

**From:** [REDACTED]  
**To:** [Local Dev Framework](#)  
**Subject:** Consultation Response in Relation to Land at Settle  
**Date:** 13 February 2018 18:32:13  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[18.02.09.LETT Settle Site Consultation Response\\_EE.DOCX](#)  
[Appendix 1 - Pre-application Letter Submitted.pdf](#)  
[Appendix 2 - Heritage statement submitted with pre-application.pdf](#)

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Dear Sir / Madam,

Please find attached a consultation response in support of the proposed allocation of the Fred Ellis Site, Settle.

Best regards

[REDACTED]

Associate Director

t: [REDACTED] | m: [REDACTED] | w: [ruralsolutions.co.uk](http://ruralsolutions.co.uk)  
Canalside House, Brewery Lane, Skipton, North Yorkshire, BD23 1DR

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9<sup>th</sup> February 2018

Craven District Council Planning Policy Team  
Via Email

Dear Sir / Madam,

**PUBLICATION DRAFT LOCAL PLAN CONSULTATION RESPONSE IN RELATION  
TO SITE SG035 F H ELLIS GARAGE, SETTLE**

We write on behalf of Candelisa and the site's owners to fully support the draft allocation of the site in the Publication Draft Local Plan.

The draft allocation for this well-located brownfield site is fully justified, effective and consistent with national planning policy. The plan is also positively prepared as it relates to the proposed redevelopment of this site.

Candelisa currently has a pre-application enquiry with the Council and the detailed covering letter and heritage statement accompanying that pre-application enquiry are attached as appendices 1 and 2.

It should be noted that the Council's heritage advisor has commented on the pre-application enquiry and has raised no objections to the site's redevelopment.

The allocation of the site should be maintained in the Submission draft Local Plan.

Yours sincerely

[REDACTED]

[REDACTED]  
Associate Director

[REDACTED]  
[REDACTED]

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Appendix 1 – Pre-application letter

Appendix 2 – Heritage Statement submitted with pre-application



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26<sup>th</sup> September 2017

Craven District Council Planning Department  
F.A.O [REDACTED]

*By Hand*

Dear Sir / Madam,

## **PRE-APPLICATION ENQUIRY IN RELATION TO REDEVELOPMENT OF SITE AT SETTLE**

We write on behalf of Candelisa in relation to a pre-application enquiry for the residential redevelopment of a car sales and maintenance site in Settle.

This letter together with the drawings package, design statement, pre-application enquiry form and fee forms the pre-application enquiry in relation to the proposal.

Together with the architect and representatives of Candelisa we look forward to meeting with officers at the site to discuss the pre-application enquiry, in advance of submission of an application for the site.

A site meeting with the council's heritage advisor and planning officer is sought. Information on relevant heritage issues pertaining to the site is set out in this letter and the statement of the architect. However, on the basis that the scheme is at the pre-application stage and as we are seeking feedback from the council's heritage advisor on the design scheme produced, a full heritage assessment has not yet been produced. The need for and scope of a full heritage assessment to be submitted is to be discussed at a pre-application meeting.

This letter is structured into the following sections:

1. Summary
  2. Relevant Information on Candelisa
  3. Site Details
  4. Proposed Development
  5. Benefits Arising from Development
  6. Local and National Planning Policy Address
  7. Pre-application Feedback sought from Craven District Council
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## I. Summary

In summary, it may be noted that the pre-application enquiry is brought forward by Candelisa, a developer that specialises in high quality new developments, frequently working with heritage assets. This has included the award winning recent conversion and restoration of a listed building in Settle Town Centre to apartments.

Working with a Settle based architect, the company brings forward a pre-application enquiry for the redevelopment of the Fred Ellis Garage site in Settle. The site is not allocated for a (retained) commercial use in either the adopted or emerging Craven Local Plans (and it may be noted that the town has extensive existing and proposed areas allocated or identified for commercial purposes). This site sits in close proximity to residential properties and a redevelopment has the potential to improve the amenity of existing residents.

The site has been identified in the Settle Conservation Area Appraisal 2008 as an *'intrusive feature at the edge of the town centre'*.

The redevelopment of this previously developed site can deliver a number of benefits including:

- Benefits to the Settle Conservation Area through redevelopment, acknowledging the 'desirability of new development making a positive contribution to local character and distinctiveness' as foreseen by NPPF paragraph 131.
- Creation of a high-quality design by an award-winning developer, improving the entrance to and perception of Settle more generally.
- Delivery of an apartment development which is well-suited to meeting the local housing needs of an ageing population.
- Supporting the vitality of Settle Town Centre and businesses by locating residential development in close proximity to it.
- Increasing the proportion of development on brownfield land with a reduction in the amount of green field land required for release to deliver Settle's housing need.
- Replacing a commercial use of the site, which has been the subject of environmental health complaints, with a residential use. This has the potential to create an improved relationship with an amenity for the residential reuses that sit to the east and west of the site.
- Economic benefits associated with delivery of a substantial construction project, job creation, new homes bonus and council tax payments.

## 2. Relevant Information on Candelisa

Craven District Council is clearly aware of Candelisa as a developer based in Skipton and active in the Craven area.

However, it is considered important to outline the company's experience in developing sensitive schemes of high quality design (involving heritage assets and in conservation area settings) given the conservation area setting of the proposed redevelopment site.

We provide below details of an award-winning project undertaken in Settle within a few hundred metres of the Fred Ellis site.

Other examples of developments involving listed or non-listed heritage assets (buildings and conservation areas) are provided at Appendix 2.

Candelisa's managing director is a former architect and all of its staff are committed to delivering very high-quality design in its developments.

### *Cragdale Lodge, Settle*



Cragdale Lodge sits within just a few hundred metres of the Fred Ellis site in Settle town centre. Candelisa won a prestigious building industry award ('best change of use of an existing building or conversion' at the Local Authority Building Control (LABC) Yorkshire Building Excellence Awards) for its residential conversion of the former Settle police station.

The grade two listed former police station and court room, which sits within Settle's conservation area, dates back to 1830 and was originally built as a private residence before becoming a police station and court.

Candelisa converted the building into apartments, while keeping many original features.

### 3. Site Details

#### *General Description and Existing Use*

The site consists of a garage used for car sales, MOT testing and servicing facility that has occupied the site for some decades.

A number of images of the site are included at Appendix I. It can be seen that the site consists of a number of utilitarian buildings of varying ages and design and materials. As noted later in this letter the site has been assessed to have a negative impact upon the Conservation Area.

The operator of the garage has noted that the buildings are uneconomical for a modern use being inefficient from a heating perspective and with offices and different uses spread across the site in different buildings. The owner is actively exploring opportunities to relocate the business to modern purpose-built facilities in Settle, although as noted below the site is not protected in planning terms for a commercial use (so the relocation of the business is not a determining planning issue).

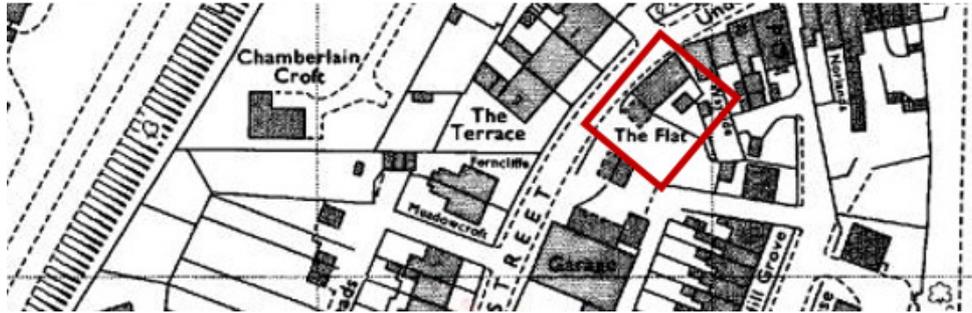
The site is situated in close proximity to residential properties to the rear. These residential properties pre-date the development and growth of the business on the site. Photos at Appendix I reflect the close proximity of the commercial uses on the site to residential properties. The business is open from 8-17.30 on a Monday-Friday and 9-16.00 on a Saturday.

██████████ of Craven District Council's Environmental Health Team has confirmed that noise complaints have been received from neighbouring properties in relation to the uses on site, which include a number of noisy uses. The email at Appendix 4 from ██████████ confirms this.

The historic images below show that the northern part of the existing site (used for car sales) formerly accommodated residential property.



*Above and below: 1909 and 1974 OS Maps show former residential uses on the northern part of the existing site.*



In terms of vehicular access there is access to the site from both Duke Street passing the site and also from High Hill Grove Street to the rear of the site. These rear accesses to the site which pass through a residential area, are in use on a daily basis by commercial traffic associated with the business.

### *Planning History*

Having reviewed the planning history of the site on the Council's website there are only applications for minor development such as advertisements on the site and none which are considered relevant to this development proposal.

### *References to Site in Local Plans (Adopted and Emerging) and Conservation Area Appraisal*

- *Craven 1999 Local Plan*

The plan extract from the adopted 1999 Local Plan shows that the site falls entirely within Settle's Conservation Area (shown by the dashed red line on the image below).

The site is outside of an Article 4 direction area which took away rights for window replacement without planning consent, as shown by the unbroken red line.

The site was not allocated for a retained employment/commercial use in the 1999 Local Plan. It should also be noted that the site is and historically has been in a sui generis use and would not be covered by any of the plan policies relating to B-class uses. There are no other historic policies in the Local Plan which are considered of major relevance to the proposed development.



Above: Extract from CDC 1999 Local Plan showing site within Settle Conservation Area by dashed red line

- ***Settle Conservation Area Appraisal***

The Settle Conservation Area Appraisal was published in July 2008 by Craven District Council together with Envision

The site falls within the Character Area – South and West of Centre, the relevant text and photo of which are copied below.

***Character Area - South and West of Centre***

Entering Settle on Duke Street, now the main road into the centre of the town, the properties standing back from the main road include large semis and terraces built around 1900. The first buildings of historic interest are the imposing Terrace of early 19<sup>th</sup> century houses included one house that was occupied as a school boarding house. The group of smaller buildings including Undercliffe House and adjoining cottages was the original Girls High School, founded in 1907.



*On the opposite side of the road to The Terrace, a modern car salesroom presents an intrusive feature at the edge of the town centre. On the bend, facing Undercliffe, is a group of Georgian houses set back from Duke Street, including the former Settle Post Office and houses now used as offices. The footpath continues into the Greenfoot car park alongside the sports fields of the North Ribblesdale Rugby Club.*

*(RSL emphasis)*

The negative impact of the subject site on the Conservation Area provides for the opportunity to enhance the designated area through redevelopment.

The Settle Conservation Area Appraisal recommended removal of the site from the Conservation Area as part of a wider deletion of part (PBC 03) of the designated area, as shown in the image below.



Above: Image from Settle Conservation Area Appraisal recommending removal of site from Conservation Area, with proposed revised conservation area boundary shown in red.

██████ of Craven District Council has confirmed that this recommendation was not taken forward on the basis of objections from Duke Street residents.

It is noted that the Conservation Area appraisal for Settle includes guidance for Layout and Siting and Design of Buildings and Extensions. This guidance is incorporated at Appendix 3 and the design of development has had regard to this guidance.

It is also noted that the Conservation Area appraisal does not assess there to be any important / significant views into or out of the designated area through or across this site.

- ***Emerging Craven Local Plan***

The emerging Craven Local Plan identifies the site within the Settle Conservation Area (and the conservation area boundaries) have not changed from those shown in the 1999 adopted Local Plan. As with the adopted Local Plan the site is not designated for any retained employment use.

#### 4. Proposed Development

The proposed development is the demolition of all existing buildings on-site and redevelopment of the site for residential uses consisting of 32 apartments.

The residential redevelopment of the site reflects the historic use of part of the site for housing, as noted in section 2.

32 car parking spaces are proposed, the majority of which are undercroft spaces. This provides a ratio of 1 car parking space to 1 apartment. It should be noted that the site is well-located for Settle's town centre facilities, including bus services and train station, reducing the need for owners to have (numerous or any) cars.

The design ethos of the proposed development is described in more detail in the statement of the Architect, [REDACTED]. However, it is noted that the proposed development has been carefully designed to reflect its conservation area setting and the road entrance to Settle with high quality traditional housing to the west of Duke Street, opposite the site. Regard has been had to ensure that the proposals relate well to their historic context, in particular the listed houses opposite, while at the same time not slavishly copying existing buildings or proposing development which is pastiche.

It is also apparent that the Architect has used various different materials, roof heights and other design features in order to ensure that the buildings do not appear overly bulky or provide a monotonous street scene.

The design of the development has been undertaken with regard to the guidance from the Settle Conservation Area Appraisal on the design of new buildings within the designated area (guidance included at Appendix 3).



*Above: Street elevation facing Duke Street*



*Above: Southern elevation drawing showing relationship to properties at the opposite side of Duke Street*

Amenity issues associated with the impact of development on residential properties in the surrounding area has been carefully considered. The separation distance from the eastern elevation of the new building to houses on High Hill Grove Street is c. 26m. Whilst the distance between windows on the western elevation and residential properties falls slightly below 20m reduced distances are common in urban areas and this is not considered to result in any unacceptable loss of amenity to neighbouring residents. It is also notable that there is existing overlooking from the site between commercial buildings, including first floor offices, on the site and residential properties and the redevelopment of the site will also result in a reduction in noise creation from the site.

## 5. Benefits Arising from Development

The proposed development has the potential to deliver a large number of benefits in environmental, social and economic terms.

These benefits are summarised below and will be expanded upon in a future planning application submission.

### Environmental Benefits

- Removal of existing development which has been assessed to be an intrusive element in the Settle Conservation Area
- Replacement of utilitarian design with a carefully designed 'gateway' development to Settle's Town Centre
- Removal of a commercial use with CDC's Environmental Health Team has confirmed has resulted in noise complaints from local residents
- The delivery of housing in close proximity to local facilities and services and transport infrastructure reducing the need to travel by car, with good safe pedestrian access along a short distance
- Use of a previously developed site for housing reducing the need for greenfield land to be used for housing in Settle
- Remediation of any contamination that might be found on site during the development process
- Additional patronage for local businesses in Settle from new residents

### Social Benefits

- The provision of apartments varying the availability of house types in Settle
- Provision of a house type that is well-suited to the elderly, providing them with housing choice and potentially allowing them to vacate 'underoccupied' houses in the town

### Economic Benefits

- A multi-million-pound economic benefit arising from the development (at an indicative construction cost of **XX** the proposed development would deliver an **XX** economic benefit<sup>1</sup>)
- Creation of c.48 temporary construction jobs based on a ratio of 1.5 construction jobs per dwelling<sup>2</sup>
- New Homes Bonus payment to Craven District Council or North Yorkshire County Council of £257,700 (based upon an indicative Council Tax banding of B £1,342.19 per apartment x 6 to calculate New Homes Bonus)

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<sup>1</sup> The UK Contractors Group found that a £1 investment in construction results in £2.84 in terms of benefits to the wider economy. This figure has also been used in the recently published Lyons Housing Review "Mobilising Across the Nation to Build the Homes our Children Need".

<sup>2</sup> The Economic Footprint of UK Housebuilding

- 
- Ongoing annual Council Tax payments of £42,950 from 32 apartments (compared to c.£12,000 business rate payment from use of site at present).

## 6. Local and National Planning Policy Address

### *Local Planning Policy*

As noted at section 2 the site is not designated for any retained employment use in the adopted Local Plan and the historic policies of the plan are considered of limited relevance to the development proposal, with emerging policies and NPPF policy considered of more relevance.

Whilst Craven District Council's Local Plan is still at an emerging stage and has not yet reached the Publication Stage, following review of the emerging Local Plan as it relates to the site we note as follows:

- The site is not allocated for a retained employment use in the adopted (and emerging) Local Plan.
- Draft Policy SP2: Economic Activity and Business Growth and Draft Policy EC2: Safeguarding Existing Employment Areas refer to the safeguarding of existing employment land and existing employment land commitments for B1, B2 and B8 uses. The site is not within a B1, B2 or B8 use (and is sui generis) and the policy is not therefore relevant to it.
- The Vision for Craven in 2032 in the Local Plan refers to '**Most new homes are situated within and around market towns and villages (on previously developed land where it has been possible and appropriate),...The location, design and sustainable construction of these new homes, along with business premises and other commercial enterprises has reduced carbon emissions, fuel poverty and waste and respects the distinctive character and heritage of their surroundings, reinforcing a 'sense of place'. The new homes have good access by walking, cycling, public transport and car to local facilities, employment areas, town centres and the countryside. (RSL emphasis)**
- The Vision for the Mid-Area of the plan-area (at p.24) states that:

*In Settle, the historic market place and railway station on the world famous Settle-Carlisle Railway are the focal points of this well-connected hub for the Yorkshire Dales that has a concentration of shops, services, cultural facilities, creative businesses and industry. **Older residents in particular are able to benefit from the town's intimate feel and large amount of facilities for its size. (RSL emphasis)***

Based upon Candelisa's previous development in Settle and the demographics of the town the proposed apartments will provide an ideal location for older residents, in close proximity to the town centre. If existing ageing residents of Settle move to the apartments this could free up existing family homes in the area which may be 'under occupied'.

- Draft Policy SP4: Spatial Strategy and Housing Growth indicates that Settle will receive 10.5% of housing growth in the plan-area. This growth will necessitate greenfield development however the site provides an opportunity for a substantial part of Settle's housing requirement to be provided on a previously developed site.
- Draft Policy EC2: Safeguarding Existing Employment Areas is noted but not of relevance to the proposal as the site is not designated for a commercial use. In addition, the use of the site is a sui generis one, and not a 'B-class' use site.

### *National Planning Policy*

The following policies of the National Planning Policy Framework are considered of principal relevance to the proposal.

Paragraph 23 calls upon councils to:

- recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites;

The creation of 32 apartments in this location will do vast amounts to enhance the vitality of Settle's town centre.

Paragraph 34 states that:

Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

The proposed location of the 32 apartments proposed, close to services and Settle station will reduce the need of residents to travel. The nearest bus stop to the east of Duke Street to the site is only around 100m away to the south.

Paragraph 56 states that:

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Candelisa are committed to high quality design and the draft proposals have been carefully designed to promote a high-quality design at this prominent location.

Paragraph 60 states that:

Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

The proposals have been carefully designed to respond to the local distinctiveness of the built environment of Settle, particularly with regard to housing opposite.

Paragraph 111 states that:

Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value. Local planning authorities may continue to consider the case for setting a locally appropriate target for the use of brownfield land.

The proposals fully conform to this guidance.

Paragraph 131 of the NPPF states that:

In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

The proposals involve the redevelopment of a site identified as intrusive in the Settle Conservation Area. As noted in section 5, development will make a positive contribution to the economic vitality of Settle and it is also considered that the emerging design can make a positive contribution to local character and distinctiveness through its locally referenced design.

NB. At this pre-application stage we seek a meeting with the Council's Heritage Advisor on the emerging scheme. On that basis and given the stage of design an assessment of harm relating to the proposal is not presented and this would be incorporated in a Heritage Statement accompanying a planning application. However, based on the emerging design and the assessment of the site in the Settle Conservation Area appraisal (as intrusive) it is considered unlikely that a sensitively designed redevelopment proposal would be considered to create substantial harm, with either no harm or less than substantial harm occurring from redevelopment.

## 7. Pre-application Feedback sought from Craven District Council

Meeting with Conservation Advisor and Planning Officer

Paragraph 188 of the NPPF extols the virtues of pre-application engagement and states that:

Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

In line with our above comments in terms of leveraging the maximum benefits from the scheme, paragraph 190 states that:

The more issues that can be resolved at pre-application stage, the greater the benefits

We request a meeting on-site with the Planning Case Officer who would deal with an application and the Council's Heritage Advisor. Attending the meeting would be the Architect, [REDACTED] of Candelisa and I.

Specifically, we would see confirmation that:

1. The residential reuse of the site is acceptable in principle
2. The emerging design ethos is acceptable
3. There are no heritage issues which would preclude redevelopment and confirmation that no harm or less than substantial harm would result
4. Required documentation for a planning application

We look forward to meeting with officers in due course.

Yours sincerely

[REDACTED]  
Associate Director  
[REDACTED]  
[REDACTED]

Appendix 1 – Photos of Site

Appendix 2 – Information on Candelisa's work in a historic setting

Appendix 3 – Guidance for Layout and Siting and Design of Buildings and Extensions from Settle Conservation Area Appraisal 2008

Appendix 4 – Email from Craven District Council confirming Environmental Health Complaints regarding current use

Appendix I – Photos of Site





## Appendix 2 – Information on Candelisa's work in a historic setting

In addition to Cragdale Lodge, Settle, the following case studies are included to provide further information on Candelisa's work in a historic setting (involving buildings that are heritage assets or located in conservation areas).

### Peckett Well Mill, Hebden Bridge



Candelisa won awards for the conversion and extension of this historic grade II listed mill complex, dating from 1857 and including a multi-storey mill building adjacent to the western millpond, the engine house, weaving shed, old coach house, mill chimney and two weavers' cottages. The development provided 12 apartments and 18 family homes.

*Sutton Gate Lodge, Craven District*



Originally a majestic Victorian country residence and then, in more recent years, a nursing home. Candelisa has now restored and extended this historic building into ten luxury, high specification apartments.

Candelisa was highly commended for its redevelopment of Sutton Gate Lodge at the Local Authority Building Control (LABC) Yorkshire Building Excellence Awards

*Providence Quarter, Skipton*



A highly prominent redundant office block in Skipton's conservation area, Providence Place has been extensively facelifted externally by Candelisa, creating a more attractive development within the conservation area.

The redevelopment of the redundant complex has created a detached house, 39 apartments and a new office premises for Candelisa.

### Appendix 3 – Guidance for Layout and Siting and Design of Buildings and Extensions from Settle Conservation Area Appraisal 2008

*“It may be appropriate for the Council to include a policy in the Local Development Framework Core Strategy or Site Allocations DPD that advises: ‘In assessing planning applications within all Conservation Areas, Craven District Council will pay particular attention to the following:*

#### *Layout and Siting -*

- *New developments should be laid out to respect historic street patterns and plot forms;*
- *Buildings should be positioned where they will respect the arrangements of neighbouring buildings;*
- *New developments should not encroach into the settings of existing buildings;*
- *Views of landmark buildings should always be safeguarded, (eg. in Settle, those towards the Giggleswick School Chapel and Castleberg Crag);*
- ***The siting of new buildings should maintain the line of the historic street frontages;***
- *Where historic land divisions survive these should be maintained;*
- *New developments should protect existing trees, hedges and other established boundaries;*
- *New planting on boundaries and/or replacement trees should be of native species appropriate to the locality;*

#### *Design of Buildings and Extensions –*

- ***Building design should reflect the immediate neighbours in terms of height, massing, scale and fenestration (the majority of windows in Settle have a vertical emphasis);***
- ***Building design should complement and enhance the character of the neighbouring buildings;***
- ***Choice of materials and architectural details should be carefully related to the locally distinctive features of surrounding buildings;***
- *New development should use materials which are traditional to the conservation area and of high quality (the use of UPVC, concrete roof tiles or other non-traditional materials is not considered appropriate);*
- ***High quality modern architecture that is well integrated with traditional buildings will be encouraged;”***

*(Emphasis added by Rural Solutions to criteria considered most relevant to this project)*

# F H Ellis Garage, Settle

Proposed Redevelopment



## Heritage Statement

November 2017

# 1.0 Introduction

## 1.1 The Purpose of the Report

This Heritage Statement has been commissioned by Rural Solutions Ltd on behalf of Candelisa. It provides supporting information for proposals to redevelop the site of the F. H. Ellis garage in Duke Street, Settle, which is within the Settle Conservation Area and opposite a Grade II Listed building. Craven District Council, before considering a pre-application enquiry, have asked that a specialist heritage consultant is employed to prepare a statement of significance, to have an input into the building design, and to prepare a heritage impact assessment.

This report has been prepared by [REDACTED] BA MA DipSurv IHBC MRICS following site visits on 30th October and 2nd November 2017.

## 1.2 Historical Background

Settle lies on a main east-west route across the pennines at a point where the Ribble could be forded. The town developed at the foot of Castlebergh, the limestone crag that forms the backdrop to views towards the north. To the south and west of the town the underlying rock is Millstone Grit and marshy conditions meant that until a turnpike trust was established in 1753 the road from the south and east crossed Long Preston moor and took a precipitous route to Upper Settle.

The settlement has pre-conquest origins, but the street pattern and boundaries that form the basis for the layout of the present town centre and Upper Settle date from the middle ages, when Settle became more important than neighbouring Giggleswick. A market charter was granted in 1249 and there is a documentary reference to an old bridge at Settle in 1498. The earliest surviving buildings in the town date from the seventeenth century: in common with other parts of the north of England a 'Great Rebuilding' began at this period and continued for the next two centuries. A few houses in the town are recognisably of this date because of their chamfered mullioned windows and datestones, but others are now disguised by later alterations.

The majority of buildings within the Conservation Area date from the 18th or early 19th centuries, when there were significant changes to the town. The old route from Long Preston via Upper Settle that passed through the market square and Kirkgate towards Settle Bridge remained and is shown on Jeffrey's map of 1771 (Figure 1), but the turnpike road that was created after the Act of 1753 took a different route. Duck Street or Duck Lane, which was previously a track leading to fields, was re-aligned and widened and surfaced to become part of the new road from Long Preston and then re-named Duke Street in recognition of its increased status. Initially the turnpike road turned west at the market place to take the existing route to the bridge via Kirkgate, but in 1804 a new road taking a direct route between the market place and the bridge was built. Improved communications allowed Settle to develop as a market town and a centre for a diverse range of crafts and trades. There were several old corn mills on the River Ribble and its tributaries that offered sites for the water-powered cotton spinning mills that were built as part of the early industrialisation of the textile trades, including Settle Bridge Mill, King's Mill, Runley Bridge Mill and High Mill. With this increased prosperity a number of houses for men with wealth from

trade, professions or family connections were built or rebuilt in the town, several with fashionable late Georgian or Regency classical facades with sash windows. Humbler buildings adopted elements of the same style.

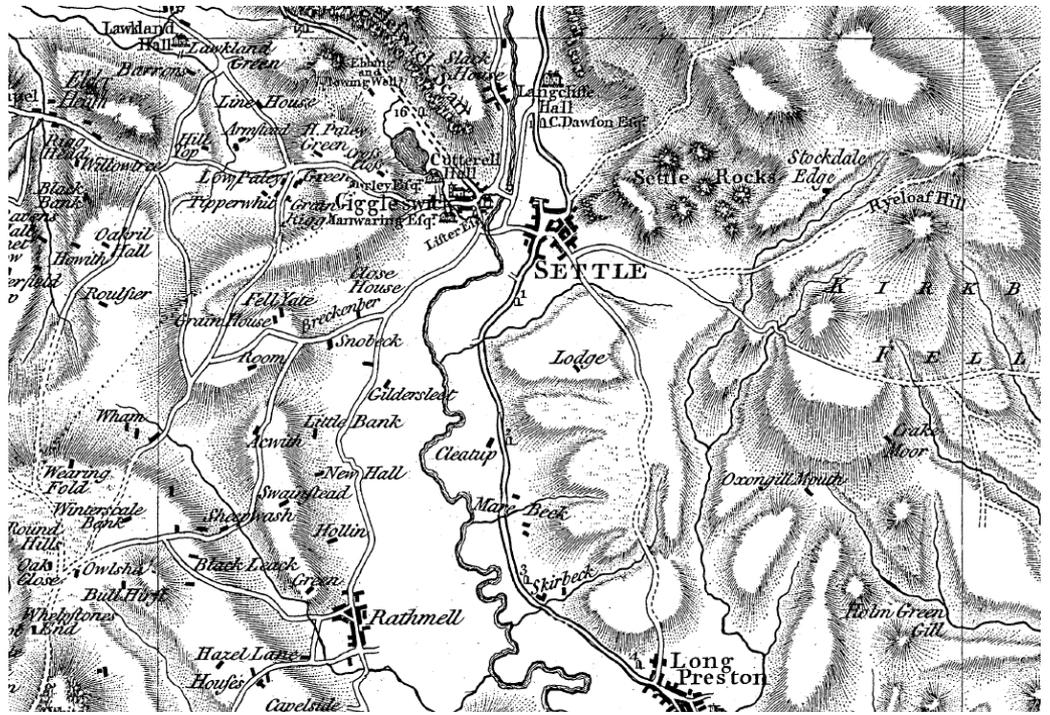
When a railway from Skipton to Morecambe opened in 1849-50 it included a station, later re-named 'Giggleswick', near the town, but the Settle to Carlisle Railway, which opened in 1876, had a much greater impact because the line was built through the town itself. A station with goods shed, cattle pens and water tower was built to a standard Midland Railway pattern and sandstone viaducts spanning Church Street and Kirkgate and an overbridge on Station Road became dominant features of the townscape.

Although Settle continued to expand after the coming of the railways, its remote location and the distance from coalfields meant that its textile industries did not develop on the scale of those in some other northern industrial towns. A market place remains at its centre, with small shops, pubs and residential buildings making it an attractive place to visit or to live in.

### **1.3 Building Materials**

The predominant building material in the central part of Settle is stone rubble, mostly local Millstone Grit sandstone but with some limestone. Before the middle of the 19th century stone of this quality would always be rendered, and although the original finish has been stripped from many buildings to reveal the rubble, numerous rendered buildings remain, mostly with a smooth render rather than a roughcast. A few of the more prestigious buildings are faced with sandstone ashlar and some later 19th century buildings use 'York Stone' - narrow uniform courses of sandstone with a rock-faced finish. Some stone slate roofs remain, and a few buildings have been covered with Welsh slate or artificial slate, but blue/grey Burlington slate predominates. Many of the windows have stone surrounds with vertical proportions, intended to take sashes. This reflects the late 18th and 19th century dates when many of the buildings were built or re-fronted and the surrounds project from rubble walls that were originally rendered.

**Figure 1.** Jeffrey's Map of Yorkshire, published in 1771, shows both the turnpike road and the old route from Long Preston.



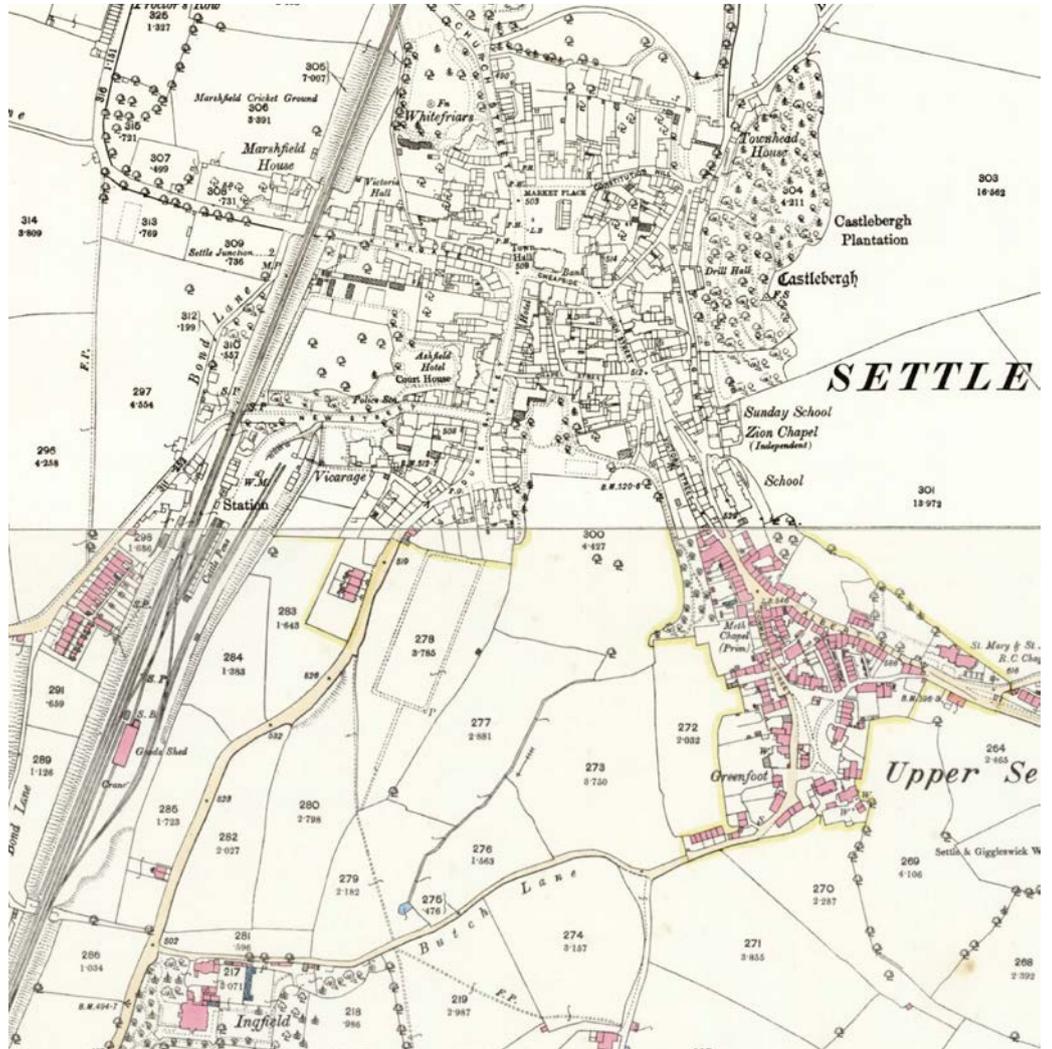
**Figure 2.** The first edition of the six inch Ordnance Survey map, surveyed in 1847.



**Figure 3.** A detail of the 1847 map. 'Terrace' is the Listed terrace of 3 houses. A continuous block of buildings with a garden behind is shown on the opposite side of the road, on the northern part of the site of the proposed development.



**Figure 4.** The first edition of the twenty-five inch Ordnance Survey map, surveyed in 1893.



**Figure 5.** The second edition of the twenty-five inch Ordnance Survey map, revised in 1907.

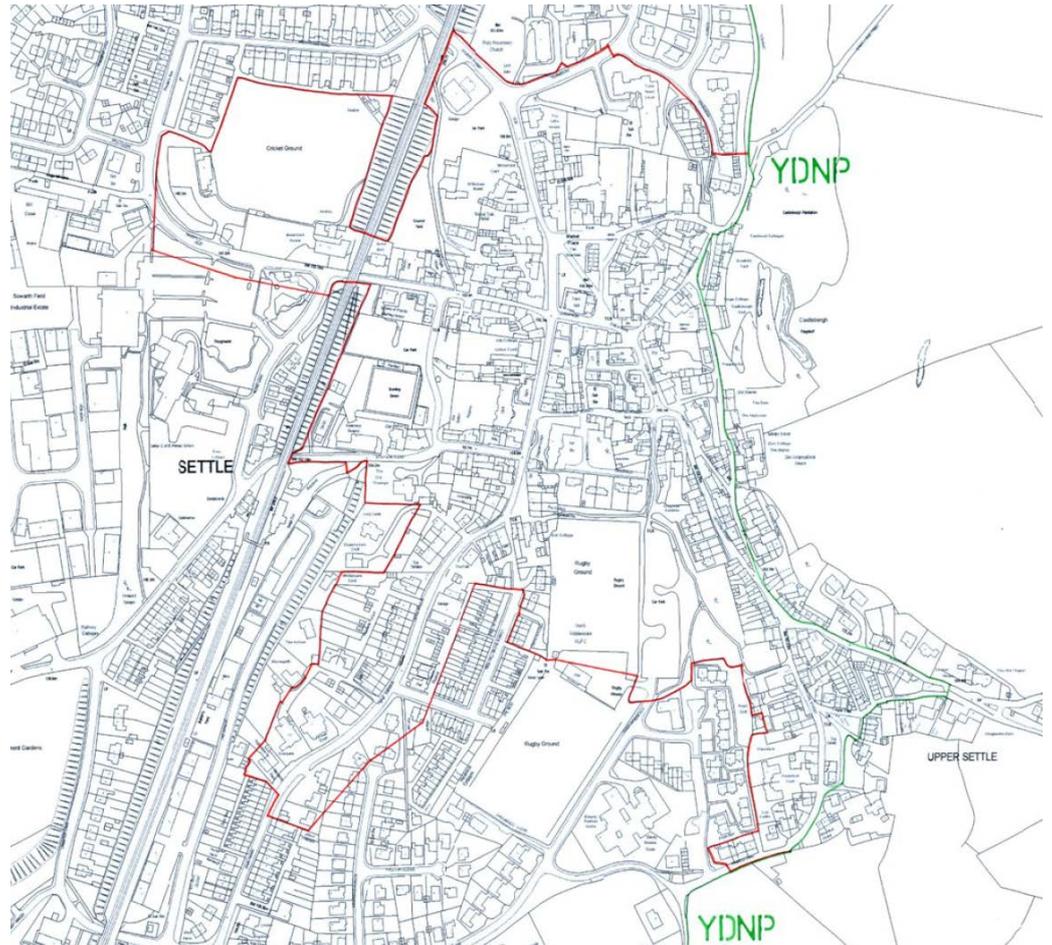


## **1.4 The Conservation Area Boundary**

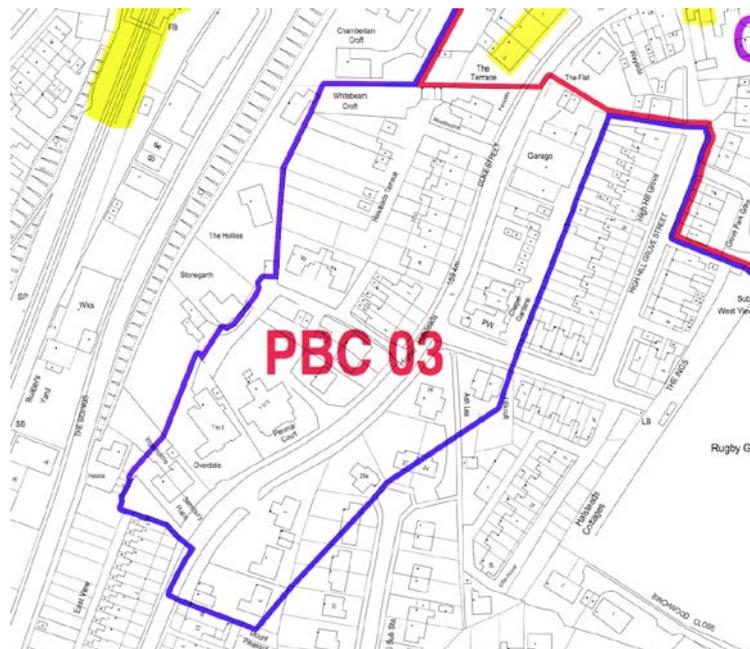
The Conservation Area boundary extends to the south from the town centre to enclose buildings on both sides of Duke Street (Figure 6). The position of the boundary is not easy to justify as it includes 20th century development on the east side of the road that has no architectural or historic merit.

A Conservation Area Appraisal published by Craven District Council in July 2008 recommended several boundary changes, including the exclusion of an area labelled 'PBC 03', outlined in blue on the proposals map (Figure 7) and described as 'the undistinguished 20th century buildings at Duke Street and High Hill Grove Street'. These changes have not been implemented, but even if properties to the west of Duke Street are to be kept in the Conservation Area there seems to be no justification for retaining the 20th century development on the east side (including the F H Ellis site) within its boundary.

**Figure 6.** A conservation area boundary map downloaded from the Craven District Council web site. The southern and western boundaries seem to be questionable as they exclude the Settle - Carlisle railway station and include some 20th century housing as well as the F H Ellis site.



**Figure 7.** An extract from the Conservation Area Appraisal published by Craven District Council in 2008 showing a proposed revision to the Conservation Area boundary to exclude the area outlined in blue.



## 2.0 The Site and its Surrounding Area

### 2.1 The Development of Duke Street

The creation of a new route to Long Preston and beyond following the turnpike Act of 1753 brought major changes to Settle. The track leading south from the market place was widened and assumed new importance as part of a road that was suitable for wheeled traffic, to replace the old packhorse route through Upper Settle. The road through the town from the market place was straight and level and several buildings were built or rebuilt in a classical style to face it. At the southern end of this widened street, where the road bends to the west and rises, there is a triangular area, now covered with asphalt, in front of buildings on the east and south sides of the road.

There do not appear to have been any buildings beyond this point. The Terrace, which is described below, was probably built in the 1830s, and the first large-scale Ordnance Survey map (Figure 3), which was surveyed in 1847, shows that there were buildings directly opposite at that date, on what is now the northern part of the F H Ellis garage site. These buildings are shown on the roadside, with a garden behind that suggests a probable domestic use. The 1892 and 1907 maps (Figures 4 & 5) also show buildings on the site but the 45-year gap between the first six-inch survey and the first twenty-five inch survey makes it difficult to be sure that the same buildings are shown. The surviving buildings next to the site have stonework detailing that suggests that they date from the later 19th century.

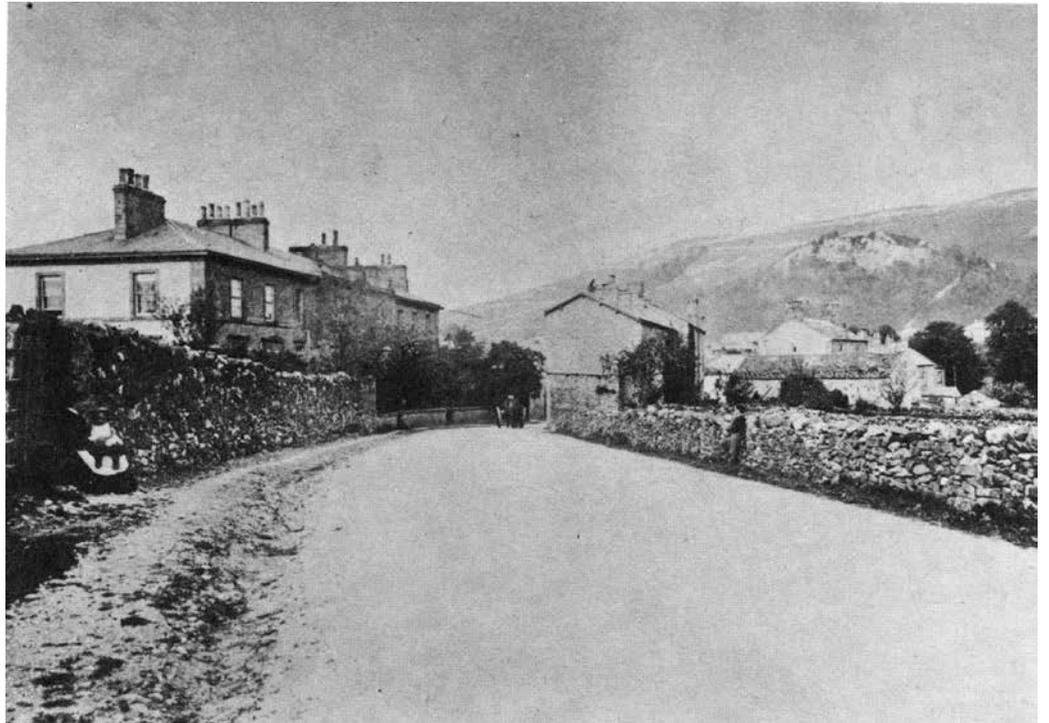
Old photographs said to date from the 1870s and reproduced in 'The Ancient Parish of Giggleswick', published by the Settle and District Civic Society in 1975, show 2-storey buildings on the east side of the road opposite The Terrace (Figures 9 & 10), but it is difficult to be sure whether these are the buildings that survived until they were demolished to be incorporated into the garage site in the 20th century, or whether they were replaced later in the 19th century. An undated photograph included in the book (Figure 8) shows part of the building that was demolished, and although its details are indistinct, the stonework of the chimney does suggest a late 19th century date.

The 1892 map (Figure 4) shows that although there were almost no buildings between The Terrace and the buildings opposite and what is now the Falcon Manor Hotel to the south, some development had begun. Four of the eight houses of Halsteads Terrace had been built, and what was to become High Hill Grove Street and its back alleyway are shown as paths. The 1907 map (Figure 5) shows further development of terraces, pairs, and detached houses, on the west side of Duke Street and on High Hill Grove Street. The roadside buildings on the northern part of the F H Ellis site are shown and sub-divisions of the remainder of the site are also shown, but the garage buildings do not yet exist.

**Figure 8.** An undated photograph from 'The Ancient Parish of Giggleswick', published by Settle & District Civic Society in 1975 shows at the right-hand side one of the demolished buildings on the site.



**Figure 9.** A photograph dated circa 1870 from 'The Ancient Parish of Giggleswick', published by Settle & District Civic Society in 1975 shows the demolished buildings at the roadside opposite The Terrace.



**Figure 10.** A second photograph dated 1870 from 'The Ancient Parish of Giggleswick', published by Settle & District Civic Society in 1975. This gives a more distant view before the west side of the road was developed.



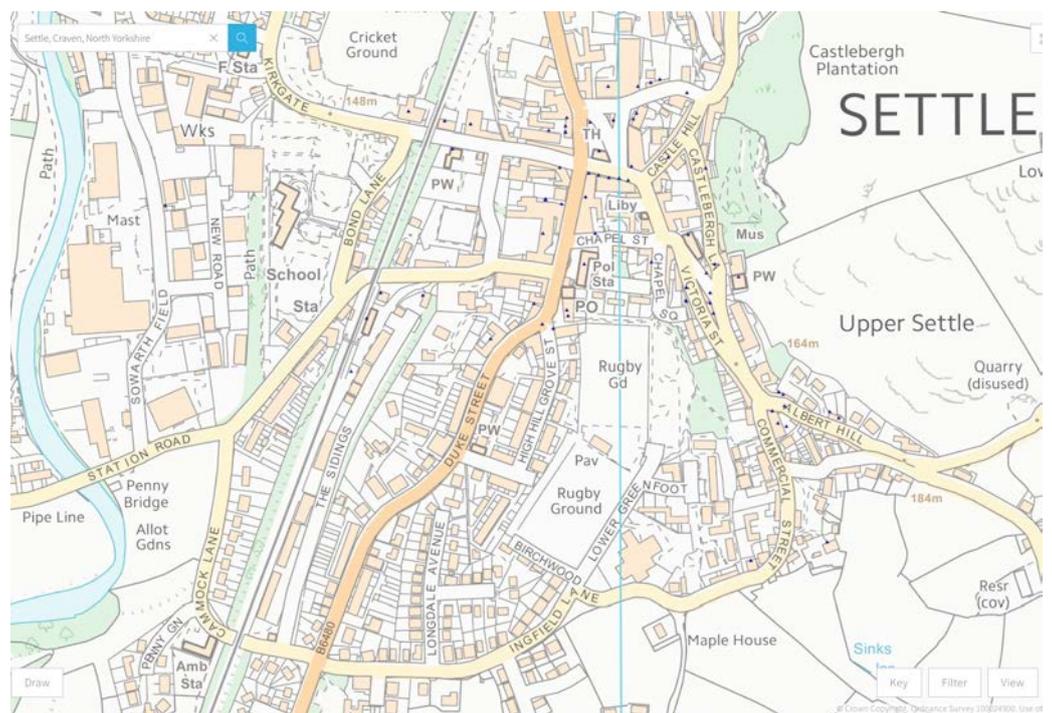
## 2.2 Listed Buildings

There is only one Listed Building in the vicinity of the site: Figure 11 is an extract from the National Heritage List map. The Terrace (now 'The Terrace No 3, Windyridge and The Croft') is Listed Grade II and consists of three houses. It probably dates from around 1840 or shortly before and was almost certainly designed by George Webster of Kendal. He was responsible for Ingfield (now the Falcon Manor Hotel) to the south on Duke Street and for the Parish Rooms (now the Town Hall) in the market place. Both of these buildings are designed in the Jacobean style but Webster also worked in classical styles and used some Grecian detailing.

The three houses share a symmetrical facade, with the central house being emphasised by pilasters, a projecting central bay and a cornice and blocking course with urns. The adaptation of a palace facade design for urban terraces began in the eighteenth century, and this later Regency example has tall ground-floor sash windows with stone aprons, and projecting modillioned gutter cornices to the side houses. The dressings are sandstone ashlar but (unlike the Town Hall which has been stripped to reveal the rubble beneath) an unpainted render that is probably Roman cement remains.

The houses are elevated above road level and set back behind front gardens with sandstone boundary walls that have lost their railings. The 1847 Ordnance Survey map (Figure 3), that was surveyed shortly after the terrace was built, shows buildings at the roadside opposite on part of the site of the proposed development.

**Figure 11.** Part of the map of Settle downloaded from the National Heritage List web site. Small black triangles represent Listed buildings.



## 2.3 Topography

Although the turnpike road that became the main route into Settle from the south avoided the steep inclines and sharp bends of the old route, it was neither completely straight nor flat. As it enters the town it crosses undulating ground and follows old curving field boundaries. Beyond the Falcon Manor Hotel it rises and then drops down again in a gentle double curve, with rising ground to the west and a steep drop to relatively level ground to the east now occupied by 20th century housing and the playing fields of the Rugby Club.

## 2.4 Vistas

The southern boundary of the Conservation Area is near the brow of a hill, and on descending into the town from the south the curves in the road give changing views.

At the entrance to the Conservation Area the buildings on the left-hand side are set back behind gardens with their entrances above ground level. All date from around 1900 and are built of sandstone with slate roofs. Apart from some of the detached or paired villas at the entrance to the Conservation Area (which are not inter-visible with the development site) none of the buildings are of sufficient interest or quality to be considered for inclusion in a Local List.

When descending towards the town the former Methodist church is visible at the right (Photograph 5). Apart from the traceried window facing the road it is architecturally undistinguished, but it does make use of the change in level by having a full-height basement storey accessible from the rear. On the opposite side of the road Higher Halsteads (Photograph 3) is a terrace of four two-storey houses. Because of curves in the road the facade of The Terrace, which is the only Listed building in this part of the Conservation Area, becomes visible. Also prominently visible opposite is the light-coloured metal roof of the F H Ellis showroom, only partly obscured by a hedge (Photographs 4 & 6).

When progressing further towards the town centre Halsteads Terrace is at the left. This is a taller terrace of eight houses of two storeys over cellars with attic dormers to its steeply-pitched roof. The F H Ellis showroom, with prominent signage and large display windows, is opposite (Photographs 15 & 17).

The road curves to the right past The Terrace, which faces an open asphalted area of car parking with a white-painted former petrol station building, before the road narrows to pass between the two stone buildings that form the entrance to the town centre (Photograph 10).

When travelling in the opposite direction, leaving the town centre towards the south, the view is terminated by an irregular row of buildings that includes the Grade II Listed Norland and Milford & Co premises (Photograph 13). The road curves towards the right and rises, with The Terrace and Halsteads Terrace visible on the right-hand side but with the open area of parking and the 20th century buildings on the garage site prominent on the left-hand side (Photographs 14 & 15). Where a building has been demolished to create the parking area there are views of the backs of terraced houses (Photograph 16).

## **2.5 Uses**

Except for the F H Ellis site, which is used for car sales and repairs, and the Settle Christian Fellowship Church, the predominant use in this part of the Conservation Area is residential.

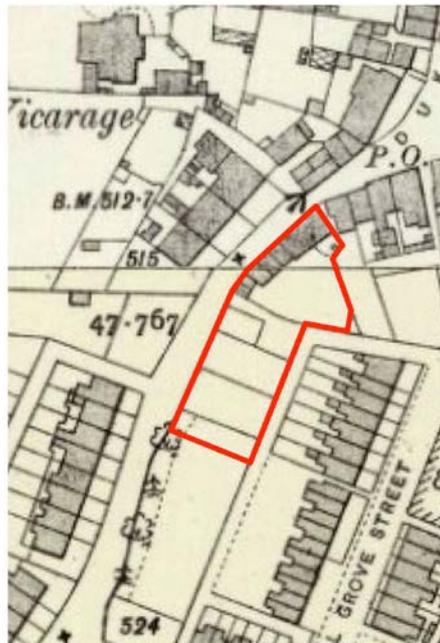
## **2.6 Boundaries**

The sandstone walls that border the pavement on the west side of the road are almost continuous. Most originally had railings that are now missing. On the east side of the road, between the garage buildings and the church, there are steel railings on top of a retaining wall. Immediately behind the railings there are larch-lap fencing panels, leylandii, and mixed hedging (Photograph 7).

## **2.7 Trees and green spaces**

There are no mature trees on the site or in its immediately surrounding area, but the houses on the west side of the road have front gardens with shrubs, bushes, hedges and grass.

**Figures 12, 13.** The boundaries of the site superimposed on the 1907 Ordnance Survey map and on a recent aerial photograph.



**Figure 14** A tilted aerial image taken from Google maps showing the relationship between the site and the town centre.



## 2.8 The Site

Figure 13 shows an aerial view with the site boundary. The northern part, opposite The Terrace, is on the site of demolished buildings and has a tarmac surface used for car parking and display.

A 2-storey flat-roofed detached building is set back from the road and used as offices (Photograph 15). Its white-painted upper storey oversails and is supported on two columns, suggesting an original use as a petrol station. Its rear and side walls are partly faced with stone, with stained timber cladding above (Photograph 19). It presumably dates from the 1960s. Its mixture of materials and window styles and the placement of openings means that it lacks coherence as a design and it strikes a discordant note.

The main building is red brick with a curved metal roof. It has two storeys, with the upper storey entered at road level at the front (Photographs 17 & 18). The street frontage has a blue plastic fascia and inserted display windows. At the rear its full height is apparent. It is flanked by narrower buildings of similar utilitarian appearance, the southern one having cement-rendered blank walls. Photographs 19 and 20 show views across the site from the rear and demonstrate its negative impact on the appearance of the Conservation Area.

Views of the site when travelling along Duke Street have already been discussed in Section 2.4, above.

## **3.0 The Proposals and their Impact**

### **3.1 The Proposed Scheme**

The sketch proposals are for a residential use as thirty-two apartments in three linked blocks. The frontages to Duke Street are to have a more traditional appearance, of three storeys with the third storey treated as an attic with windows that are less tall. The northern block, opposite The Terrace, is to be more classical in its symmetry, window detailing and pilaster strips, while the other blocks are to be more vernacular in style, with recessed glazing to openings that are reminiscent of the loading bays found in some of the 18th and 19th century commercial buildings in Settle. The rear elevations are to be more contemporary in appearance. No heritage assets are to be altered or demolished as a result of the development, and so the only heritage considerations are its effect on the setting of one Listed terrace of three houses and on the character and appearance of the Settle Conservation Area.

### **3.2 The Setting of The Terrace**

The Terrace is the only Listed building that would be affected by the proposed redevelopment, and no unlisted buildings in the vicinity are of sufficient architectural or historic interest to be considered as 'Non Designated Heritage Assets'. The Terrace (Listed as 'The Terrace No 3, Windyridge and The Croft') is described in Section 2.2, above. It is late Regency in style and has an urban form, with three separate houses sharing a symmetrical front that gives them an imposing facade. Its principal rooms would have been on the ground floor - this is emphasised by the greater height of the ground floor windows - and not on the first floor as they would have been in the 18th century. Buildings are shown at the roadside opposite on the 1847 map (Figure 3) and it is likely that they were there when the houses were first built. This suggests that the facade was intended to be viewed obliquely - the difference in ground levels would make a full-frontal view difficult even if there were no buildings opposite. The reinstatement of a building opposite will improve the setting by removing the present open car display area. Although the proposed building is 3 storeys, The Terrace is elevated above road level and was intended to be viewed obliquely in an urban context and was not designed to take advantage of any views.

### **3.3 The Conservation Area**

The Conservation Area Appraisal published by Craven District Council in 2008 recommended revising its boundary to exclude most of the site and noted that it has a negative impact on the character and appearance of the Conservation Area. However, it has remained within the designated area and lies on the main route into Settle from the south.

The proposed replacement buildings will reinstate the demolished buildings at the north end of the site and give a sense of passing from the more open suburban outskirts of the town into the town centre, where the streets are lined with buildings on both sides. Separation into three blocks with differing roof heights and alignments will follow the pattern of development on the opposite side of the street, where there are terraces and pairs of houses of differing designs unified by their use of materials and overall form. The use of sandstone, slate and render for the new buildings and their detailing, including vertically-proportioned windows with stone surrounds, will help them to make a positive contribution to the Conservation Area.

## 4.0 Conclusions

The proposed development will have a positive impact on the setting of the only Listed building that is affected by the proposals, by reinstating demolished buildings on the opposite side of the road and by removing its present views of car parking with the backs of terraced houses behind.

The development will also have a positive impact on the conservation area by removing a garage site that has developed piecemeal over the 20th century in a predominantly residential area and creating a high quality development at the southern entrance to the town centre.

Because the buildings on the west side of the road are elevated above road level and Halsteads Terrace in particular has cellars and an attic storey, and because the proposed development would mark a transition between the lower density suburban development to the south and the town centre to the north, the principle of having a three-storey road frontage seems to be acceptable. The use of natural stone and slate, with more contemporary detailing to the rear and traditional detailing facing the road, and the proposal to break the development into separate linked blocks also seem to be acceptable in principle. The outline proposals therefore seem to be suitable for discussion at pre-application stage.

# **Appendix**

## **Photographs**

**Photograph 1**

Looking north from just within the southern boundary of the Conservation Area.



**Photograph 2**

Overdale - a villa on the west side of Duke Street close to the southern boundary of the Conservation Area. It dates from around 1900 but has some Georgian revival details.



**Photograph 3**

Looking north with Halsteads, a terrace of four houses dating from around 1900 at the left and the light-coloured metal roof of the E H Ellis building in the middle distance.



**Photograph 4**

Looking north with Halsteads Terrace at the left, the chapel of the Settle Christian Fellowship (which dates from circa 1910) at the right and The Terrace in the middle distance.



**Photograph 5**

The chapel of the Settle Christian Fellowship (previously the Skipton Road Methodist Chapel), at the corner of High Hill Grove Street, was opened in 1909 and makes use of the difference in levels by having a full-height basement storey accessible from the rear.



**Photograph 6**

Looking north. The hedge and railings at the right hide a change in level.



**Photograph 7**

The roadside boundary next to the garage building is larch-lap fencing panels behind steel railings.



**Photograph 8**

The relationship between The Terrace, which is Listed Grade II, and the car showroom.



**Photograph 9**

The Terrace, which is Listed Grade II as 'The Terrace No 3, Windyridge and The Croft'.



**Photograph 10**

The northern end of the site at the right. The low wall bordering the pavement seems to indicate the position of the front wall of the demolished building shown in Figure 6.



**Photograph 11**

Buildings to the north of the site on Duke Street appear to date from the late 19th century.



**Photograph 12**

The right-hand two buildings on the east side of Duke Street (The Cottage and Devonshire House) are Listed Grade II.



**Photographs 13**

Looking south along Duke Street. The three storey building (Norlands and Milford & Co) is Listed Grade II and is described as circa 1840, altered mid 19th century.



**Photograph 14**

Travelling south along Duke Street, with The Terrace at the right and the F H Ellis garage site visible beyond the building at the left.



**Photograph 15**

The F H Ellis site.



**Photograph 16**

The view from the pavement outside The Terrace, looking across the garage site towards the rear of houses on High Hill Grove Street.



**Photograph 17**

The road frontage of the main garage building.



**Photograph 18**

The garage buildings viewed from the rear access road.



**Photograph 19**

Looking across the site towards The Terrace.



**Photograph 20**

The rear access to the garage site.

