

# Ingleton Conservation Area Appraisal August 2016

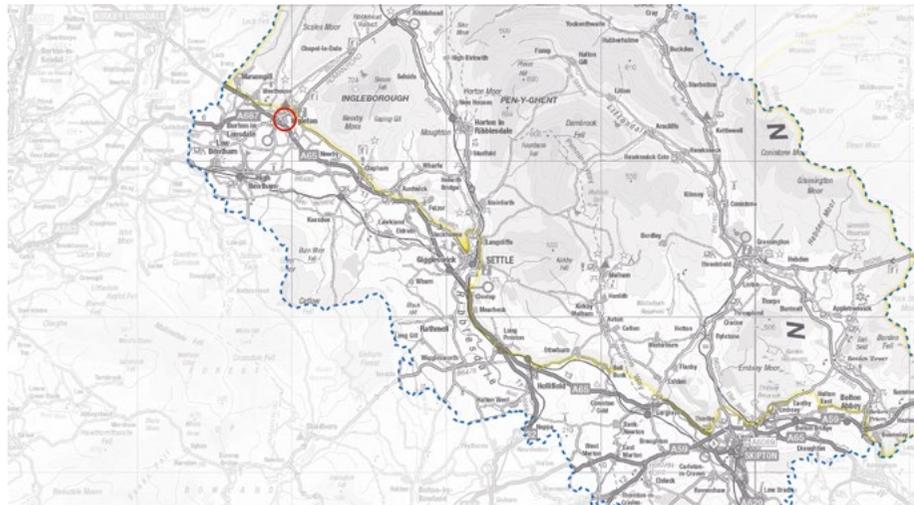
Introduction	2
1.0 Character	5
2.0 Landscape and Open Space	11
3.0 Views	16
4.0 Traffic and Movement	21
5.0 Recommendations for Further Work	22



# Introduction

## How to use this document

This Conservation Area Appraisal should be read in conjunction with the document *Introduction to Craven Conservation Area Appraisals*, which can be downloaded from the Craven District Council website. This document contains an explanation of the purpose and methodology of this Appraisal, together with a general introduction to the history, landscape, buildings and settlement forms of Craven.



Location of Ingleton

When viewed as a pdf document, this Appraisal includes an interactive map with a series of layers that can be activated using the menu panel that appears on the left-hand side of the report. Refer to the *Introduction* document for advice about how to reveal this menu panel. These layers, which can be turned off and on in any combination, illustrate aspects of the Appraisal that are described in the text. These elements are: the conservation area boundary, Victorian Ordnance Survey maps, listed buildings, key buildings, significant views, open space analysis and woodland. At any time the map can be found by clicking the MAP button on the bottom right corner of every page.

## Overview of the conservation area

Ingleton sits at the foot of Ingleborough, the second highest peak in the Yorkshire Dales, and on the confluence of Rivers Doe and Twiss where they meet to form the River Greta. The village sits on the east banks of the rivers. The Conservation Area takes in the historic core of the settlement. The Ingleton Viaduct (now dis-used and a strong contender for inclusion within the Conservation Area) traverses the river

valley and forms a dramatically picturesque scene with the village in views approaching the Conservation Area along Main Street from the south-east.

However, Ingleton is a village of contrasting characteristics:

- where the west side of the village is dramatic and picturesque, the east side has a more level topography with wide views;
- despite the impression of a densely-built village with narrow roads, its centre is dominated by a large, sunken football/cricket ground and bowling green;
- the elegant viaduct towers over a large caravan park nestled around the bottom of the river valley (outside the Conservation Area but integral to its character)

**Designation date:** 1978



*Sports Ground*



*Caravan park in river valley*

TO THORNTON -  
IN - LONSDALE



## 1.0 Character

### 1.1 Historic & recent development

- The medieval historic core of the town is around the Church of St Mary and The Square to its north-east. The development would have spread along Main Street and Seed Hill. The four-sided development pattern we see today is the result of the nineteenth-century railway line which formed the south-west side of the square plan.
- The pattern of development within the Conservation Area's boundaries is recognisably the same as that shown on nineteenth-century OS maps. It forms the rough shape of a square around what are now the sports pitches (but was then a field).
- The main roads of Bank Top, which leads into Main Street, the High Street and Back Gate are shown as developed with houses and shops as is The Square to the north. Bank Bottom along the east bank of the River Doe and Greta had a scattering of houses by the mid-nineteenth century as were the west banks of the rivers. The west bank of the Doe was the site of a large textile mill throughout the nineteenth century which remained as a ruin for eighty years between 1904 and 1984.
- Other than the infill development that has occurred during the twentieth century, the other notable change has been the loss of the railway line through the village. This formed the fourth side of the square of development with Ingleton railway station in roughly the position of the Library and Community Centre.
- Although Ingleton's main historic employment sources were coal mining and the textile industry, it has been a tourist attraction for walkers since at least the mid-nineteenth century as a picturesque village with the nearby natural attractions of caves and scenery, and access to Ingleborough and the Three Peaks.

## 1.2 Spatial and urban character

- Although the character of the Conservation Area varies quite dramatically between the river valley and the east side of the village, it does not divide neatly into Character Areas.
- **The river valley** is the most memorable and defining aspect of the Conservation Area. The combination of the steep topography of the banks on either side, the viaduct and bridges and the village with its church prominently overlooking the valley is a successful combination of the natural and man-made.
- The approach to the Conservation Area along **Bank Top** from the south-west offers tantalising views ahead which are curtailed by the bends in the road and the viaduct bridge. As its name suggests, Bank Top is in an elevated position above the valley. This culminates in the view described under 'Highly Significant Fixed Views' (**HF1**) from in front of the first shops on **Main**

**Street** west across the river valley and the Rivers Doe and Twiss. The view continues to the countryside beyond and is framed by the Church of St Mary to the north-east, which stands on the high ground of the village overlooking the valley, and the viaduct to the south-west.



*View west across the river valley*

- The main development of the town continues away from the river along Main Street. The streets are narrow and the buildings front onto the pavement, or where there is no pavement, onto the road. Buildings are largely two and three-storeys, but notable exceptions include the Ingleborough Nursing Home on **Seed Hill**.
- The Square belongs to this tight-knit historic townscape group but where this could be a charming enclave it is dominated by car parking and the buildings appear slightly uncared-for. To the north is the north end of the footpath by the river which ends in a small area of green open space with a playground.
- The High Street is also a narrow route with stone-built houses though there are glimpsed views between the buildings to the north of the countryside beyond (**MF1**).
- The townscape opens out at the **south-east end of the High Street** with views of the more level and even landscape to the south-east of the Conservation Area (**MF3**).
- Back Gate is a much wider road and feels far more like the periphery of the village than the High Street. The houses are less dense, with more modern infill development and attractive views beyond to the countryside to the east.
- The **Community Centre car park** links Back Gate with Bank Top. This is the site of the old railway station and the top of the viaduct could, if it weren't fenced off, be accessed from here. It is also from this car park that the football/cricket ground can be best seen. This large open space is sunken and not addressed by any of the surrounding buildings, making it feel like a rather prosaic afterthought compared with the west side of the village.
- The **Library and Community Centre** does not relate to the buildings in the rest of the Conservation Area and is surrounded by car parking. This former railway land seems like a wasted opportunity.

### 1.3 Materials and palette;

- Walls: Gritstone for walling set in random courses, sometimes painted or rendered
- Window reveals: Gritstone
- Roofing: Grey slates (Yoredale Sandstone); Westmorland slates
- Windows: Traditionally timber casements and sashes; replacements in a number of materials and styles
- Pavements: Asphalt and small areas of setts, sometimes granite kerbs
- Road surfaces: Asphalt
- Street furniture: Wide mixture of lampposts: nineteenth-century, modern concrete and galvanised steel as well as wall-mounted; similarly a mixture of 'heritage-style' and standard modern signage; a number of nice wooden and iron benches around the town



*Dry stone gritstone wall*



*Gritstone walling*

#### 1.4 Key buildings and structures

- Church of St Mary the Virgin, Main Street – Grade II\*
- Ingleborough Nursing Home, Seed Hill - Unlisted
- The viaduct (although not in the Conservation Area) – Grade II



*Church of St Mary, Main Street*



*The viaduct*

## 1.5 Relationship with other settlements

The main core of the village is on the east bank of the River Doe but the development extends to clusters of houses and flats on the west banks of the Doe, Twiss and Greta. The Conservation Area excludes the buildings on the west banks of the Twiss and Greta.

Although there is no visual link, the village shares some of its facilities with Thornton-in-Lonsdale on the west side of the rivers.

There are large housing estates dating from c.1970 to the south of the Conservation Area and on lower ground.

## 2.0 Landscape and Open Space

### 2.1 Overview

The centre of Ingleton sits on the east side of the rivers, raised above the steep valley on a hill. To the north are the landscape features of Ingleborough, Twistleton and Gragareth, towards which the topography rises. There are steep gradients within Ingleton that create dramatic views around the village, particularly on the east side, and, on a clear day, to the landscape beyond. The landscape is less steep and more level to the south-east of the village which can be appreciated in views from Back Gate.

### 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 have been identified as making a less than strong contribution to the character and appearance of the Conservation Area or require particular comment 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

**To the north-east: Between Thacking Lane and High Street**  
Predominantly makes a **strong contribution** to character and appearance

- The development along Seed Hill is relatively dense allowing only a couple of views between the buildings to the landscape beyond. One of these glimpses is up the drive next to 17 Seed Hill and the view is rewarding as a contrast with the tight-knight urban grain of the village.
- Behind some of the smaller, recently-made housing plots are larger enclosures before the yet larger fields beyond. It is likely these are the remains of older tofts (see *Introduction to Craven Conservation Area Appraisals*) and their existence has historic value. This open space is also visible from Glen View on Thacking Lane.



*Footpath on the east bank of the River Doe*

- Although it is clear that the development along this boundary has increased through being infilled since the end of the nineteenth century, this still represents an historic periphery to the old core of the village. This historic significance and the views through means the landscape immediately behind the buildings on Seed Hill and High Street - which continues unbroken into the National Park - makes a strong contribution to the character of the Conservation Area.

### ***South of High Street, east of Uppergate***

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

- The development along Uppergate and Back Gate appears to date largely from the nineteenth century and must always have felt like the edge of the village, away from the centre to the north-west. The development is less densely built up and there are numerous views out across the countryside (**MF6**) which are a strong contributor to the character of the Conservation Area.

- The County Council Depot (F1) is a notable anomaly in the otherwise attractive countryside to the east of Uppergate and Back Gate. Formerly railway land, this is now a strip of hardstanding with some temporary-looking structures. This makes **no contribution** to the character of the Conservation Area. Planning permission was granted in 2012 for 28 houses on this site.
- The grassed area of dismantled railway (F2) to the south-west of the Depot lies on the periphery of the Conservation Area, is not prominent in views looking south-westwards along Back Gate and its main contribution to the Conservation Area is in the view from the access road to the library. It is largely remade land, does not relate to the surrounding countryside and therefore its contribution to the character of this part of the Conservation Area is **limited**.

***The west side: Between Bank Top and Thacking Lane***

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

- This is the location of the river valley and the more dramatic topography of the village.
- The core of the settlement clings to the east side of the river Doe which merges to form the Greta to the south-west with views over the rivers and valley.
- The historic man-made structures in the valley, to the west of the Conservation Area boundary, the viaduct, stone houses and bridges all add to the open space around and beyond them to the west. There is currently a satisfying balance of a natural landscape with structures within it.
- Approaching the Conservation Area along Bank Top from the south-west it is particularly notable how the viaduct frames the long views to the hills in the National Park visible to the north and north-west. Directly adjacent to Bank Top to the north-west the river bank has not been built on and provides an attractive approach into the Conservation Area.
- The caravan park (F3) is the only real detractor in the landscape around the Conservation Area. This has been marked on the map as making **less of a contribution** to the character of the Conservation Area as the caravans do not enhance this picturesque view.
- Within the Conservation Area boundary on this west and north-west side there are smaller areas of open space on the river banks which **contribute** to the character of the Conservation Area.

- The Church of St Mary stands handsomely on a high point of the banks over-looking the valley. Its surrounding churchyard is aesthetically and historically of value and adds positively to the character of the Conservation Area.
- North of the church are the banks of the River Doe which are largely a public amenity. These are continuous with the open landscape beyond and connect the village and its Conservation Area with the surrounding landscape, to which there are good views.

***In the centre of the Conservation Area: the sports ground***  
*Predominantly makes **some contribution** to character and appearance*

- The sports ground (F4) at the centre of the village is what remains of a number of fields around which the settlement developed. In this sense it has historic value as an open space but its function as a sports ground means that it has been sunk to a lower level

## 3.0 Views

Refer to the map at the front of this Appraisal.

### 3.1 Highly significant fixed views (HF)

**HF1** Panoramic view from in front of 39 Main Street looking west and north-west across the river valley, to the viaduct and north to the church. – This view takes in much of what is significant about Ingleton Conservation Area as it looks across the river valley and takes in significant historic features such as the church. There is a break in the tree cover that frames this view and attractive lamp overthrows in the foreground mark steps down to a small terraced garden. Beyond, the streets below (The Rake, Bank Bottom and Bell Horse Gate) meet to form Bridgend,

an attractive (and grade II-listed) stone bridge that crosses the River Doe and continues to cross the Twiss. The development on these lower river banks is of very mixed quality. Most are two-storey, stone-built cottages with slate roofs which enhance the Conservation Area though there are exceptions like the modern single-storey rendered building on the corner of Bank Bottom and Bridgend. The view continues to the countryside beyond and the distant hills to the north-east. The view is framed by the church to the north-east, which stands on the high ground of the village overlooking the valley, and the viaduct to the south-west.



HF1

### 3.2 Moderately significant fixed views (MF)

**MF1** Glimpsed views between the buildings in the centre of town towards the countryside beyond – Particularly on the north side of town, along Seed Hill there are framed views and glimpses between the buildings towards the higher landscape to the north

**MF2** Views from the Bridge that crosses the River Doe (Bridgend) along the course of the river to the north-east and south-west (at the viaduct) – The river valley is a significant aspect of the village’s topography and history. These long views take in both man-made infrastructure and the landscape that have shaped Ingleton.

**MF3** View south-east out of the Conservation Area from High Street just west of where it meets Back Gate – After the intimate urban character of the High Street, the long expansive views to the east of the countryside are a dramatic contrast.



MF2

**MF4** View out of the Conservation Area to the hills to the north from the swimming pool and park area – The land rises to the north and the hills beyond appear closer than anywhere else in the village, connecting the village with its landscape.

**MF5** Panoramic view from the footpath above the path by the swimming pool to the south-west across the river valley with the viaduct in the distance – This is one of a number of excellent views of the village, valley and viaduct and illustrates why Ingleton has been an attraction for so long.

**MF6** Views between the buildings on the east side of Back Gate – The development along Back Gate and Uppergate is more sparse than the rest of the Conservation Area. There are long views across the countryside eastwards between the houses which is both of aesthetic value and retains the character of the historic periphery of the village on this side.



MD2

**MF7** View north-east along Bank Bottom – This road looks much as it must have done at the end of the nineteenth century. The rows of small terraced houses, the unmarked road and additional features in the view such as the viaduct and the church add to the character and historic significance of this view.

### **3.3 Moderately significant dynamic views (MD)**

**MD1** Views along Bank Top into the village to the north east – Bank Top winds along the river bank into the village with tantalising glimpses ahead. The viaduct and the historic cottages create the sense of an historic and picturesque place.

**MD2** View out of the Conservation Area from Bank Top over the river valley westwards (towards the viaduct) – This is one of the most dramatic views from the Conservation Area; the viaduct adds greatly to an appreciation of the landscape.

## 4.0 Traffic and Movement

### 4.1 Pedestrian

Footpaths could be more consistent and are often only one side of the road. In many cases the existing footpaths could do with being wider though the width of the roads makes improving this situation difficult without complete pedestrianisation.

A crossing further north on Back Gate/Uppergate would benefit pedestrians.

### 4.2 Vehicle

Main Street, The Square and the High Street are very narrow and not ideal for cars. Traffic is limited to a slow speed on these roads, not least because of the width of the roads.

### 4.3 Parking

There is limited parking around Main Street, The Square and the High Street which means that the narrow roads feel crowded with cars parked along and on the pavements. The car parks on Back Gate and around the Library and Community Centre are comparatively empty much of the time.

## 5.0 Recommendations for Further Work

- Developing a traffic management strategy to deal with parking and congestion in the long-term
- Suggested Article 4 Directions
- Further research into the village's development history
- Consider extending the Conservation Area boundary to include the former railway viaduct and the River Twiss bridge
- Exploration of the potential of the viaduct to become a cycleway/public footpath

# Alan Baxter

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