conservation area assessment

Craven District Council, in common with all local planning authorities, has a duty under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 from time to time to assess whether there are additional places that possess sufficient special architectural or historic interest to be designated conservation areas, and to designate them.

In support of this duty, this project has assessed three settlements: Glusburn, Low Bentham and High Bentham. The methodology for these assessments was similar to that adopted for the existing conservation areas. Historic England's *Advice Note No1: Conservation Area Designation, Appraisal and Management* (2016) provides useful guidance on how to assess areas for designation.

3.7 Allocation assessment

Craven's emerging Local Plan includes sites under consideration for allocation for development. Those sites that are included in the final, adopted, version of the Local Plan will be locations where the principle of development is acceptable. In order to assess the suitability of such sites for development, this project has assessed what contribution 28 of these sites make to the significance of heritage assets, and what impact development might have. These assessments will form part of the 'evidence base' underpinning the Local Plan.

The following methodology was devised, from best practice and discussion with Craven and Historic England officers, for assessing the impact of development on the significance and setting of designated heritage assets – meaning listed buildings, conservation areas, scheduled monuments and registered parks and gardens. As the Plan progresses the potential effect on the historic environment of any new sites will be assessed using the same methodology as Alan Baxter.

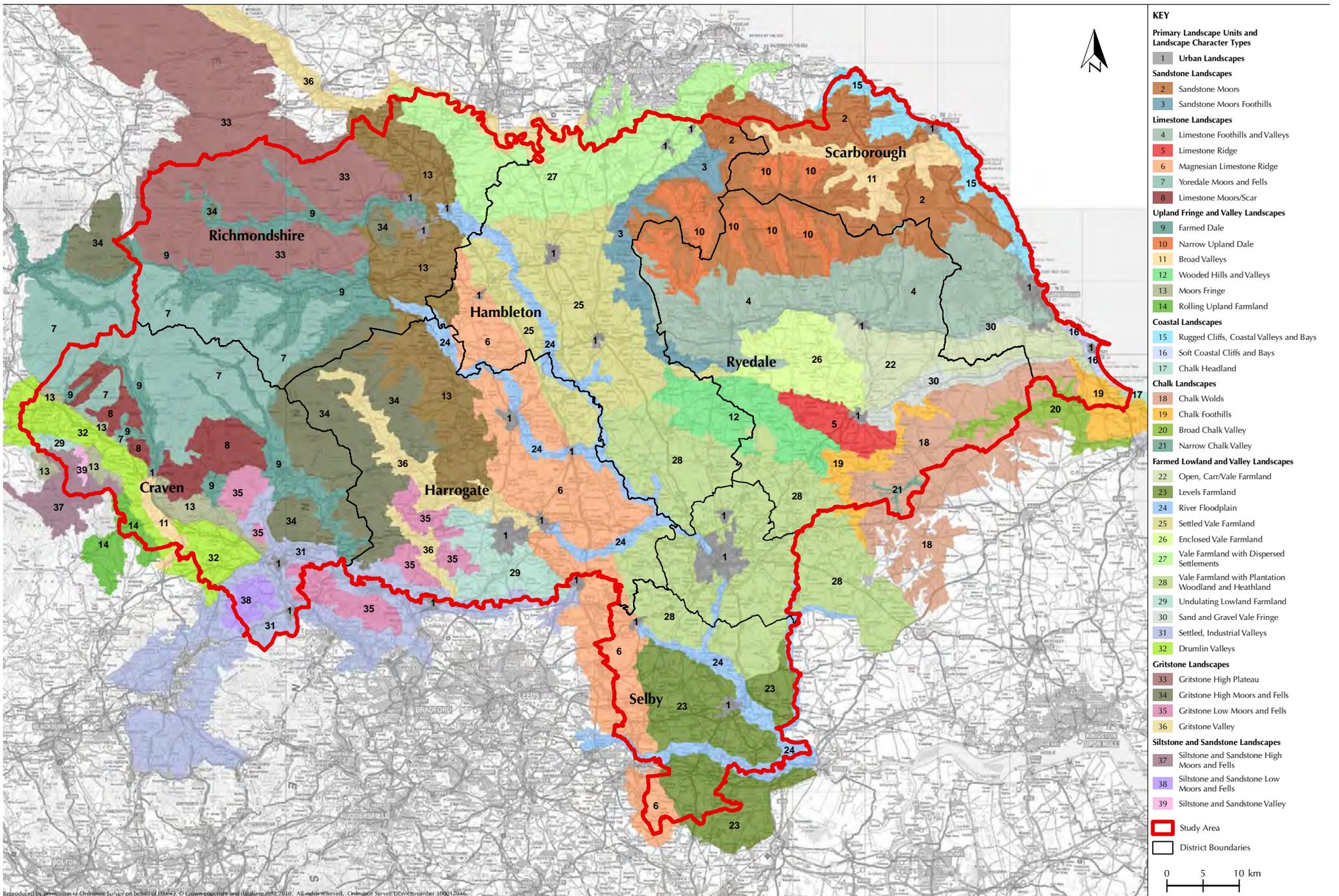
1. From a combination of site visits, secondary sources and the National Heritage List for England, the location and significance of heritage assets was mapped.
2. Next, an open space assessment was undertaken, using the methodology described in section 3.3 above.
3. The contribution of the site to the significance of heritage assets was then evaluated in the following ways, as applicable in each case, and presented in tabular form:
 - i. Views of heritage assets
 - ii. The setting of heritage assets, if the site is outside the boundary of a conservation area
 - iii. The contribution the site makes to the character and appearance of a conservation area, if the site is inside a conservation area.
4. Measures to mitigate the impact of development was then analysed, for example the footprint of the development, the design of the development, the use of landscaping and screening.
5. A narrative conclusion of the impact of development on the historic environment.

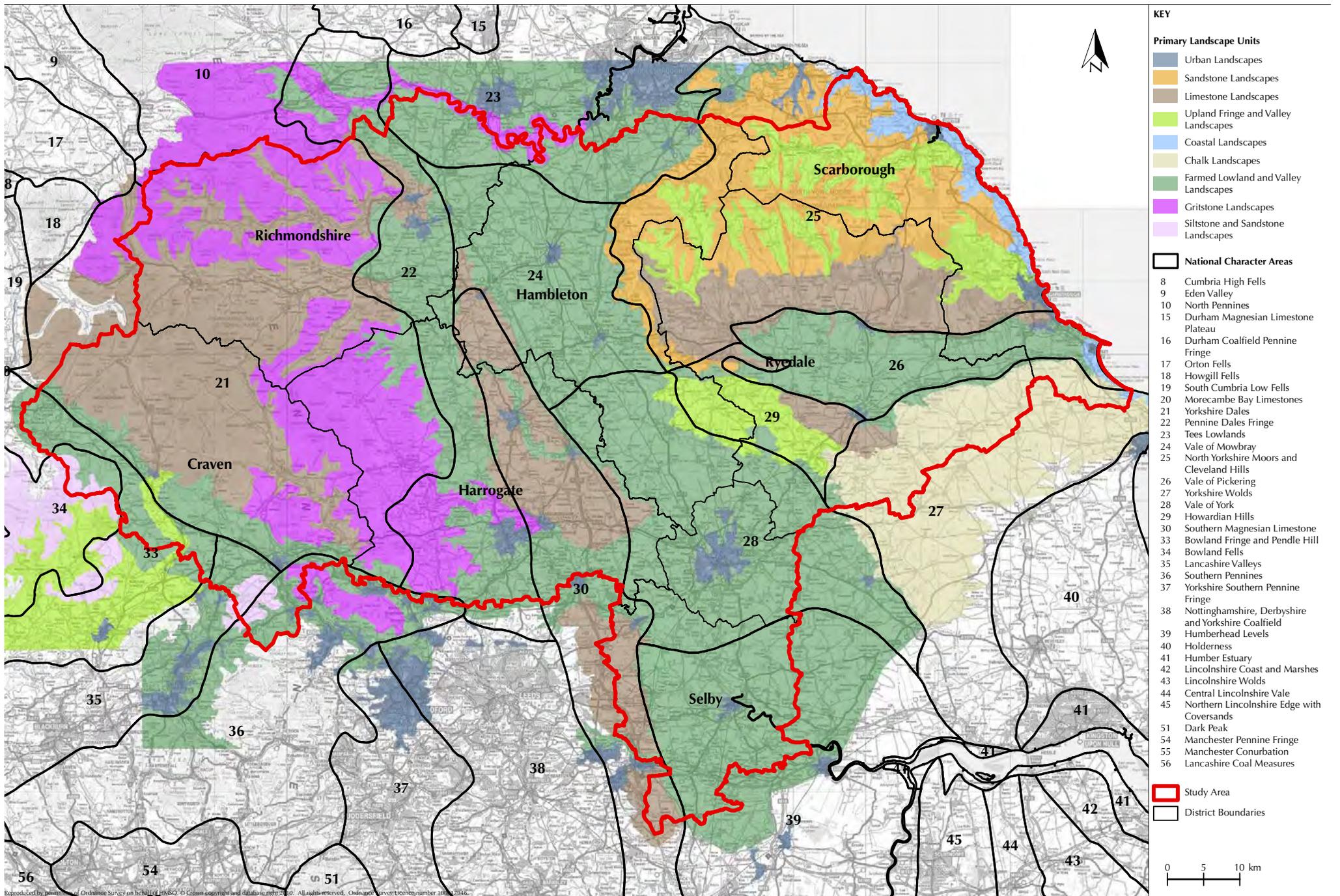
4.0 History and Character of The Aire Gap

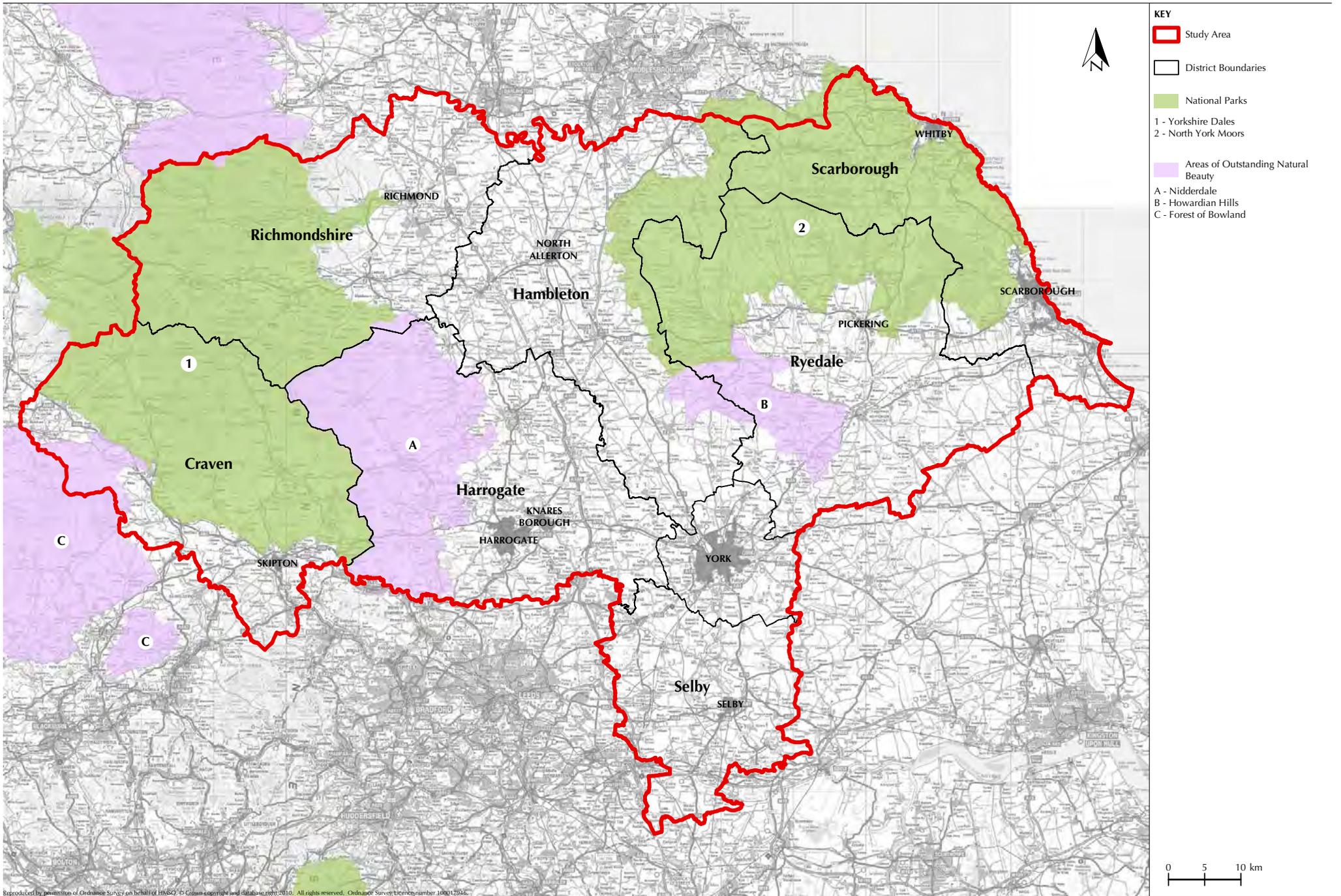
4.1 Landscape characterisation

Landscape character assessment is a way of describing and understanding landscape and the influences that have helped to shape it. The European Landscape Convention emphasises that all landscapes are of value, not just the 'best' bits, and that an accessible and integrated approach is needed to shape and manage landscape change.

North Yorkshire Council's *North Yorkshire and York Landscape character assessment* provides a reference document for everyone interested in the sustainable management of the countryside, coast and settlements and is intended as a planning and land management tool. It has been one of the principal reference works for this project and a number of the most important maps are reproduced here:







- KEY**
- Study Area
 - District Boundaries
 - National Parks
 - 1 - Yorkshire Dales
 - 2 - North York Moors
 - Areas of Outstanding Natural Beauty
 - A - Nidderdale
 - B - Howardian Hills
 - C - Forest of Bowland

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4.2 Geology

The underlying geology of Craven District comprises two types of sedimentary rock: sandstone (Millstone Grit) to the south and limestone (Carboniferous) to the north. The interface between the two forms part of the nationally significant Craven Fault. Between the sandstone uplands of the Southern Pennines (Skipton and Sutton Moors for example) and the Limestone moors and scarps of the Yorkshire Dales (Ingleborough Hill, Settle for example), lies the lowland valleys and hills of the Aire Gap comprising drift deposits of fluvial and glacial origin. The area around East and West Marton for example comprises a striking landscape of glacial drumlins.

4.3 Landscape

The solid and drift geology of Craven District defines landscape and setting in a very unique way, perhaps more so than other parts of Yorkshire. Nowhere more aptly illustrates this than the journey by car along the A65, or by train on the Settle to Carlisle railway through the low altitude Aire Gap which links the Vale of York to Lancashire

across the Pennines. The A65 in particular takes in a number of characterful settlements including Gargrave and Ingleton as well as extraordinary views across the Aire and Ribble valleys. Landscape features are strong. There are a number of prominent peaks and hills across Craven that dominate the landscape including the Three Peaks of Ingleborough, Whernside and Pen-y-Ghent as well as Pendle Hill (in east Lancashire).

Views

It is in medium and long landscape views from settlements and key landmarks that Craven excels. These views, from all points of the compass take in a landscape that has changed little since publication of the first Ordnance Survey maps of the region in the 1850s. Landscape legibility is strong, with a recognisable historic grain that in many cases dates back to 15th and 16th centuries. Good examples of this can be found around East and West Marton and in Lothersdale. Boundaries are a mix of limestone or sandstone drystone wall and hedge, depending on location. Craven is an open landscape with relatively little woodland. The high moors are generally unenclosed areas of heath and bog.

Settlement distribution

The majority of settlements in the south cling to the edges of the sandstone uplands overlooking flood plains and river systems. The historic and visual relationship between them and their landscapes is strong and relatively untroubled by 20th century development. Even Skipton, which can be viewed from many miles in any direction is relatively limited in its growth and intrudes little on the wider landscape. Views from Carleton-in-Craven are good examples of this.

Other settlements such as Burton-in-Lonsdale and High Bentham perch above river valleys, intimately linked to their surrounding landscapes.

Significance

Although the surrounding landscape clearly make a significant contribution to the character and appearance of all Craven's settlements, the settlements themselves make a significant contribution to the character and appearance of the landscape. This synergy is not common in Britain.

4.4 History and archaeology

Archaeological understanding

There has been little substantial 20th and early 21st century development in Craven District and consequently there have been few significant archaeological investigations and few discoveries of substance that shed light on Craven's past. The majority of archaeological research over the past few decades has been associated with the later medieval and early modern periods, principally relating to the industrial landscape.

Prehistoric Craven

That said, prehistoric activity is evident, particularly on the high moors. Cup-and ring carvings (Skipton Moor); enclosures; and a variety of stray finds of stone, bronze and iron are recorded in the North Yorkshire Historic Environment Record across the District and there is an early Iron Age hillfort on Ingleborough Hill. An excavated Roman villa with earlier Iron Age round houses and associated burials at Kirk Sink near Gargrave attests to change and continuity within the landscape in the 1st to 4th centuries. A

Roman fortification at Burwen Castle, Elslack and traces of the Roman road from Keighley across the Pennines to the west attest to the importance of the Aire Gap as a routeway across the Pennines from earliest times (North Yorkshire Historic Environment Record).

Medieval Craven

For much of the medieval period, the economic and social life of Craven centred on a mixed economy of arable, animal husbandry and textile working. This is reflected in the inherited character of many settlements such as Sutton-in-Craven and Lothersdale. Within them, former farms and farm cottages retain their weaving lofts, reflecting this varied economy. Plots, and land boundaries on the edge of historic settlements, often reflect the continuing legacy of **'tofts' and 'crofts'**. Tofts were the enclosed productive land of a house plot in the Middle Ages. A croft was an enclosed field used for crops or pasture, typically attached to the toft and worked by the occupier. Together these provided the small-scale farmer with some independence from the communal medieval farming regime.

The present landscape, particularly the lowland areas, comprise field systems that reflect a piecemeal approach to enclosing former open grazing, common open fields and waste since at least the 15th century (*North Yorkshire, York and Lower Tees Historic Landscape Characterisation Project*).

The two main medieval power centres in the District were the ecclesiastic Bolton Abbey, an Augustinian House founded in the mid 12th century, and the secular Skipton Castle built around the late 12th century. A second, smaller castle survives as a motte and bailey earthwork in Burton-in-Lonsdale. Hellifield Peel Tower is a surviving testament to the instability that was still felt in the 15th century: a tower house fortified against Scottish raiders.

Industrialisation of the landscape

From the 15th century onwards, Craven became increasingly industrialised albeit on a smaller scale than the West Riding towns further downstream such as Keighley, Bingley and Shipley. Exploitation of minerals including Barytes (eg. Lothersdale) and lead (eg. Cononley), together with quarrying for buildings stone and crushed lime became common. Raygill Quarry (Lothersdale) and Thornton Quarry (Thornton-in-Craven) are two of the largest and longest lasting (both working up to the late 20th century). By far the largest industry was textile production and both water (eg. Ickornshaw) and steam powered mills (eg. Carleton-in-Craven) survive in many settlements as a testament to this industry. With the exception of Skipton - and in contrast to towns downstream - textile production remained an essentially rural industry.

The Leeds Liverpool Canal (1770-1781), various Turnpike roads (eg. Keighley and Kendal Turnpike – 1753) and the railways (Settle to Carlisle Railway - 1870s) provided much needed transport links through the Aire Gap.

20th Century

Change in the 20th century has left much of the overall landscape character intact, and the historic core of many settlements survives in large part. However, the decline of the textile industry has resulted in the physical loss of many mills since the late 20th century. All four of Cowling's mills have been demolished and redeveloped for residential in the late 20th and early 21st century. Surviving mill chimneys are however, still a common feature in the landscape. By the late 20th century many settlements have morphed into dormitory or commuter villages, with residential extensions. There are exceptions. High Bentham, Settle and Skipton for instance, have retained their role as key market centres.

4.6 Contemporary character

Materials

The majority of Craven settlements retain a significant inherited built environment, constructed in the main out of locally derived natural materials – usually stone and commonly either sandstone (gritstone) or limestone. Brick is an extremely rare material. A common feature is the use of locally sourced sandstone (mostly yoredale series) tiling on roofs, especially within the smaller more rural settlements. Welsh slate is more common in the larger settlements such as Skipton. Later 20th century and early 21st century developments also utilise stone, although this is predominantly used as a cladding over other materials.

Settlement forms

Historic grain tends to survive very well in the majority of settlements and their mid 19th century form as indicated on Ordnance Survey maps prepared in the 1850s can be easily appreciated. Burton-in-Lonsdale is a particularly excellent example of a settlement with high historic legibility. Extensions to settlements have tended to be relatively

modest, primarily dating to the 1950s and 1960s and the very late 20th and early 21st centuries. The latter increasingly in the form of brown field development as in Cowling and Sutton-in-Craven where former industrial sites have been redeveloped. Where industrial buildings survive, particularly textile mills, settlement character benefits significantly.

Within settlements, conversions of former agricultural and industrial buildings to residential has been largely complete by the time of this study and there are few village farms and rural industries surviving. The majority of conversions have been sympathetic in terms of materials used and the extent of surviving fabric (for instance, Carleton Mill), although the historic function of the buildings is not always clear. New window and door insertions are a common feature (for example, the former Corn Mill, Low Bradley).

A very common feature throughout Craven, and impacting negatively on character, is the use of uPVC window replacements for traditional timber sash windows

Streetscape

The public realm or streetscape, tends to be fairly clear of unnecessary clutter but the survival of traditional surfacing materials such as cobbles, setts and stone flags is mixed. Pavements are, in the main, surfaced with asphalt and edged in many cases with traditional sandstone kerbs. Traditional materials survive best in yards, alleys and passages (for instance, Cowling and Glusburn).

Street furniture

Street furniture is a mix of utilitarian 20th century and contemporary 'heritage style'. Lighting columns range from mid 20th century concrete and cast iron varieties to contemporary steel tubing. It is with the luminaires that the greatest variety exists. The more recent examples, such as Thornton-in-Craven's heritage style are probably referencing local desire for more characterful street furniture. Traditional cast iron fingerposts survive in many settlements.

5.0 Sources and Acknowledgements

5.1 Sources

Conservation Area Designation, Appraisal and Management; Historic England Advice Note 1, English Heritage (2016)

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Ordnance Survey mapping

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Yorkshire Textile Mills: The buildings of the Yorkshire textile industry, Colum Giles and Ian Goodhall (1992, RCHME)

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5.2 Acknowledgements

The authors would like to acknowledge the advice, help and support of Henry Cumbers and Sian Watson at Craven District Council and Ian Smith, Neil Redfern and Emma Penny at Historic England.

Assessment of Glusburn for Conservation Area designation August 2016

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Location of Glusburn



Introduction

Glusburn lies in the Settled Industrial Landscapes Character Area (1) and comprises a dispersed small agricultural village with a mid-19th century textile mill (Hayfield's Mill) and associated terraced housing. The settlement is visually and spatially connected to a much expanded Cross Hills and in danger of losing its individuality through further development. The two green wedges to the south of Colne Road off Shutt Lane and north by Town End Farm are critical areas of open space. Fields off Green Lane are also important areas of open space helping to define the historic settlement.

Purpose

This document sets out to examine the character and appearance of Glusburn under the provisions of the Planning (Listed Building and Conservation Areas) Act 1990. It sets out to determine whether all or part of Glusburn may qualify as an area of special architectural and historic character and be defined as a Conservation Area.

Recommendation

That Glusburn should be designated as a conservation area.

The suggested red line boundary is shown on the map at the front of this assessment. The boundary incorporates the historic core as defined by the Ordnance Survey map of 1888 and areas of pasture and open space that are an important element of setting comprising in part, surviving historic boundaries which reflect the original rural setting of the settlement.

1.0 Character

1.1 Historic and Contemporary Character

The 1853 Ordnance Survey map (3) depicts a small rural settlement clustered around the junction of Green Lane and Colne Road with some linear development along the 18th century Keighley to Colne Turnpike Road. Scattered farms are shown to the north off Green Lane and beyond. Many of the clustered buildings and small farms survive but the Colne Road properties have all disappeared.

- Glusburn is mentioned in the Domesday Book (2) but with little indication of size.
- The original corn mill, Glusburn Mill (now converted to residential) was water powered and lay a short distance to the west but was never converted to steam and unusually, as far as can be ascertained was never used for textile production.
- Several properties including some terraces such as 5-15 Green Lane and Green End cottages appear to be early 19th century weavers cottages but the majority of buildings seem associated with farming.

- By the 1860s Hayfield Mill was founded followed closely by construction of textile workers terraced housing (Crofthead Terrace). The mill was still operating as a textile mill well into the late 20th century. The premises are now owned by Cirteq Ltd.
- Hartley Street was added in the late 19th century followed by Croft Street in the 1920s. Further additions included Bungalow Street in the 1930s and the developments of Walkers Close between the A6068 and the Holme Brook in the late 20th century.

1.2 Spatial and Urban Character

- The undesignated Hayfields Mill is the most dominant structure in the settlement. It fronts directly onto Colne Road with its tall stone chimney set behind the main building. Both have a strong visual presence from Colne Road and from the landscape around.
- The Mill is a formidable three/four story industrial building with original Crittall windows on part of the structure largely intact.

- The most significant feature of the built environment after the mill is the back to back industrial terracing off Colne Road and the Listed Grade II Glusburn Institute and public baths built in 1892 with clock tower added in 1911. Although many of the individual properties have replacement windows, doors and added porches, the ensemble of street, surfaces and buildings creates a strong visual character with significant historic resonance.
- At the junction of Colne Road and Green Lane many of the buildings shown on the 1853 Ordnance Survey map survive although several have been altered in the late 20th century.
- The Listed Grade II 1 & 3 Harrison Place (early 18th century) and Glusburn Old Hall (early 17th century) are the two most prominent early buildings. Although much altered, the short terraces on Green Lane (5-15) are typical of early 19th century weavers cottages.
- Surviving areas of pasture off Green Lane and the limited spread of 20th and 21st century development help to retain historic character inhibit the coalescence of Glusburn with Cross Hills to the east.

1.2 Key buildings

- Hayfield Mill, Colne Road - Undesignated
- Glusburn Institute, Colne Road - Grade II

1.3 Public open space

A sports field with facilities for cricket and football lies between the Glusburn Brook and Colne Road immediately by Hayfields Mill.

1.4 Relationship with other settlements

Glusburn forms part of a much larger built up area which includes the historic settlements of Cross Hills to the east and Sutton-in-Craven to the south. The playing fields of Glusburn Community Primary School and an area of open space between Institute Street and Beanlands Drive are all that inhibits a coalescing of Glusburn with Cross Hills.



Hayfield Mill

1.5 Materials and Palette

- Walls: Dressed sandstone for buildings and boundary walls. Render (whitewashed and painted) is used on many buildings.
- Gateposts: Sandstone
- Roofing: Stone slates (Westmorland).
- Windows: Millstone Grit sandstone quoins and window dressings including mullions and transoms. Timber casements and sashes generally painted white. Replacement windows common - uPVC and stained timber. Crittall windows in mill.
- Pavements: asphalt with granite kerbs on Colne Road. Original sandstone flags and kerbs on terraced streets.

- Surfaces: asphalt on main roads. Terraced streets have some sandstone setts visible. More may survive beneath poorly maintained asphalt.
- Street furniture: Plain galvanised steel lighting columns with simple luminaires.



Sandstone setts

2.0 Landscape and Open space

2.1 Methodology

The following categories have been used to assess the contribution of open space to the Conservation Area and are shown as a layer on the map at the front of this assessment:

Purple: Open space that makes a strong contribution to the character and appearance of the Conservation Area

Yellow: Open space that makes some contribution to character and appearance of the Conservation Area

Brown: Open space that makes no or negligible contribution to character and appearance of the Conservation Area

Areas of open space and individual fields that have been identified as making a less than strong contribution to the character and appearance of the Conservation Area have been numbered for reference in the descriptions below. Refer to the 'open space analysis' layer on the Appraisal map that can be accessed from the button on the bottom right corner of the page.

2.2 Open space assessment

Area to the west of Green Lane

- Important group of fields that make a strong contribution to the proposed Conservation Area and help define the historic 'edge of settlement' and maintain the character of the dispersed former farms and farm cottages of historic Glusburn.
- The fields immediately west of F2 retain enclosure boundaries that may reflect late medieval enclosure due to their irregular form.
- There are strong views from public footpaths including **MF4**.
- Important part of the setting of the Listed Grade II Glusburn Old Hall.

F1 – Fields to north of Bungalow Road

- Although within the proposed conservation area boundary, these fields make some contribution to the character and setting of the proposed conservation area. There is scope for some sympathetic development here.

F2 – Areas of open space adjacent Green Lane

- These areas make some contribution to the character and setting of the proposed Conservation Area and help retain the dispersed character of historic settlement along Green Lane but some sympathetic small scale development could both retain character and add value.

F3 – Area of open space off Ryecroft Road

- This area is not visible from significant parts of the proposed conservation area and makes no contribution to the character or appearance of the proposed conservation area. The northern part however is visible from the Listed Grade II Ryecroft Farmhouse to the north.

Land to the east of Green Lane

- A very important group of enclosures with retaining wall along Green Lane that define the historic 'edge of settlement' and inhibit the coalescence of Cross Hills with the historic core of Glusburn.
- The field immediately adjacent Green Lane with its visually striking retaining wall provides a rural foreground to medium and long distant views from Green Lane and public footpaths such as **MF4** and **HF1**.
- Important part of the setting of the Listed Grade II Harrison Place.

Land between Glusburn Brook and Hayfields Mill/Colne Road

- Important open space that includes the sports field and woodland behind Hayfield Mill.
- Helps inhibit the coalescence of Cross Hills and Glusburn and provides open space along the brook.

3.0 Views

3.1 Highly significant fixed views (HF)

HF1 – View from Green Lane.

- Visually stunning view across the Holme Beck Valley with the roofs of 18th and 19th century buildings in foreground, framed to the east by the substantial drystone retaining wall to the raised pasture field lining Green Lane. This view which captures part of the surviving historic 'edge of settlement' is important in defining the rural context of Glusburn.

3.2 Highly significant dynamic views (HD)

HD1 – Gateway view from Colne Road.

- View of Hayfields Mill, chimney and the clock tower of the Glusburn Institute representing the most informative view of the mill complex. Open space of the Glusburn Community Primary School allows excellent views through to the mill and the landscape beyond.



HD1

3.3 Moderately significant fixed views (MF)

MF1 – View of Hayfields Mill from Croft Head Terrace.

- Revealing view of the main elevation of the Mill from the earliest terrace constructed for textile workers. The backdrop of Sutton and Steeton Moor provides a picturesque setting.

MF2 – View up Croft Head Terrace.

- Despite the obvious additions of external porches Croft Head Terrace still evokes an earlier age with its poorly maintained road surface and original sandstone flagged footways.



MF1



MF2

MF3 – View up Green Lane.

- The view from Colne Road takes in much of the original early 19th century settlement and with glimpses of green fields behind number 6 Green Lane clearly illustrates the legibility of the historic core of this part of Glusburn.

MF4 – View across Green Lane from public footpath

- Although very close to Green Lane and HF1, the view from this public footpath illustrates the wider context of Glusburn with the slopes of Steeton Moor in the distance and the chimney of Hayfields Mill clearly visible in the middle distance.
- There is a revealing glimpse across Green Lane of important open space to the north of the village core on Colne Road.
- The important textile settlement of Sutton-in-Craven lies hidden below Steeton Moor.



MF3



MF4

4.0 Traffic and Movement

4.1 Pedestrian

Pavements are non-existent on Green Lane and very narrow in places on Colne Road which, with the intensity of traffic creates a very challenging environment. There is only one signalized pedestrian crossing and no further crossing points or refuges.

There are some well used public footpaths around the perimeter of the proposed conservation area giving access to open country and a footpath leading out from Green Lane to the west.

4.2 Vehicle

The A 6068 is an extremely busy road with significant HGV traffic at times which has a major impact on the character and ambience of Glusburn. Congestion is a recognised problem in both Glusburn and neighbouring Cross Hills (4).

4.3 Parking

There is public parking available in the Glusburn Institute. Elsewhere, the majority of parking is on-street.

5.0 Recommendation

5.1 Assessment of value

Historic – Comparatively, Glusburn is relatively small for a textile production centre, and until the early 20th century retained much of its rural origins that are still apparent in the properties along Green Lane and former outlying farms and cottages.

Glusburn's principal historic significance lies with Hayfields Mill and its associated industrial terracing and village institute. The development of the terracing over a 30 year period reflects the increasing success of Hayfields Mill which was still producing textiles in the late 20th century. Further research into the earlier settlement and the former corn mill is needed.

Aesthetic – The main mill building is quite a stunning example of late 19th century industrial construction and within its landscape and built context is aesthetically very pleasing. Views along and down Green Lane provided a particularly picturesque semi-rural scene with a backdrop of high moors.

Evidential – The evidential value of the late 19th century textile industry in Glusburn is strong with the Listed Grade II Glusburn Institute complemented by a complete ensemble of mill and industrial terraced housing. Although the individual properties have been subject to change in the late 20th and early 21st century, many elements of the original streetscape survive including sandstone setts and a complete suite of original sandstone flagged footways. The earlier buildings including farms and weavers cottages have been partially obscured by additions and renovations but further research will uncover more original fabric than is evident from this initial assessment.

Communal – The 2012 Parish Profile (4) highlights a strong desire within the wider community to conserve and enhance local heritage assets and to have the main historic parts designated as a conservation area. The Institute is still a well used building.

5.2 Summary of significance

The historic core of Glusburn is an area of special architectural and historic character in accordance with the Civic Amenities Act 1967. The settlement contains a particularly well preserved ensemble of late 19th century industrial buildings and residential terraces supplemented with a good survival of earlier rural buildings on Green Lane in an historic landscape setting.

5.3 Recommendation

That Glusburn should be designated as a conservation area. The suggested red line boundary is shown on the map at the front of this assessment. The boundary incorporates the historic core as defined by the Ordnance Survey map of 1888 and areas of pasture and open space that are an important element of setting comprising in part, surviving historic boundaries which reflect the original rural setting of the settlement. The terrace at the northern end of Institute Street and Sunnybank Villas have been excluded because they lack the architectural and historic character of other terracing on Bungalow Road and other streets. Crag Vale

Terrace has been excluded as it is not directly associated with either the historic village core or the later industrial terracing.

Sources

1. Chris Blandford Associates, 2011, North Yorkshire and York Landscape Characterisation Project. <http://www.northyorks.gov.uk/article/25431/Landscape-character-assessment>
2. Open Domesday, 2015, University of Hull: <http://opendomesday.org>
3. National Library of Scotland, 2015, Ordnance Survey Maps - Six-inch England and Wales, 1842-1952 : <http://maps.nls.uk/os/6inch-england-and-wales/index.html>
4. Craven District Council, 2012, Glusburn and Cross Hills Parish Profile.

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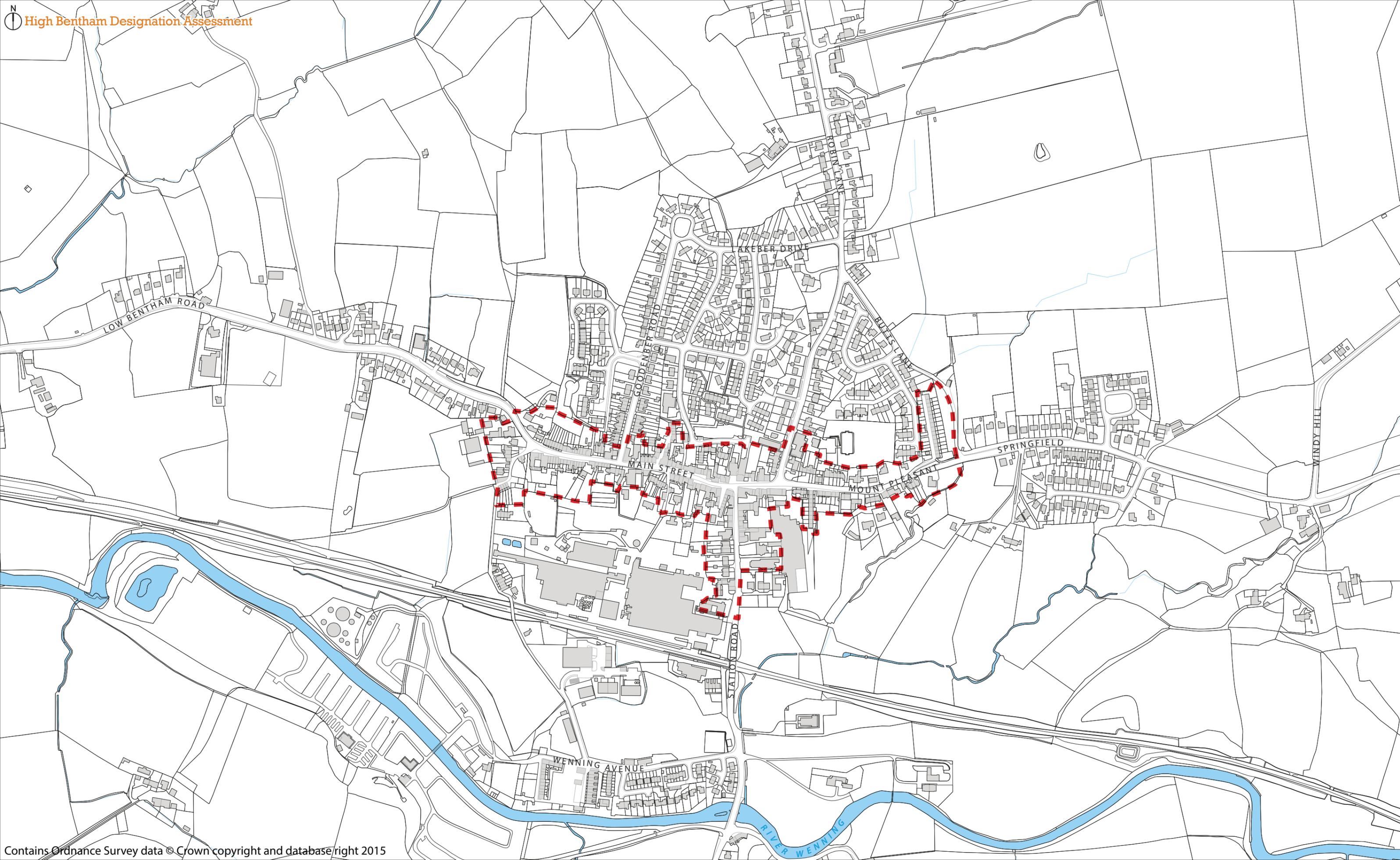
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Assessment of High Bentham for Conservation Area designation August 2016

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Introduction

Bentham is made up of two settlements, High (also known as Upper) and Low Bentham about a mile apart on the B6480 immediately north of the River Wenning. Bentham is governed by an active Town Council based at the Town Hall in High Bentham. Bentham lies within the undulating landscape of Landscape Character Area 32, the Drumlins Valley (1)

Although High Bentham has expanded significantly to the north in the late 20th and early 21st centuries, the historic core, principally the Main Street is still highly legible with many characterful and historic buildings that retain much of their original form and detailing. The River Wenning borders the south of the built up area and the settlement is surrounded by enclosed grassland, much of which can be identified on the 1850 Ordnance Survey map. There is a station on the Leeds to Morecambe railway line and Kidde plc, manufacturers of fire hoses and other fire safety products is a dominant feature down Station Road.

Purpose

This document sets out to examine the character and appearance of High Bentham in accordance with the Planning (Listed Building and Conservation Areas) Act 1990. It sets out to determine whether all or part of High Bentham may qualify as an area of special architectural and historic character and be defined as a Conservation Area.

Recommendation

That High Bentham should be designated as a conservation area. The suggested red line boundary is shown on the map at the front of this assessment. The boundary incorporates the historic core as defined by the Ordnance Survey map of 1888 but excludes the site of High Bentham Mill (now redeveloped) and the site of Kidde's factory. It also excludes High Bentham Station and the railway.

1.0 Character

1.1 Historic and Contemporary Character

Bentham is described in Domesday Book as a medium sized settlement (2) and interestingly, there are three churches mentioned of which Low Bentham's Church of St John the Baptist may well be one. The original Bentham settlement was probably dispersed.

- High, or Upper Bentham secured the grant of a market in the 14th century suggesting that by this time it was a relatively flourishing linear settlement.
- Until expansion of the textile industry in the 18th century, High Bentham was essentially an agricultural settlement and many buildings survive from this period including several rows of cottages (1-7 Police Yard, 17 – 37 Main Street, 10 – 20 Mount Pleasant, Jubilee Buildings), Collingwood Terrace (almshouses built 1733), and several farms including Parkinson's and Bigber Farms.

- High Bentham Mill on the banks of the River Wenning was founded in 1750 and converted to steam in 1820. Bentham linen was much sought after in London and the area also specialized in silk production. Buildings from this period 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.



Lairgill Row

- The Town Hall was constructed in 1877 reflecting both the ambitions of residents and the increasing wealth of the town. In 1917, Walter Kidde Company was founded off Station Road and is still in business. The main building replete with original crittall windows is a key landmark. High Bentham Mill was converted into business and residential units in the early 21st century.
- Goodenber Road, started in the early 20th century was extended in the late 1950s but the majority of residential development dates to the late 20th and early 21st centuries with significant expansion to the north of Main Street and to the west of Robin Lane.

1.2 Spatial and Urban Character

The settlement is a small market town with a reasonably thriving retail industry along the Main Street and part way down Station Road. The junction of the two forms the centre of the settlement.

- The Main Street is the heart of the historic core along which the majority of listed historic buildings are located including two former farms, the Listed Grade II Parkinson's Farm and Bigber Farm. At the junction of Station Road and Main Street are two public houses, the Listed Grade II Coach House Inn (formerly the Brown Cow) and the non-designated Black Bull Inn. There are two purpose built banks, one on Station Road (now no longer operating), one on Main Street (used to be a third at the junction), and the Town Hall is on Station Road.



Bentham Coach House Inn



Bentham Black Bull

- Off Main Street are several narrow passages and alleys accessing former open space and terraces set back off the road as in Tweed Street and Gas House Lane.
- Building form is mixed with late 19th century short terraces set significantly back from the main road as in 3–11 Mount Pleasant; earlier 18th century terraced cottages including the Listed Grade II 1-3 Mount Pleasant; individual late Victorian villas (17 Mount Pleasant); and a number of statement buildings including the Town Hall and the former NatWest Bank on Station Road.
- A significant number of cottages and terraces along Main Street are low two story with heavy window reveals and narrow doors and despite 20th century alterations, clearly retain much original 18th and 19th century detailing. One undesignated building on Main Street, the Three Peaks Fish & Chip Shop has a date stone of 1664 above the door. The first floor windows are small and may relate to weaving lofts. Three story properties as well as larger two story ones also feature.
- Shop fronts are mixed but there is a good survival of traditional forms with light timber frames, many bowed.
- The relationship between buildings and the street is mixed. In the centre of the settlement they are for the most part tight up against the footway. The building line is, in places, quite random with properties jutting forward from their neighbours or, in other places, being set back.



Shop front

1.3 Key buildings

- Horse And Farrier Inn, Main Street – Grade II
- Bentham Town Hall, Station Road – undesignated
- Lairgill Row – undesignated
- Bentham Methodist Church – undesignated
- Former Liberal Club, Station Road – undesignated
- Old Quarry - undesignated
- St Margaret's Church - Grade II
- Kidde Factory - undesignated



Bentham Town Hall

1.4 Public open space

There is no public open space within the proposed Conservation Area boundary although the grounds of High Bentham Community Primary School lie adjacent the northern edge.

1.5 Relationship with other settlements

To the west is the older and smaller settlement of Low Bentham. Although there is intermittent development between them, there is no direct visual link. Down Station Road between the railway and the River Wenning is the satellite settlement of Bentham Bridge, formerly High Bentham Mill.

1.6 Materials and Palette

- Walls: Dressed sandstone for buildings and boundary walls. Render (whitewashed and painted) is used on many buildings. There are some examples of limestone rubble used in drystone walling in the area.

- Gateposts: Sandstone
- Roofing: Stone slates (Westmorland).
- Windows: Sandstone quoins and window dressings including mullions and transoms. Timber casements and sashes painted white. Replacement windows common - uPVC and stained timber.
- Pavements: asphalt with granite kerbs but some sandstone kerbing is also present.
- Surfaces: asphalt throughout.
- Street furniture: Street lights are mainly standard contemporary galvanised steel columns with a simple luminaire. Green and gold replica 'heritage' style finger posts and information panels. Public seating in a 'heritage' style.

2.0 Landscape and Open space

2.1 Overview

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.

The undeveloped land between the Kidde Factory and the High Street which includes surviving back gardens and yards is also critical in helping to define the historic core and surviving historic boundaries.

2.2 Methodology

The following categories have been used to assess the contribution of open space to the Conservation Area and are shown as a layer on the map at the front of this assessment:

Purple: Open space that makes a strong contribution to the character and appearance of the Conservation Area

Yellow: Open space that makes some contribution to character and appearance of the Conservation Area

Brown: Open space that makes no or negligible contribution to character and appearance of the Conservation Area

Areas of open space and individual fields that have been identified as making a less than strong contribution to the character and appearance of the Conservation Area have been numbered for reference in the descriptions below. Refer to the 'open space analysis' layer on the Appraisal map that can be accessed from the button on the bottom right corner of the page.

2.3 Open space assessment

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

Land between St Margaret's Church, the railway and the B6480

- An attractive group of historic enclosures shown on the 1850 Ordnance Survey map and clearly older than the Leeds to Morecambe Railway.
- These fields help define the historic 'edge of settlement' to the southeast of Station Road and conserve the relationship between the historic settlement of High Bentham and its rural setting.
- The elevated position of the Church and churchyard provide attractive and revealing views (HF3) to the north including long views of Ingleborough Hill. The area makes a strong contribution to the character and appearance of the proposed Conservation Area

Land to the southwest of the proposed conservation area boundary

- From Duke Street and the public footpath that leads off to the south there are strong views (MF2) of open countryside down to the River Wenning and beyond.
- These hedged fields were originally part of the Listed Grade II Bentham Hall farmland and the surviving boundaries date back at least to 1850.
- The landscape up to and including Duke Street is an important contributor to the setting of the proposed Conservation Area.

Land to the south of the Horse & Farrier Inn

- The site is largely obscured by the early 20th century development of the Walter Kidde industrial complex and only glimpsed from Duke Street and Main Street.
- However, this area of backland to properties on Main Street includes historic enclosure boundaries associated with medieval tofts and crofts. They play an important role in defining the historic 'edge of settlement' to the south. This area makes some contribution to the character and appearance of the proposed Conservation Area.

Land to the northwest of the proposed conservation area boundary

- 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.

3.0 Views

The majority of the historic core is tightly built up with few views through to open country. To the north late 20th and early 21st century development has obscured the landscape beyond but there are many glimpses up lanes and passages that give intriguing views of back yards and outbuildings. These moderately significant views will benefit from further assessment.

3.1 Highly significant fixed views (HF)

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.

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.



HF1



HF2

HF3 – View from St Margaret’s Church

- Important elevated view from the Listed Grade II St Margaret’s Church of historic enclosures bounding the southern historic ‘edge of settlement’.
- The green pasture, hedges with occasional mature trees forms a significant contextual setting for High Bentham with the Leeds Lancaster railway in the foreground.
- There are also long views of Inglebrough Hill in the distance.

3.2 Moderately significant fixed views (MF)

MF1 – Glimpsed view down the side of Collingwood Terrace.

- Dramatic and picturesque framed views of the countryside beyond the River Wenning.

MF2 – View down Station Road

- Attractive view framed by the Black Bull Inn and the former Bank with open countryside beyond the Wenning Valley.

MF3 – View down public footpath (Duke Street)

- Contextual view down to the River Wenning with historic landscape to the west.

MF4 – View down King’s Street

- Good view down one of the many lanes and alleys in High Bentham that highlight the strong survival of historic grain.



MF1



MF2



MF3



MF4

4.0 Traffic and Movement

4.1 Pedestrian

There are a few public footpaths around the proposed Conservation Area with one well used path connecting to Duke Street and giving access to the River Wenning and paths along it.

Footways are in reasonable condition although narrow in some places.

4.2 Vehicle

Due to its importance as a retail centre, the Main Street (the B6480) and Station Road are relatively busy but traffic does not appear to be a significant issue. At the time of assessment (late morning, mid-week) both roads were relatively quiet. No HGVs were observed.

4.3 Parking

Parking is restricted to marked bays on Main Street and controlled on Station Road and elsewhere. Public parking is available off Grassmere Road.

5.0 Recommendation

5.1 Assessment of value

Historic – The historic significance of the settlement is moderate to high. Although in many ways High Bentham is typical of Yorkshire and Lancashire textile villages, the specialisms in sail manufacture and fire hose manufacture using flax do give the settlement added significance. Although the main buildings and associated industrial terracing of the High Bentham Mill site appear to survive reasonably well, they are too far from the main settlement to be included within the proposed conservation area. Within the proposed boundary, Lairgill Terrace and other weaving cottages represent earlier and contemporary (to the mill) buildings. A brief assessment of the rear of some Main Street properties suggests a more detailed study of High Bentham's buildings may well reveal more surviving structures from the 18th and early 19th century if not from earlier periods.

The surviving grain of the 18th and 19th century settlement is excellent and the historic core is highly legible despite extensive late 20th and early 21st century development to

the north. Main Street and Station Road retain a significant quantity of relatively intact 18th and 19th century buildings, many of a quality that belies the small number of designated assets. Further detailed study will almost certainly result in recommendations for further statutory designations.

Aesthetic – Many traditional shop fronts survive and windows, doors and other external features of historic buildings retain much of their original look. The historic fabric, scale, grain and materials palette are reasonably consistent throughout the proposed Conservation Area.



Shop front

The gateway from the east includes views of a late 18th century quarry and Lairgill Terrace providing an intriguing visual introduction. From the west, the cluster of buildings around the Grade II Listed Bay Horse and Farrier Inn are visually impressive. There are very few significant detractors on Main Street and Station Road

Evidential – It is clear from this initial assessment that there is far more original fabric surviving within the settlement than is implied by the current number of designated heritage assets. Further research will substantially enhance our understanding of significance.

Communal – High Bentham has undergone significant changes over the past few decades and substantially expanded its population. The Mill has closed but Kidde plc still manufacture fire hoses and continue to be proud of their heritage. There is a Bentham Heritage Trail leaflet produced through the Local Heritage Initiative and the Market Towns initiative involving a local focus group. From the brief assessment of available evidence it is clear that there is a strong sense of identity within High Bentham.



Bentham Town Trail

5.2 Summary of significance -

The historic settlement of High Bentham is an area of special architectural and historic character in accordance with the Civic Amenities Act of 1967. The settlement has a well preserved historic core associated with textile working and agriculture from the 18th century onwards. It incorporates a variety of buildings that reflect its growing importance throughout the 19th century well into the 20th century. Although mills for cotton spinning and weaving were established throughout the area, it was at Bentham that the textile industry really made its mark and became the main occupation in the township. Two key industries in particular have contributed a distinctive character, the production of sail cloth and fire hoses.

5.3 Recommendation

That High Bentham should be designated as a conservation area. The suggested red line boundary is shown on the map at the front of this assessment. The boundary incorporates the historic core as defined by the Ordnance Survey map of 1888 but excludes the site of High Bentham Mill (now redeveloped) and the site of Kidde's factory. It also excludes High Bentham Station and the railway.



Bentham site of factory

Sources

1. Chris Blandford Associates, 2011, North Yorkshire and York Landscape Characterisation Project. <http://www.northyorks.gov.uk/article/25431/Landscape-character-assessment>
2. Open Domesday, 2015, University of Hull: <http://opendomesday.org>
3. National Library of Scotland, 2015, Ordnance Survey Maps - Six-inch England and Wales, 1842-1952 : <http://maps.nls.uk/os/6inch-england-and-wales/index.html>

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Assessment of Low Bentham for Conservation Area designation August 2016

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Low Bentham



Introduction

The purpose of this document is to assess whether the character and appearance of Low Bentham is of sufficient significance to merit designation as a conservation area. The following analysis concludes that the historic settlements meets these tests and should be designated as a conservation area.

Bentham is made up of two places, High and Low Bentham, a mile apart. Low Bentham is the older of the two settlements to the west on the River Wenning. Its parish church is medieval and dedicated to St John the Baptist. High Bentham was granted a market in the fourteenth century, became a textile town in the eighteenth and is now the larger of the two.

Although Low Bentham has some twentieth-century housing development it does not have extensive suburbs and consists mainly of a few winding streets of primarily residential development that leads down the hill to the north of the Leeds to Morecambe railway line and the



Burton Road

winding course of the River. On the south bank of the river and railway line is the site of the silk mill (now demolished) which has now been redeveloped for housing. The village's church and former rectory (now a school) form a distinct enclave, separated from the village by the river and railway line, where there is a double bend of the river and the railway crosses it twice as does the B6480.

1.0 Character

1.1 Historic & recent development

- Other than the church and Punch Bowl Hotel, most of the buildings in the village seem to post-date the medieval period.
- Despite the detached location of the church and its former rectory (now school) on the west side of the loop of the River Wenning, the historic core of the village is at the junction of Burton Road with the B6480.
- By 1894 Burton Road had been developed as far north as the junction with Greenfoot Lane. North of that some sporadic development existed which still survives such as Highfield Terrace and Highfield Cottages on the east side of Burton Road. To the west, High West End, West End Farm and Green Head Cottages existed but the detached houses around Jubilee Cross, up the east side of Greenfoot Lane and around Cross Lane all date from the twentieth century.
- To the south of the village and on the south bank of the River, the textile mill 'Low Mills' is present in the OS maps from the nineteenth century.
- To the south west the Punch Bowl Tavern dates from the early eighteenth century and the church from the fifteenth. The Rectory is largely the result of a rebuilding in the nineteenth century by the celebrated architect Richard Norman Shaw. It was later used as a school and extended during that period.
- The Low Mills site has been recently been redeveloped as flats, houses and new industrial units..

1.2 Spatial and urban character

- The village is composed of a couple of winding routes down the hill to the B6480, around the junction of these two roads is the centre of the settlement. The church and former rectory are further west along the B6480.
- The buildings are largely two and three storeys and line the roads. There are a couple of short closes of modern development off Burton Road. Historic buildings are principally built of stone (of which some have been subsequently rendered) with pitched slate roofs.
- Entering the village from the north along either **Burton Road or Greenfoot Lane** there are beautiful views over the village and valley to the south. Due to the gradient of the slope, the village does not feature prominently in these views but the rooftops are visible. On these outskirts there are a few attractive historic, stone-built farmsteads and houses but **Cross Lane** that links these two routes is lined with modern bungalows and houses.
- The northern half of Greenfoot Lane is lined with modern houses until **Jubilee Cross**, an attractive green with a stone memorial. Here it meets Burton Road and the historic core of the village.
- Burton Road winds down into the village and the valley, allowing enticing glimpses of the buildings ahead. North of **Hillside Road** (which has a particularly bland character), the buildings are largely modern but south of this is the historic core of the village and the character is consistently old and well-maintained, if modest.
- There are numerous two-storey short terraces of cottages along Burton Road; **Bank Cottages** with their shared green in front and cobbled drive are particularly attractive. The road is narrow here and the pavement stops and starts. In between the cottages there are trees and dense undergrowth that prevent views beyond and enhance the setting of the cottages. The west side of the road remains undeveloped and is wooded.

- At the bottom of Burton Road there are cobbled alleys around **Dunkirk House** which are characterful.
- Entering from Burton Road, the townscape at the junction of Burton Road with the **B6480** is more prosaic than might be expected. A few of the buildings have attractive, simple historic shopfronts but none are operating businesses. The B6480 is a relatively busy thoroughfare which harms the character of this junction.
- The route out of the village to the east on the B6480 is soon lined with modern houses and becomes countryside.
- To the west, along the B6480 there is the attractive open field to the north before the road crosses the river and then goes under the railway line and then over the river again and by this point is out in to the countryside.
- The road bridges carrying the B6480 are attractive stone structures and enhance the historic rural character of the road with its stone walls.
- The little group of buildings around the **Punch Bowl Hotel** and the church and its former rectory feels like a distinct settlement with no visual link with the rest of the village. This important group of buildings with the bridge are potentially very picturesque but the hotel and school car parks and twentieth century school buildings disrupt their cohesive character.
- On the south bank of the River Wenning, adjacent to the core of the village is the site of the **silk mill**. A three-storey terrace of workers' cottages survives but the rest of the site has been redeveloped as flats.

1.3 Materials and palette

- Walling: Gritstone for walling, rubble courses
- Roofing: Grey slates (Yoredale Sandstone), Westmorland slates
- Windows: Timber windows, traditionally casements but sashes used widely in the nineteenth century, many detracting upvc replacements
- Window reveals: Gritstone
- Pavements: Largely asphalt with granite kerbs, areas of cobbles and setts
- Road surfaces: Asphalt
- Street furniture: Modern galvansied steel lampposts, modern steel street signage
- Gateposts: A few tooled gritstone monoliths survive, otherwise rubble stone

1.4 Key buildings and structures

- Church of St John the Baptist (Listed Grade II*)
- Former Rectory (Listed Grade II)

1.5 Relationship with other settlements

To the east, along the B6480 is High Bentham, the larger of the two settlements. There is intermittent development along the road that links them but they are two distinct places with no visual link. Many of the services for both places, such as the railway station, are located in High Bentham.

To the south west of the main settlement, though still on the north side of the River Wenning is the Church of St John the Baptist and its former rectory (now a school), the Punch Bowl Hotel and a few houses which form their own enclave.

2.0 Landscape and Open Space

2.1 Overview

The River Wenning is set within a valley with a steeply sloping north bank. Most of the development of Low Bentham is located on this north side of the River and there are consequently excellent views across the landscape to the south from northern edges of the village. The surrounding landscape is undulating, not dramatic, part of Natural England's North Yorkshire Landscape Character Area 32, the Drumlins Valley. The lack of urban sprawl means that even at its densest, the buildings usually back onto open countryside, making it feel very verdant, though there are no long views across the countryside from the centre of the settlement.

The village can also be seen, climbing the hill, on the approach to the village from the B6480. This appears to be the only real view of the core of the historic settlement in its surrounding landscape.

2.2 Methodology

The following categories have been used to assess the contribution of open space to the Conservation Area and are

shown as a layer on the map at the front of this Appraisal:

Purple: Open space that makes a strong contribution to the character and appearance of the Conservation Area

Yellow: Open space that makes some contribution to character and appearance of the Conservation Area

Brown: Open space that makes no or negligible contribution to character and appearance of the Conservation Area

Areas of open space and individual fields that need particular comment or have been identified as making a less than strong contribution to the character and appearance of the Conservation Area have been numbered for reference in the descriptions below. Refer to the 'open space analysis' layer on the Appraisal map that can be accessed from the button on the bottom right corner of the page.

2.1 Open space assessment

Land to the north of the village: to the north of Cross Lane and Greenfoot Lane

*Predominantly makes a **strong contribution** to character and appearance*

- This is the northern extremity of the village which is characterised by dispersed farm buildings, some in their original use. The land is grazed and field boundaries are defined by a mixture of stone rubble walls and hedges.
- There are views of these fields looking north along Burton Road, leaving the village and much longer views from this point in the village looking south over the settlement and river valley below.
- The combination of grazed fields and dispersed stone farm buildings is consistent with the historic edge of the village and provides a contrast with the denser cottages at the centre.

The east side of the village: between Burton Road and the railway line

*Predominantly makes a **strong contribution** to character and appearance*

- 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.
- As a result, much of the open space has been designated as making a strong contribution to the character of the village. This contribution is more apparent to the north where the development is more dispersed but there are opportunities such as the bend on Burton Road just past the terrace (with a date stone of 1786) on the east side, on the south side of Ellergill House Drive where the river meadows on either side of

Ellergill Beck continue up to the stone boundary of the road and it is possible (depending on your height) to see over the wall and across the meadows to the backs of the houses in the distance of the B6480 (Main Street). This is a surprising and aesthetically valuable view and adds to the sense of an historic settlement.

- There are some areas of open space on this side of the village that do not contribute significantly to the character of the village as experienced from the public realm. F1 is a good example of this as the topography means it cannot be seen from the road. F2 likewise is not easily visible except from the end of Hillside Road. It is not an historic field as it has been truncated at both its north and south ends since the end of the nineteenth century. Although of some amenity value, it therefore makes a **limited contribution** to the historic character of the village.

The west side: between Greenfoot Lane (at its northern end) and the railway

*Predominantly makes a **strong contribution** to character and appearance*

- There are more opportunities to appreciate the open space on the west side of the village, so that it all contributes to its character.
- At the north end, where Greenfoot Lane bends to the west, it is possible to look south over the western periphery of the village and the adjoining open countryside. The open spaces on this junction are important in maintaining the sense of farmland periphery on this edge, maintaining the separate character of West End Farm and the view south from this junction.
- Jubilee Cross is an attractive open space from which there are glimpses through the trees to the countryside beyond.
- There is a small open space south of the converted chapel on the west side of Burton Road that allows views to the garden beyond.
- The townscape opens out into countryside westwards along the B6480 around the banks of the river. This fringe of the village around this field next to the river (F4) is largely made up of recently-built houses but the houses that line the B6480 are eighteenth and nineteenth century making the experience one of leaving a historic settlement into open countryside and crossing the river Low Bentham Bridge (grade II-listed).
- The B6480 crosses the River Wenning twice on the village's west side and the railway once. On either side are fields and woodland which provide that historic separation between the village and its church (see below).

The south of the village: South of the railway line

*With the exception of the area to the east of the fish farm, predominantly makes a **strong contribution** to character and appearance*

- The east side of the village, south of the railway line is not accessible or visible from the rest of the settlement. The railway and its embankment forms a visual barrier so that you are totally unaware of the fish farm and area to its east (F3) without looking on a map. This area makes a **negligible** contribution to the character of the village.
- The site of the former silk mill (Low Mills) on the south bank of the river is now housing and the site enclosed by the river on its eastern side and a wooded embankment on its west. The trees on its eastern side mean there are not clear views through the buildings but there is a sense of countryside beyond.
- The small enclave of buildings past the loop of the river contains a few exceptional buildings which are enhanced by their open setting. The road is lined with stone walls and the countryside is formed of gently rolling hills which complement the setting of the church and former parsonage which look out over them.

3.0 Views

Refer to the layered map.

3.3 Highly significant dynamic views (HD)

HD1: View from the B4680 looking south west towards the former Rectory and Church of St John the Baptist – The historic and architectural importance of these buildings and their physical relationship makes this view significant.

3.1 Moderately significant fixed views (MF)

MF1: View looking north-west along Greenfoot Lane from Burton Road towards Jubilee Cross – This view of the Jubilee Cross is framed by nineteenth-century cottages on either side. It is surprisingly verdant and the more modern development beyond is not visible.

MF2: View looking north-west on Greenfoot Lane along the road from Jubilee Cross – This is a view out of the settlement, as only one side of the road is consistently developed and stone walls along the road create a more rural impression.

MF3: View south-east over the walled meadow south of Ellergill Drive from Burton Road to the back of the houses on Main Street – This view over the undeveloped fields on either side of Ellergill Beck is at the centre of the village and surprisingly rural.

MF4: View along cobbled alley to Dunkirk House from Burton Road – This is another historic view but this time intimate, urban and much enhanced by the cobbled paving.



MF4



Former Rectory of the Church of St John the Baptist



MF3

4.0 Traffic and Movement

4.1 Pedestrian

Burton Road and Greenfoot Lane are relatively quiet, narrow roads but the pavement stops and starts which is potentially dangerous towards the south end of Burton Road where visibility is poor due to the bends in the road.

Along the B6480 the pavements are more consistent (present on at least one side of the road) until it reaches the Punch Bowl Hotel where the road narrows and pavement disappears completely which is potentially dangerous.

The B6480 could be improved for pedestrians through the village if the traffic was slower.

4.2 Vehicle

Although the Burton Road and Greenfoot Lane are quite narrow for vehicles this does not appear to be problematic for the average car since the traffic is not heavy. Where there is parking on both sides of the pavement in the centre of the village it could make passing difficult. The B6480 is a fairly wide main road with no issues for traffic.

4.3 Parking

Due to the lack of designated parking in the centre of the village, cars are often parked in front of the houses on Burton Road: on the cobbled areas in front, on the pavement or on paved front gardens. This does not enhance the character of the village and could make using the pavements difficult for pedestrians.

Outside the centre of the village there is more space for car parking, including the car park by the Punch Bowl Hotel.

5.0 Recommendation

5.1 Assessment of value

Historic – The historic significance of the village is moderate. There has been a settlement here since at least the eleventh century and the church, although restored in the nineteenth has medieval origins.

The work of Norman Shaw, one of the greatest architects of the nineteenth century, here adds to the historic and architectural value of the village.

Representative of much of this district, Low Bentham was part of the textile industry in the eighteenth, nineteenth and twentieth centuries with its own textile mill on the south bank of the river (now demolished). The loss of the mill building slightly undermines its significance in this respect but further research may well reveal that other buildings in Low Bentham have historic connections with this industry.

The surviving fabric of the centre of the village is consistent and of historic value and would also reward research. There are no obviously medieval survivals other than the church which is surprising and reduces its historic value slightly.

Aesthetic – Low Bentham has aesthetic value, especially the centre of the village at the south end of Burton Road. The historic fabric, scale, form of development and palette of materials are all consistent and harmonious. Further out of the centre, the aesthetic value reduces with more modern development.

The group formed by the church former rectory, Punch Bowl Hotel and Church Bridge south-west of the hotel also have considerable aesthetic value both individually and as a group though they are currently undermined by the car parks and newer structures around the former rectory.

Finally, the relationship of the village to the surrounding landscape and the fine views that the topography offers across the settlement have aesthetic value.

Evidential – The settlement has a well-preserved historic core with limited peripheral twentieth century development. Historic form therefore clearly legible.

Communal – Low Bentham will have great value to those who live there. It is unlikely the village has great communal significance beyond that.

5.2 Summary of significance

The historic settlement of Low Bentham is an area of special architectural and historic character in accordance with the Civic Amenities Act of 1967. The village has a well-preserved historic core with limited peripheral twentieth century development. The topography of its situation on the steep hillside north of the River Wenning enhances its aesthetic value. The peripheral group formed by the church, former rectory, Punch Bowel Hotel and Church Bridge add to the

historic and architectural importance of the settlement being older in origin and two having been designed by Richard Norman Shaw.

5.3 Recommendation

That Low Bentham should be designated as a Conservation Area. The suggested red line boundary is shown on the map at the front of this assessment. It excludes some of the modern development within the village and most of the former mill site. It includes the group around the church as although they are some distance from the rest of settlement:

- They are linked by a characterful route of intertwining infrastructures; and
- They are a very important group of buildings to the history and significance of the village.

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