Conservation Area Appraisals in the Yorkshire Dales National Park

Settle-Carlisle Railway

Adopted Document

YORKSHIRE DALES
National Park Authority

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PART I

1.0 Introduction

The Settle-Carlisle Railway [...] is unique and displays impressive engineering and conserved Midland Railway architecture. It offers a very special way of enjoying the dramatic landscape along its route.

This document provides the first comprehensive appraisal of the Settle-Carlisle Railway Conservation Area within the Yorkshire Dales National Park.

Although the appraisal tries to cover the main aspects of the designated area, it cannot be completely comprehensive; omission of particular buildings, features or spaces should not be taken to imply that they are of no interest.

1.1 The Area

**Extent.** The entire Settle-Carlisle Railway was granted conservation area status in 1991, the result of combined action by the Yorkshire Dales National Park Authority (from now on referred to as ‘we’, or ‘the Authority’), Craven District Council, Eden District Council and Carlisle City Council. With a length of 78 miles and a width of never more than a few hundred yards, it claims to be the longest conservation area in Britain.

Arguably the best known and most scenic section of this line runs through the Yorkshire Dales and is one of currently thirty-seven conservation areas in the National Park. Here it extends from 1.5 miles north of Settle to a point just south of Ais Gill. In 1994, the boundary was widened to include Langcliffe Quarry (also known as Craven Lime Works). The Settle-Carlisle Railway in the National Park is an attractive conservation area and generally in good condition (see 4.4.k).

**Uniqueness.** Opened in 1876, this great British main-line railway is famous for the commercial competition for a direct route between London and Scotland. It drove the Midland Railway Company to an ambitious act of engineering that has left its mark on the Yorkshire Dales. Today the contrast between the natural beauty and bold man-made structures (figure 01) still provides a drama for both rail passengers and people roaming the countryside. Yet it is not only the viaducts, bridges and tunnels that contribute to a coherent historic picture of this conservation area, but also more humble buildings connected with the use of the railway, as well as archaeology concerning its construction.
The Settle-Carlisle Railway is also unique as it is still a working railway, which is subject to operational, legislative and commercial regulations, as well as pressures and functions associated with running the national rail network. There are no other such conservation areas in England \(^2\).

### 1.2 The Appraisal

**Purpose.** Every conservation area has a distinctive character which has been shaped over time by its natural and man-made surroundings. This appraisal is an opportunity to re-assess the Settle Carlisle Railway Conservation Area, to evaluate and record its special interest (see 3.0-4.0). It will set out how the place has evolved, draw out the key elements of its character and quality as it is now, and define what is positive and negative, and opportunities for beneficial change. However, neither the designation nor appraisal should be seen as an end in itself, but as a step towards the preservation and enhancement of Settle Carlisle Railway’s character and appearance, providing a basis for making sustainable decisions about its future. Conservation areas can be susceptible to incremental and dramatic change due to neglect caused by economic decline, as well as over-investment and pressure for development. Hence the appraisal aims to counteract threats which would alter what made the area attractive and unique in the first place, and to help promote positive change.

The appraisal provides information about the Settle Carlisle Railway Conservation Area for residents, the wider public and other stakeholders such as Network Rail, who own most of it. However, it is always advisable to contact the Authority when planning to undertake any work on listed buildings or structures within the vicinity of designated heritage assets.

**Scope.** This document is divided into two parts: The core of Part I assesses the special interest of the Settle Carlisle Railway Conservation Area, while Part II contains draft management proposals.

This appraisal could only be created through comprehensive research. Fortunately, the construction of the Settle-Carlisle Railway is better documented than most British railway lines. Apart from the Midland Railway’s records, other historical sources survive such as contemporary accounts in newspapers and journals, maps, photographs and, for parts of the route, the 1871 Census. More recent publications are listed later (see 9.1). All documents are supplemented by and add to the interpretation of the archaeology of the line, including the remains of infrastructure which enabled the railway’s construction. For more than a decade, excavations have taken place in various locations (see 4.2.b). The latest was executed by Channel 4’s "Time Team" and first broadcast in early 2009. In addition, the Authority has photographs of the Settle-Carlisle Railway Conservation Area over a number of years. These help to understand the details of the structures as well as their surroundings, and provide a record of their condition, which is essential for future monitoring purposes. Also, site visits to analyse the current physical evidence and condition of the conservation area were undertaken by the Authority during September and October 2009.

A draft version of this document was available for public consultation from 08 February to 07 April 2010 (see 5.0). The comments received during that period were reviewed by the Authority before proposed changes were put forward to the Members for approval at the Authority’s meeting on 25 May 2010. The Settle-Carlisle Railway Conservation Area Appraisal was finally adopted on 27 July 2010.
2.0 Planning Policy Framework

The Authority’s policies for conservation areas, along with other related policies concerning development and the use of land, are set out in the Yorkshire Dales Local Plan 2006; the policies contained within chapter 10 – built heritage and the historic environment – are particularly relevant. This plan is in compliance with the Yorkshire and Humber Plan, the area’s regional spatial strategy until 2026, as well as national legislation, policy and guidance which include Planning Policy Statement 5: Planning for the Historic Environment and PPS5 Planning for the Historic Environment: Historic Environment Planning Practice Guide. Further policies may be found in Planning Policy Statement 7: Sustainable Development in Rural Areas. All national legislation, policy and guidance are material to individual planning and heritage consent decisions.

2.1 What Is a Conservation Area?

Section 69(1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 defines a conservation area as:

an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance

Designation. It is the duty of the Authority to designate such areas 1, preferably with input from the local community. Yet this should never be undertaken solely in response to local pressure or to secure the future of a particular building, but only if an area is of sufficient special interest 2. The quality and interest of areas rather than of individual buildings should be the prime consideration. Furthermore, designation is not likely to be appropriate as a means of protecting landscape features, except where they form an integral part of the built historic environment.

Review. It is also the duty of the Authority to regularly review our conservation areas and, where appropriate, designate new parts 3. Likewise, if the original interest is so eroded by subsequent changes that it is no longer special, boundary revisions or cancellation should be considered.

Performance. Further duties of the Authority comprise, in consultation with the public, formulating and publishing proposals for the preservation and enhancement of the conservation areas in the National Park 4. It will also seriously consider the desirability of preserving or enhancing their character or appearance when exercising planning powers 5. National Park family indicators provide a tool to monitor the Authority’s performance regarding these functions.

Implications. Conservation area designation may result in resource implications for owners, developers and residents because of the increased statutory controls and particular requirements for the repair and alteration of existing, or the construction of new, buildings. However, designation also brings considerable benefits which are outlined below.

2.2 Benefits of Designation

Conservation area status offers advantages to both the public and the Authority.

The public. Conservation areas can enhance economic well-being and quality of life, as well as offer a certain amount of continuity and stability in a rapidly changing world. At the same time, conservation-led change can make a positive contribution enabling communities to regenerate. When considering investment, appraisals should guide the form and

5 Ibid, section 72.
content of development, enhancement of the public realm, traffic management and outdoor advertisement. This value of an area is beneficial to both owners and developers, and estate agents are likely to put increasing emphasis on such a location when advertising properties.

Conservation area appraisals are educational and informative documents about our cultural inheritance that aim to raise public awareness and support, and upon which the prosperity of an area is sustained. They are necessary if funding is sought for grant-aid, offering financial assistance for owners to encourage repairs and preventative maintenance.

The Authority. Designation enables us to apply robust conservation policies to an area, with the appraisal providing a sound basis for planning decisions. Moreover, it automatically brings additional safeguards, such as the need for consent when demolishing unlisted buildings and walls 6 or lopping and felling trees 7. Within the National Park conservation area status only has a very limited effect on ‘permitted development’ (those minor works that do not require planning permission). This is because National Park designation already reduces the rights granted under the General Permitted Development Order (GDPO) 8.

Under section 62 of the Environment Act certain bodies and persons [must] have regard to the purposes for which National Parks are designated, but this does not preclude railway undertakers from carrying out their functions under Parts 11 and 17 of the GDPO, subject to the caveats therein. Under Part 11 certain development is permitted when authorised by local or private Acts of Parliament or orders approved by both Houses of Parliament. Much of the existing railway network was constructed and is maintained pursuant to private Bills, like the Midland Railway (Settle to Carlisle Railway) Act 1866. Under Part 17, railway undertakers are permitted further extended development rights, such as the erection of signals and overhead conductors, which may have a significant effect on the character and appearance of the Settle-Carlisle Railway Conservation Area.

Under Article 4 of the GDPO, the Authority may impose directions to further withdraw permitted development rights. This is justified where there is firm evidence to suggest that permitted development which could damage the character or appearance of a conservation area is taking place or is likely to take place, and which should therefore be brought into full planning control in the public interest 9. Likewise, under Policy HE4.1 of PPS5, local planning authorities are advised to consider the use of Article 4 directions in case permitted development rights would undermine the aims of the historic environment, to ensure new development is given due consideration 10. An Article 4 direction already exists for the Settle-Carlisle Railway Conservation Area within the National Park, withdrawing general permitted development rights for all telecommunications development.

When creating a formal appraisal such as this, the Authority produces a document designed to help safeguard, manage and improve the area within its historic context, but it is also one which will be taken into account by the First Secretary of State when considering related planning appeals.

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7 Town and Country Planning Act 1990, section 211(3).
8 Town and Country Planning (General Permitted Development) Order 1995, schedule 2 part 1.
10 PPS5: Planning for the Historic Environment (2010).
3.0 Definition of Special Interest

The purpose of this appraisal is to define the special interest of the Settle-Carlisle Railway Conservation Area that warrants its designation, as summarised below. A detailed analysis is provided in the next chapter (see 4.0).

3.1 General

The special architectural or historic interest of a conservation area is reflected in its character or appearance which it is desirable to preserve or enhance.

When searching for the special interest of the Settle-Carlisle Railway Conservation Area, its significance, identity and distinctiveness is judged alongside local or regional criteria, while also recognising values attributed to the area by the local community and all those with a legitimate interest in it. The more clearly special interest is defined, the sounder will be the basis for local policies, development control decisions and management proposals. This helps reduce the potential uncertainty for owners and others when investment or development in the area is considered.

3.2 Summary of the Special Interest of the Settle-Carlisle Railway Conservation Area

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

**Scenic qualities.** The Settle-Carlisle is arguably the most scenic railway in England. It passes through and contributes to the local distinctiveness within some of the wildest uplands of the Pennines. The high elevation and exposure of the landscape setting is made more dramatic and evocative by the line and its engineered and built features. These structures assume a particularly powerful presence in the open moorlands of the upland and watershed landscapes, where they stand out as landmarks back-dropped by bleak fells and summits. Elsewhere the line becomes part of the farmed landscape pattern, often edging the dale sides as a sweeping feature, and offering unfolding panoramic views from the train across and down the dale. The opportunities to see the line as an element of the wider scenery, and to experience the scenery dynamically from the railway on a grand uninterrupted scale, capture the imagination. The contrast between exposed open moorlands and sheltered enclosed dales, and variety in the geomorphological features, are exceptional.

**Access to the countryside.** In 1974, when the future of the Settle-Carlisle Railway looked very bleak, Dalesrail services started to operate on summer weekends to closed stations. This initiative was promoted by the Authority to encourage visitors to arrive by train. With linking buses and coordinated guided walks, Dalesrail proved very successful, and, in 1986, grew into a daily service with local trains between Skipton and Carlisle. The reintroduction of steam trains on the Settle-Carlisle route was another popular move which helped bring tourists into the Yorkshire Dales. Recognising the opportunity for a unique outdoor event, more people than ever now combine a walk in the National Park with a ride on the trains. Overall, the line provides an attractive opportunity for promoting the use of public transport.

**Educational resource.** The Settle-Carlisle Railway is not a relic from the past but an interactive feature of the present that is in daily use. It is also...
a feature of the future due to its continuing operation and potential for further research or education, regarding its history and interpretation of the landscape. Much of the archaeology of the Settle-Carlisle has yet to be unravelled. Another source that has not yet been fully recorded or researched are the lineside structures which seemingly have little architectural merit, but are essential to the understanding of how this railway was operated. Most important, however, is the education and enjoyment of people of all ages now and generations to follow that matters, by experiencing this living piece of heritage.

**Heritage value.** Arguably the finest example of a ‘totally integrated’ engineering approach of Victorian times, the Settle-Carlisle was exceptionally planned in its entirety. Possessing a remarkable unity of design over a long distance, the strong ‘corporate’ architecture is only one of the facets that make it so unique. The Settle-Carlisle Railway is rather different to other conservation areas in that it is an operational railway, with the majority of its built structures being civil engineering works, often on a dramatic scale, rather than buildings. Despite being a folly that was an accidental by-product of two rivalling companies, the achievement of its construction is testimony to a great age of endeavour. This is particularly reflected in the multitude of viaducts, tunnels, cuttings and embankments that were constructed by thousands of navvies, making it the last British line to be largely built in the traditional ‘manual’ way. The survival of the entire infrastructure in almost original condition makes the line most special and worthy of designation. We are left with a remarkably complete picture of Victorian enterprise that not only preserves isolated features and their relationship to each other, but also provides us with the necessary background information.

Although not the first high-speed railway, in some ways, the Settle-Carlisle anticipated the European high-speed rail network by a century. It came quite late in the history of English railways and was the final link to a major through-route, connecting centres of business and industry, rather than offering a point-to-point service to the rural communities along the way. The line was engineered for running at 90mph throughout, and most of its infrastructure is still adequate for early twenty-first century use.

The Settle-Carlisle Railway is a monument of national importance. It is the legacy of engineer-in-chief John Crossley and the men who built it.

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4.0 Assessing Special Interest

This chapter at the core of the appraisal comprises a detailed analysis of the special interest of the Settle-Carlisle Railway Conservation Area with regard to its location and setting, historic development and archaeology, spatial issues, and character. A summary of the special interest has already been provided (see 3.2).

4.1 Location and Setting

This section describes the location and context, general character and plan form, and landscape setting of the Settle-Carlisle Railway Conservation Area.

a) Location and Context

**Location.** The Settle-Carlisle Railway lies in the north of England. It starts at Settle Junction, North Yorkshire, and carries on through the Yorkshire Dales National Park towards Carlisle in Cumbria (figure 02). On the way it traverses four local authorities – Craven, Richmondshire, Eden and Carlisle – which are in two counties, North Yorkshire and Cumbria and two regions: Yorkshire and the Humber, and the North West. The overall conservation area actually starts at Hellifield station. From here the railway line forms the National Park boundary until just south of Settle with only the station car park at Long Preston lying within the National Park. However, this is also within the Long Preston Conservation Area and thus not considered further in this appraisal.

**Context.** Within its thirty-five-kilometre length inside the National Park, the line crosses the dramatic upland scenery associated with the dales, dale heads, and watersheds of the rivers and tributaries of four rivers. The sequence of the line passing through alternating enclosed farmed dales and open bleak moorlands within a relatively small area creates a rail journey of great diversity and contrasting scenery, like the glaciated dales of Mallerstang and Dent, the drumlin field of Ribblehead, and the limestone benches of Ribblesdale. The landmark summits of the Three Peaks, and other fells, such as Wild Boar and Mallerstang Edge are imposing backdrops to the line, and focal points to views from it.

Passenger volumes are currently healthy. The Settle-Carlisle Railway is actually one of Northern’s best-earning lines in terms of revenue per passenger. Freight traffic is also strong but only pays marginal costs through track-access income – unlike the passenger business through fares and government subsidy, which pays for the major costs of the infrastructure and permanent way. Freight demands can change rapidly due to commercial pressures, and the Settle-Carlisle freight traffic could significantly decline with the reduction in coal-fired power stations. The extent to which this will be replaced from forecast national freight traffic doubling in volume is doubtful. The future for increasing passenger traffic is much more certain and the three support organisations for the line (the Friends of the Settle – Carlisle Line, the Settle Carlisle Railway Development Company Ltd., and the Settle & Carlisle Railway Trust) are working closely with the TOC and Network Rail to increase passenger service frequency. Pressures to accommodate increased traffic resulting in inappropriate development are a major risk to the heritage of the line.

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Despite the industrial character of the line itself, the overall Settle-Carlisle Railway Conservation Area is largely of a rural quality, with only few settlements. Given the nature of train tracks, its plan form is generally linear, although it does widen in places to include other railway-related sites.
c) Landscape Setting

The Settle-Carlisle offers striking differences in scenery, which reflect a combination of the underlying geology and influence of glacial and post-glacial action. The opportunities that the line affords to experience the landscape dynamically as a sequence of unfolding scenery and imposing views, is fundamental to its identity. The landscape plays a significant part of the character of this conservation area, not only due to the drama and variety it provides, but also the scarcity of man-made structures. In the past, it was one of the harshest and most inaccessible environments in England. Travel offered a challenge in any weather, especially during storms and snowfall.

Note: In-depth information on the geology of the entire line can be found at http://www.settle-carlisle.co.uk/geology/index.cfm

Natural setting. The wider geological story of the landscapes through which the Settle-Carlisle Railway passes underpins the area’s outstanding scenery, and is of great geodiversity interest and nationally recognised in its own right. The Great Scar Limestone, subsequent banded Yoredale deposits of limestone, sandstone and shales, and final grit-stone toppings, provide the bedrock for more ‘recent’ events in the history of our planet, which have particularly shaped the landscape along the line. During the last two million years in the geologic time scale, known as the Quaternary, have been a series of ice ages. Glacial activity exerted two main influences on the landscape: valleys were deepened by erosion, and eroded sediment was deposited as moraine or glacial till, often in the form of small rounded hills called drumlins. The glaciated U-shaped valleys of Dentdale and Chapel-le-Dale, and drumlin fields of the Wensleydale and Ribblesdale watersheds present classic features of the Yorkshire Dales scenery. Since the last ice age, the valleys have been further modified by river action and mass movement, including the formation of screes and the development of landslips.

Further into the distance, the isolated summit of Ingleborough provides an example of a nunatak, while the steepened faces of Whernside and Wild Boar Fell were formed by corrie glaciers and post-glacial landslips. Benches of exposed limestone around the dale sides, extensive pavements and scar are features of local distinctiveness and exemplar karst landscapes. Groups of brightly-coloured cavers are an occasional sight from the train, particularly over Ribblehead, hinting at an extensive network of caves below. In Ribblesdale, quarries have eaten back into the Great Scar Limestone, but also expose much older Silurian Rocks. They mark a transition between the uplands, where landform and isolated hill farms dominate the scenery, and Lower Ribblesdale and the Craven Lowlands, which are more developed and settled.

Man-made scenery. The Settle-Carlisle Railway is unusual in so much as it provides a composite landscape feature in its own right. Although the overall route was generally dictated by the suitability of the main valleys, it needed to be constructed without tight bends and gradients no steeper than one in a hundred, resulting in a series of significant elements such as embankments and cuttings, viaducts, bridges and tunnels, stations and domestic buildings. Engineering solutions have been designed and sited to make best use of the challenging topography, and provide a remarkable contribution to landscape character and scenery, with some of the most significant structures within a relatively short distance. Therefore, the landscape is both an integral part of the Settle-Carlisle Railway Conservation Area, and the wider setting for it.

The visual relationship of the line in the landscape, the views to and from it, the significance of its features as landmarks, and within wider scenic compositions is dealt with later (see 4.3). More details on particular settings will be revealed when analysing each character zone (see 4.4.a).
4.2 Historic Development and Archaeology

This section describes the origins, archaeology and historic development of the Settle-Carlisle Railway Conservation Area.

a) Origins and Historic Development of the Area

Background. In the 1860s, rallied by general manager James Allport, the Derby-based Midland Railway was determined to attract increased revenue and promoted three new lines, including a high-speed independent route between Settle and Carlisle. It is possible that the Settle and Carlisle Bill was meant to be nothing more than a subterfuge, as with two significant projects still unfinished, the company could hardly afford a third. Nevertheless, the Bill received royal assent on 16 July 1866, which had the desired effect that the rivals at London and North Western Railway (LNWR) were now willing to negotiate more advantageous working arrangements over the Lancaster-Carlisle route, to the benefit of Midland Railway passengers. Consequently, both companies together sought abandonment of the proposed Settle-Carlisle route, but on 16 April 1869, Parliament rejected the plea due to pressure from other railway companies and influential local residents who would benefit from the scheme. In November that year the Midland Railway had no other option but to start building the line.

Construction. John Sidney Crossley, the company’s civil engineer, was responsible for determining the precise route, and designing all major works and structures. In order to compete for Anglo-Scottish passengers, the line had to be capable of high-speed running through the heart of the Pennines, amidst some of England’s bleakest and wildest terrain. With a total cost of £3.4 million the Settle-Carlisle Railway was extremely expensive to build, and later costly to operate.

The line was built at a time when construction techniques were changing. It was the last major line constructed by armies of navvies and skilled craftsmen, but also benefitted from the occasional use of vertical steam-powered cranes and dirt shovellers, concrete and dynamite. Between 1869 and 1876, around six thousand men from all over the country worked on the building of the railway in some of the worst weather conditions England can provide. Due to the isolation of the area, most lived with their families in around fifty-six temporarily-built construction camps, which is far more than is known for any other line. Hundreds died from outbreaks of smallpox, or were injured or killed during fights and construction accidents, especially when building Batty Moss Viaduct.

The line opened for freight traffic on 1 August 1875, and to passengers on 1 May 1876. However, the Anglo-Scottish traffic was the primary motivation of the Midland Railway and not the serving of settlements along the route. Sites for stations were not planned until 1872, and the way that early plans included a station at Dent Head, which was not the most heavily populated part of the area, shows that local needs were of secondary importance. Even now, the station at Dent is four miles away and 600 feet higher than the village it ostensibly serves.

Economic development. Various industrial activities had taken place along the railway corridor prior to its construction, including mining and quarrying for coal, sandstone, limestone and flagstone, as well as textile manufacturing between Settle and north of Stainforth. The latter had already declined in importance before the 1870s and was not influenced by the introduction of the line. Horton flagstone had been quarried since at least the eighteenth century, but was also little affected. In contrast, coal mining on the high ground above Dentdale and Garsdale succumbed almost immediately when cheaper, better-quality and more readily-available coal from South Yorkshire started to come in by rail. A similar misfortune struck ‘Dent Marble’, a fossilised black limestone of high retail value quarried near Artengill. It was mainly transported to

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London, Lancaster and Newcastle-upon-Tyne, until cheap imports of Italian marble killed off the business by 1900. Overall, however, the new transport opportunities of the Settle-Carlisle Railway stimulated the quarrying industry. Some quarries were opened to supply freestone for building its viaducts and bridges, while others enjoyed a much longer life. Today only the quarries at Arcow, Dry Rigg and Horton remain in active use.

Limestone had been burned in the Yorkshire Dales for centuries. It was used to sweeten farmland and for various construction purposes, as well as tanning and dying processes. During the Victorian era, there was an increasing demand, and the Settle-Carlisle made it possible to respond to that. New quarries, often with a direct railway connection and their own lime works, began extracting and burning limestone on an industrial scale, the most notable example perhaps being the Craven Lime Works complex. This led to the decline of the traditional small-scale industry, as privately-owned field kilns could no longer compete. By the end of the nineteenth century, commercial lime from along the railway corridor was both cheaper and more readily available. Production continued well into the second half of the twentieth century. The last commercial kilns at Horton Lime Works were decommissioned in 1983.

By establishing a transport link, the Settle-Carlisle Railway also proved of benefit to formerly isolated communities. In the beginning, local traders were able to take advantage of the navvies living on the moors. For example, the Dent woollen industry made reasonable profits from producing socks for them. Once the trains were running, the line enabled an increase in trade and rapid transportation of livestock and local produce, which must have also had an effect on the farming patterns in the area.

Concerning the successful running of the Settle-Carlisle, the Midland Railway soon earned a reputation for passenger comfort, such as by incorporating new luxury Pullman vehicles. However, the boom time of the line was during the Second World War, when goods and munitions were carried day and night from manufacturing centres to shipyards and construction works all over the country.

Decline & resurrection. In 1923, Midland Railway merged with its arch rival, LNWR, to become part of the London, Midland and Scottish Railway (LMS). By the time all rail companies were nationalised and turned into British Railways on 1 January 1948, the Settle-Carlisle Railway had already become a duplicate line. Gradually, trains were either phased out or diverted. All stations except for Settle and Appleby closed in 1970, but were accessible for Dalesrail services from 1975/6 and fully re-opened in 1986. In the early 1960s and, more famously, 1980s, British Railways applied for abandonment which resulted in considerable public protest. The main reason seemed to be the costs for repairing and waterproofing Batty Moss Viaduct, which was in a poor condition. The figures provided to support the closure proposal were at best misleading and ignored the line’s potential for tourism. Largely as a result of a campaign led by the Friends of the Settle–Carlisle Line and significant support from the Yorkshire Dales National Park Authority, West Yorkshire Passenger Transport Authority, Cumbria County Council and North Yorkshire County Council, the Secretary of State for Transport finally decided in April 1989 that the railway must not be closed. Since then, facilities improved and the numbers of trains increased. The service today comprises modern diesel railcars with occasional steam and diesel charter trains, and frequent freight trains carrying predominately coal and gypsum.

Conclusion. The Settle-Carlisle Railway was a one-off project, and can thus not be compared to ‘conventional’ conservation areas, which usually cover settlements that have grown over hundreds of years. Here, one big impact was caused in a matter of only seven years, mainly by linear engineering works instead of an accumulation of architecture.

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b) Archaeology

The Settle-Carlisle Railway Conservation Area and its vicinity are rich in archaeological remains, which will be referred to in more detail when analysing each character zone (see 4.4.a).

Pre-railway. The line runs through a rich pre-railway archaeological landscape with remains of prehistoric, Roman, medieval and post-medieval date. Their direct relevance to the railway is limited, yet they do add another dimension to the evolution of humankind in the area.

Railway-specific. The archaeology relating to the Settle-Carlisle Railway mainly concerns its construction camps, which were temporarily built to accommodate the workers and later again dismantled. Nevertheless, they have left behind traces like wall footings, and in places the bases of brick chimneys. Today the physical evidence is usually covered by soil and therefore referred to as earthworks. Besides their residential function, some camps also included engineering works such as airshafts, tramways and spoil heaps, which are still visible today. So far, the following four railway settlements have been archaeologically investigated to some extent:

- at Batty Moss in 1995 and 2007
- at Dandry Mire in 2007
- at Rise Hill Tunnel Airshaft 1 in 1998
- at Rise Hill Tunnel Airshaft 2 in 2008 (Time Team)

However, more work is necessary to identify and record further remains, as they may shed a new light on the construction workforce and how the line was built. For example, the workings, airshafts, tramways and engine beds associated with Blea Moor Tunnel provide an accessible and apparently very complete complex with significant research potential. Elements of the Blea Moor workings – particularly the airshafts and engine beds – survive in excellent condition and are visually spectacular with real potential for interpretation.

Finally, the Settle-Carlisle Railway Conservation Area has four scheduled ancient monuments:

- Craven and Murgatroyd Lime Works
- the Ribblehead Railway Construction Camp and Prehistoric Field System
- Artengill Viaduct
- Dent Head Viaduct

The last two are also designated as listed buildings, as are other bridges, viaducts and buildings (see 4.4.c).

Information about individual surveys, monuments or other features can be found on the Yorkshire Dales National Park Historic Environment Record (HER), which is a comprehensive and dynamic computer database linked to a Geographic Information System (GIS).

4.3 Spatial Analysis

This section describes the character and interrelationship of spaces, as well as the key views and vistas of the Settle-Carlisle Railway Conservation Area.

a) Character and Interrelationship of Spaces within the Area

The space within the conservation area is often limited to the narrow railway corridor. The working railway has clearly defined boundaries, established in the interests of safety and to prevent trespass. The best views of the line are gained from either journeying on one of the trains or
observing from either the stations or public vantage points, while few people have the privilege of living or staying in one of the railway cottages or stationmaster’s houses. Generally, the railway structures and engineering works are seen from a distance, often forming the focal point of a picture-perfect setting. This is also true for Batty Moss, possibly the most open and accessible location, where the viaduct can even be fully enjoyed from within the designated boundary. However, due to its confinement to a mostly linear space, the Settle-Carlisle Railway Conservation Area simply cannot be experienced without its wider natural surroundings.

b) Key Views and Vistas

The following map (figure 03) shows the key views and landmarks of the Settle-Carlisle Railway Conservation Area.

![Figure 03: Key views and landmarks (map 1:200,000 – based on Ordnance Survey © Crown copyright. All rights reserved 100023740 2009)](image)
**Landmarks.** The most iconic landscape features that contribute to the setting of the Settle-Carlisle Railway Conservation Area are the summits of Pen-y-ghent, Ingleborough, Whernside, Swarth Fell, Wild Boar Fell and Mallerstrang Edge (blue dots).

Regarding the engineered features along the line, the following structures are landmarks in its wider setting (purple stars):

Iconic Settle-Carlisle Railway landmarks:
- Ais Gill summit (a)
- Batty Moss Viaduct (b)

Wider Settle-Carlisle Railway landmarks:
- Grisedale Crossing and Lunds Viaduct (c)
- Dandrymire Viaduct and Moorcock Bridge (d)
- Garsdale station and railway cottages (e)
- Arten Gill Viaduct (f)
- Denthead Viaduct (g)
- Craven Lime Works (h)

Local Settle-Carlisle Railway landmarks:
- Stationmaster’s house at Dent (i)
- Ribblehead station (j)

The Settle-Carlisle Railway makes the most significant contribution to the scenery between Garsdale station and Ais Gill Summit, Denthead Viaduct and the stationmaster’s at Dent, Ribblehead station and Batty Moss Viaduct, and around the Selside railway cottages (bold pink lines).

Regarding key views, four approaches offer the best sights onto some of the most iconic monuments of the Settle-Carlisle Railway.

(1). Without doubt, the best-loved view of the line is that of Batty Moss Viaduct at Ribblehead. When approaching along the B6255 from the east, the structure can already be glimpsed from a long distance (figure 04) before reaching the final build-up to its full size.

(2). Further north, Newby Head offers splendid views over Denthead, with Dent Viaduct as the focal point (figure 05).
(3). Again further north, Grisedale Road, parallel to the A684, offers views towards Garsdale Head when approaching from the west (figure 06).

(4). From the opposite direction, the A684 offers views onto Moorcock Bridge and the railway cottages (figure 07).

Further to the east, the A684 offers views towards Lunds Viaduct and Grisedale Crossing and its associated railway cottages when looking into the northwest (figure 08).
4.4 Character Analysis

This section is key to the appraisal. It unravels the character of the Settle-Carlisle Railway Conservation Area by considering its different character zones, land uses, buildings and other structures, local details and traditional materials, heritage assets, biodiversity, general condition including positive, neutral and negative factors, as well as potential problems and pressures to the area.

a) Definition of Character Areas or Zones

The Settle-Carlisle Railway Conservation Area can be divided into seven character zones (figure 09): Stainforth Gorge, Ribblesdale, Ribblehead, Little Dale, Dentdale, Garsdale Head and Upper Wensleydale. Each zone has particular areas of interest, which will be described next.

(1) Stainforth Gorge. As the line climbs away from Settle, it travels through the Stainforth Gorge, which is moderately narrow with scars on its eastern side. The gorge was created during the last ice age when the River Ribble’s previous path was blocked, so it forced a new way out to drain into sea. The underlying rocks are the carboniferous limestones of
the Malham formation, which are 335 million years old. In some places, the railway shares the same narrow gap as the river, first on one side, then on the other. Between Sherwood Brow and Helwith Bridge, the space is so restricted that the engineers had to build the tracks on the river bed and diverted the water elsewhere. The villages in this area are not directly served by the train.

The following paragraphs identify points of particular interest within the Stainforth Gorge Character Zone (figure 10). It is worth noting that there are no listed buildings in this zone, though the Craven and Murgatroyd Lime Works is a scheduled monument.

(1A). Starting in the south, the main interest of the Stainforth Gorge Character Zone lies around the former Craven and Murgatroyd Lime Works (figure 11), the latter more correctly known as the North Ribblesdale Limestone and Lime Works. Both businesses started here in 1872, yet while the Craven Lime Works Company enjoyed a long-lived success, Murgatroyd’s bankrupted in 1887. The site includes three lime kilns of very different construction:

- the Hoffmann kiln – a 128-metre long structure containing a 242-metre long tunnel divided into twenty-two burning chambers for continuous production; the kiln was constructed in 1872/3 and last fired in 1937
- a bank of three large draw kilns – also built in 1872/3; it was cut directly into the rock with brick-lined bowls, but produced an inferior product to the Hoffmann kiln
- a pair of formerly steel-clad vertical Spencer kilns – built sometime between 1900-1907 and decommissioned in 1927; now only the massive support buttresses remain

In addition to the three kilns the site includes an unusual and extensive array of other industrial features as well as several quarry faces linked to the kilns by a series of inclined planes and tramways, including one in a tunnel underneath a spoil heap, the ruins of two winding houses, a reservoir for a water hoist, crushing plant, weigh house, and a range of stone-built office buildings and workshops, one now converted to a private house, and retaining walls built from recycled firebricks. The site
was known to the railway company as Stainforth Sidings and archaeological excavation has shown that evidence for the sidings survives underneath the present-day yard surfaces. The main industrial remains have been consolidated and the quarry surfaces and spoil heaps provide a good example of natural regeneration⁶. Most of the complex was designated a scheduled monument in 2003. The designation statement states that [t]aken as a whole the Murgatroyd and Craven Lime Works preserve important and impressive remains of all three kiln types of the 19th and 20th centuries along with extensive and well preserved remains of the wider lime works and make a major contribution to the understanding of the development of the technology and of the industry as a whole⁷.

In 1872 the Craven Lime Works Company bought the cottage row of Willy Wood – now Willow Wood – to house some of their workers and families. Later, they also acquired the next-door terrace, Ribble Bank. Whilst this row is currently included in the conservation area, Willow Wood is not.

When looking at this particular area on the 1851 OS map (figure 12), it becomes obvious that the landscape looked rather different back then,

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without the railway and quarries. There was Willy Wood Hall, which would later be demolished and replaced with the workers’ cottages for the Craven Lime Works Company. A barn used to be in the location of the later triple bottle kiln, and the two further barns along the road to Horton still exist today. Also within the vicinity was the now closed Langcliffe Mill, originally a water-powered corn mill that was later converted into a paper mill and steam-powered.

Later maps of around 1894 and 1904 show this part of the Stainforth Gorge Character Zone to be similar to the current situation, so they are not included here.

(1B). Further north lie Fatty Bottom Farm, Stainforth Tunnel and Low Field Barn, which are all part of the conservation area.

(1C). Later on, the rail tracks pass over Sheriff Brow Viaduct first and then Little Viaduct, accommodating two changes of direction in the river’s flow. Reaching Helwith Bridge, the conservation area currently only partially incorporates the six-arch road bridge built by Crossley over both the railway and river in 1875. The now flooded Sunny Bank Quarry is just
outside the designated boundary. It originally manufactured Helwith flagstones but started producing only crushed stone in 1922 and was abandoned as worked out in 1976. Today the main archaeological remnant is the stone-built housing for the water wheel used for sawing freestone. Finally, the railway passes over a viaduct before leaving this character zone.

**Summary.** The special interest of the Stainforth Character Zone lies with the former Craven and Murgatroyd Lime Works, as it was influenced by the coming of the Settle-Carlisle Railway the most. Despite having some industrial production prior to the introduction of the line, the area was completely transformed by both the railway and lime works, bringing jobs, increased noise, new smells and altogether more activity into the rural surroundings. Although the site has lost its original use, its former large-scale industrial character can still be discovered today. Alongside other archaeological remains from earlier periods, this location displays a very long history of human activities, which could only reach its pinnacle – though short-lived it was – through the introduction of the Settle-Carlisle Railway.

(2) Ribblesdale. Near Helwith Bridge, the limestone formation is replaced by the Silurian greywacke sandstones. These are 430 million years old and still worked for aggregate at Dry Rigg and Arcow Quarries. Further north, the railway crosses the oldest rocks in Yorkshire. The limestones of the Ordovician Ingleton group are believed to be around 480 million years old and still extracted at Horton Quarry for crushed stone. The western side of the dale is one of the most quarried landscapes within the National Park. Although outside the conservation area boundary, it provides a strong industrial background to the setting. Here, the line traverses Horton-in-Ribblesdale, a Domesday village which is the most northerly settlement of any size in Ribblesdale. It lies on the Pennine Way and is the start and finish of the popular Three Peaks Walk. Also beyond the conservation area yet as a part of its setting, there is a contrast in character on the eastern side of the dale as the hills start falling back towards Pen-y-Ghent. Amongst the highest peaks in North Yorkshire, this distinctively-shaped mountain has a limestone base and sandstone top over 2200 feet high. Nevertheless, this area feels green and open, with small hamlets and isolated farmsteads scattered around. As the Settle-Carlisle ascends further north, often in cutting and out of sight from the road, it passes through the Ribblesdale drumlin field, and is seldom more than half a mile away from the River Ribble to the east. It demanded no major engineering works, although the railway company needed to provide isolated rows of cottages for its workmen due to the sparse nature of settlement.

The following paragraphs identify points of particular interest within the Ribblesdale Character Zone (figure 13). It is worth noting that there are no listed buildings or scheduled monuments in this zone.
(2A). Starting in the south, points of interest are not located within the conservation area but nearby. These are the modern Dry Rigg and Arcow Quarries which have a very strong presence, and the Ribblesdale Lime Works of 1878. The latter burnt limestone from the now disused Foredale Quarry until 1958, but all kilns were demolished in 1983-84. The Ribblesdale Lime Works originally had a direct link to the Settle-Carlisle Railway, as well as a joiners shop, bike shed and garage, blacksmiths shop, chimney, locomotive shed, crushing and hydrating plant, and cottages. Today most of the site is covered by spoil from the adjacent Arcow Quarry. The old trackbed of the rope incline by Foredale Cottages can still be seen heading up to the old quarry.

(2B). The main interest of the Ribblesdale Character Zone lies around the village of Horton-in-Ribblesdale (figure 14). Points of interest within the conservation area are the railway station and Horton Lime Works. The latter was the biggest and longest-lived lime works in Ribblesdale, but all kilns were pulled down around 1985. The site includes a workers’ terrace called Beecroft Cottages – now used as offices – with a former parallel row now demolished, and an engine shed. Horton Quarry nearby, established in 1888, and its extensive sidings which provided a rail link
for both lime works and quarry, are not within the conservation area. The railway station in Horton opened in 1876 and is now surrounded by late-nineteenth and twentieth century development beyond the designated boundary. It includes the station building, waiting shelter, the now extended weigh office, a small corrugated-iron lamp hut used by the railway workers for storing lamp oil and maintaining signal lamps, the stationmaster’s house (figure 31), and a row of workers’ cottages, all sited within the conservation area.

When looking at this particular area on the 1851 OS map (figure 15), it becomes obvious that it was more sparsely populated. The settlement around New Inn to the east was separate to Horton-in-Ribblesdale further south. Nearby farmsteads originating from the late-seventeenth to the early-eighteenth centuries, such as Blindbeck or Row End, have survived to this day, the latter in heavily expanded form. Others were renamed. One barn used to be in the location of the later rail track, but Old Close Barn still exists.
Maps of around 1894 and 1904 show this part of the Ribblesdale Character Zone similar to the current situation, so they are not included here. The only difference is that the settlement outside the now designated boundary was still as little populated as shown on the 1856 map.

(2C). South of the Domesday village of Selside are two parallel rows of railway cottages inside the conservation area.

(2D). Further north, the railway cuts through a large archaeological landscape, which carries on into the next character zone. It incorporates a multitude of prehistoric, medieval and post-medieval features.

Summary. The special interest of the Ribblesdale Character Zone lies with Horton-in-Ribblesdale station. Yet it is not only the railway buildings that characterise this place but also the dramatic backdrop of the quarries. Like in the Stainforth Character Zone, it is a strong industrial character that has made its mark on the rural landscape. The Settle-Carlisle Railway may have also played an important part in the twentieth-century expansion of the village, which has provided a predominantly
residential character that is in complete contrast to the historic farmsteads. Today walkers are a common sight around the station. It is a multitude of characters and uses that provide the special interest for this location, of which the station has become the centre point.

(3) Ribblehead. Further north, the area is known as Ribblehead. There is no dale head as such but only a broad wind gap on the watershed where Ribblesdale, Chapel-le-Dale and Little Dale meet. This is spanned by Batty Moss Viaduct, now more commonly known as Ribblehead Viaduct, which is for many the symbol of the Settle-Carlisle Railway. In addition, the area offers unspoilt views of the Three Peaks: Whernside, Ingleborough – both over 2300 feet above sea level – and Pen-y-Ghent.

The following paragraphs identify points of particular interest within the Ribblehead Character Zone (figure 16). It is worth noting that there is one grade-II*-listed building in this zone, Batty Moss Viaduct, and one scheduled monument, the Ribblehead Railway Construction Camp and Prehistoric Field System.

(3A). Starting in the south, the conservation area includes the railway workers’ terrace of Salt Lake Cottages (figure 32), and several quarries of which the one at Salt Lake was specifically opened to supply freestone for building viaducts and bridges along the Settle-Carlisle Railway. The former Colt Park Quarry is not included in the designated boundary although it also served the construction of the line. Today it is a nature reserve managed by the Yorkshire Wildlife Trust.

(3B). The main area of interest of this character zone is at Batty Moss (figure 17), a peat bog twenty-five feet in depth. Within the conservation area are Ribblehead railway station, Batty Moss Viaduct (figure 41) including part of the construction camps and their associated tram system, and the Station Inn which was privately built but owes its existence to the railway.

Figure 16: Character zone (3) Ribblehead (pink line; boundary between character zones: dashed blue line) (map 1:50,000; based on Ordnance Survey © Crown copyright. All rights reserved 100023740 2009)
The dramatically exposed and isolated station used to co-function as a church venue and later a highland weather station. Although the buildings on the southbound platform, derelict in the 1970s, have now been turned into an award-winning visitor centre, the heavily extended stationmaster’s house (figure 46) is still run-down. Remains of a former cattle dock may be seen at the eastern end of the platform. In the 1970s, a new rail link to the opposite Ribblehead Quarry required the destruction of the northbound platform including its waiting shelter and signal box. A new platform and shelter were constructed a little to the east in 1993. The
quarry, currently beyond the designated boundary, was worked from 1895 to 1998 and is now managed by Natural England as a nature reserve.

Further on are the remains of the Ribblehead construction camp, which is the best known along the entire route. The major parts are a scheduled monument associated with the 1870-1875 construction of Batty Moss Viaduct and Blea Moor Tunnel further north. However, the scheduled Railway Construction Camp and Prehistoric Field System is only partially inside the conservation area. It covers Batty Wife Hole – also known as Batty Green – Sebastopol and Belgravia, which are the only three out of formerly nine settlements that survive as earthworks here. Finally, the scheduled monument contains a ruined pre-railway lime kiln and associated quarries, and fragmentary remains of a prehistoric field system.

Outside the conservation area, the Batty Wife Hole settlement once had a hospital, post office, public library, mission house, schools, shops, ale houses, accommodation, and the Midland Railway's offices, yards, stables and a store, employing clerks, storemen, carpenters, sawyers and blacksmiths. This was the principal and largest settlement on the line, with a population of 342 in 1871. Earthworks around the road T-junction suggest the remains of foundation walls of five civic buildings. South of the road to Settle and aligned with it were two parallel terraces which appear to have been constructed entirely from timber, with no foundations. Little physical evidence survives except for a bank and two gullies that could have been open drainage trenches. A number of potentially commercial buildings were located between the road to Settle and Batty Wife Beck, which probably had stone foundation walls and attached out-houses. At some distance to the east on Sandy Hill, a hospital was built in 1871 to isolate cases of smallpox and cholera. Earth banks now cover its stone foundation walls, and a low terrace parallel to the western wall may represent a covered walk for convalescents.

The former Sebastopol and Belgravia domestic settlements to the northeast of the viaduct are enclosed by an embanked semi-circular tramway which avoids steep gradients and wetter ground. This was the principal transport route to the Sebastopol construction works, enabling limestone to be brought down from the quarries in Little Dale and bricks taken up to the tunnel site. Roughly shaped stone blocks beneath tighter curves on the tracks suggest several derailments, and that they needed lifting gear in order to be retrieved. Two substantial mounds, the remnants of tall stone chimneys, are the most obvious remains of the Sebastopol brickworks, which included drying sheds, a locomotive maintenance shed with an engine inspection pit, and other workshops. Further to the north-east, rows of terraces and individual houses were situated in the 'suburb' of Belgravia, with the majority of its dwellings built in timber to standard designs. A network of tramways criss-crosses the northern area as earthworks.

Finally, when making a map comparison, the 1851 Ordnance Survey depicts little above-ground engineering in this area – except for the roads and some lime kilns – so it is not included here. Later maps of around 1896 and 1910 show this part of the Ribblehead Character Zone to be similar to the current situation, so they are not included as well.

Summary. Although only a tiny fraction of Ribblehead's past is visible to the naked eye, it is without doubt the most important site of the entire Settle-Carlisle Railway Conservation Area. This is due, firstly, because of the iconic structure of Batty Moss Viaduct being centre stage at the intersection of the three dales and, secondly, the historical and archaeological significance of the former construction camps. For the understanding of the Settle-Carlisle Railway, this site has revealed most valuable evidence of how the line was constructed. However, not all has been included in the conservation area.
(4) Little Dale. A mile or so beyond the viaduct, there is a clear change in landscape character as the line passes from the green grasslands of Craven into Little Dale. Limestones and sandstones of the carboniferous Yoredale group appear, consisting of two formations. Their different nature is reflected on either side of the railway, with the dramatic summit of Whernside to the west, capped by the more sandstone-dominant Stainmore formation. To the east, Blea Moor consists of limestones and sandstones of the older Alston formation which continue along the rest of the line through the Yorkshire Dales National Park. It is notable that the area seems devoid of human life, but instead is overshadowed by rapidly enclosing moorland. Before entering the tunnel, the line passes the 1941 Blea Moor signal box and a single twentieth-century worker’s cottage on the right. A pair of original semi-detached cottages built to the standard style and a former brick water tower are now demolished.

The following paragraphs identify points of particular interest within the Little Dale Character Zone (figure 18). It is worth noting that there is one grade-II listed building in this zone, Aqueduct Bridge No. 71, but no scheduled monument.

(4A). Further on, the conservation area contains the gently-curved Aqueduct Bridge No. 71 (figure 37) onto which Little Dale Beck was diverted over the railway track in circa 1870. By doing this, the workers coincidentally discovered the limestone from which Batty Moss Viaduct would be built. There is also a derelict platelayers hut beside the railway track and finally the entrance to Blea Moor Tunnel. Being over 1.5 miles in length, it is the longest tunnel on the line and lies 500 feet below the moor. It was dug simultaneously from 16 faces, primarily by hand, and was the most expensive structure on the Settle-Carlisle Railway. Nearby, though not within the current conservation area, are the fragmentary remnants of the Tunnel Huts settlement which is associated with its construction. Domestic waste was found here, like cheap nineteenth-century pottery and cinders, as well as a series of drainage ditches forming rectangular patterns, and a system of low ridges that may have been used to support the huts. Further north, there is a crude stone structure which was possibly a beer house for the navvy camps at Blea Moor, and the former Little Dale and Force Gill Quarries. The latter were specifically opened to supply freestone for building bridges and viaducts along the line.

(4B). Along the line of the tunnel, the main above-ground features within the conservation area are the track bed of a 1,900-metre long tramway which was used to transport coal to stationary steam engines for the
excavation process, six large spoil heaps made of the excavated material, and tunnel air shafts (figures 19 & 40). Nearby though not within the currently designated boundary are further elements associated with the Settle-Carlisle Railway: a former construction camp comprising rectangular buildings, and two oblong quarries with a track that terminates close to the tramway.

This area has few above-ground structures, so aerial photographs are better than maps to explain the features of this landscape. The map of 1851 shows no form of engineering in this area, so it is not included here. Later ones from around the century turn are unavailable, although it can be assumed that they would be very similar to the current situation.

**Summary.** The special interest of the Little Dale Character Zone lies with Blea Moor Tunnel and the remnants of its construction activities, which have made the most amazing transformation on the landscape, both below and above ground. Other related sites have not yet been included in the conservation area, although they are likely to hold important clues to the building of the Settle-Carlisle Railway. It is the remoteness and abstractness of the area that provides a unique character.

**(5) Dentdale.** Leaving Blea Moor Tunnel, the railway almost flies into a dramatically different world, with spectacular views down onto Dentdale to the west. Although the track runs on a level shelf along the eastern flank, its height increases above the valley floor. Seen from the road below, the 108-foot-high Dent Head Viaduct with its ten arches dominates the landscape. Travelling over 1100 feet above sea level, the 117-foot-tall Artengill Viaduct of eleven arches is more assertive, completely merging with its surroundings. Upper Dentdale is a deep valley that is never more than a mile wide, and enclosed by steep sides. At the bottom, the River Dee tumbles over its bed of bare limestone before turning west and away.
from the rail track. The watercourse is like a lifeline for the many scattered settlements that grew along it.

The following paragraphs identify points of particular interest within the Dentdale Character Zone (figure 20). It is worth noting that there are five grade-II-listed buildings in this zone, Artengill Viaduct, Dent Head Viaduct, and Dent old station plus its passenger waiting room and former workers’ barracks. The two viaducts are also scheduled monuments.

(5A). Starting in the south, the conservation area incorporates the imposing Dent Head Viaduct over Fell End Gill, which is made of local blue limestone. At its foot, yet outside the designated boundary, is a grade-II-listed eighteenth-century single arched bridge, consolidated for the Authority in 2009, which forms a dramatically contrasting group with the viaduct and road bridge to the west that replaced it.

(5B). Further north, the conservation area comprises aqueduct Bridge No. 83, then Artengill Viaduct (figure 01), and about 1.5 miles southeast of Dent Station a beautifully-designed culvert channelling Kel Beck (figure 38). Artengill Viaduct is unusually arched with stone – ‘Dent Marble’ from the former Blea Gill Quarry – rather than brick. Only partly inside the designated boundary is a pair of well-built levelled embankments. They once supported a trackway leading to the no longer existing Bridge No. 87 which crossed the line. A pair of brick abutments survives as well as piers with brick-faced limestone copings. Outside the currently designated boundary but directly associated with the Settle-Carlisle Railway, there are snow fences built of reused railway sleepers and spoil heaps from the cuttings leading to Artengill Viaduct.

The ‘marble’ works at Stone House are further westwards from the rail track and outside the conservation area. ‘Dent Marble’ was sawn and polished here from circa 1800 until 1907, and supplied to many prestigious buildings, such as fireplaces for the Royal Palace in St Petersburg, but also for the construction of Artengill Viaduct and fireplaces at several station buildings along the Settle-Carlisle Railway. Remaining structures comprise a manager’s house, waterwheel pit, and remnants of a water supply system. The surviving mill building is now in residential use.
The main area of interest in the Dentdale Character Zone is around Dent station (figure 21), which is at 1150 feet the highest main line railway station in England. The ensemble consists of the old station building (figure 29), original passenger waiting room, new shelter (figure 30), stationmaster’s house, remains of a former cattle dock, and the so-called workers’ barracks built in sandstone. The latter, now more accurately referred to as “Snow Huts”, is probably unique in Britain; it was built specifically to provide shelter, sleeping accommodation and tool storage for the snow-clearing crews who could spend many days on site in the course of a bad winter. The signal box that stood in front was destroyed by fire in 1984. The conservation area also includes Monkeybeck Quarry which was cut through by the railway and, further north, Beald Fold. Outside the designated boundary are the arrays of snow fences built railway sleepers beside the line to stop snow drifting onto it (figure 42).

When looking at this particular area on the 1851 OS map (figure 22), the river banks were already lined with small settlements. The prior existence of Monkeybeck Quarry, lime kilns and an established network of roads and tracks must have contributed to the decision for providing a station at this remote spot.
Later maps of around 1894 and 1909 show this part of the Dentdale Character Zone very similar to the current situation, so they are not included here.

Summary. The special interest of the Dentdale Character Zone lies with its station and viaducts. It is not only their direct connection to the Settle-Carlisle Railway which makes them significant, but also their elevation and isolation that give a sense of drama to the whole place. Being the highest main line station in England comes with some harsh weather, which is in complete contrast to the picturesque views it can offer.

(6) Garsdale Head. The railway leaves Dentdale as it entered: through a tunnel. Yet at three quarters of a mile, Rise Hill is only half the length of Blea Moor Tunnel. Coming into Garsdale, the highest water troughs in the world, heated by steam against frost, were once situated here between the tracks, enabling locomotives to pick up water while on the move. Between the 1930s to 1950s, the water tower also functioned as a village hall. Geologically similar to Dentdale, Garsdale Head is not so dramatic. Whilst crossing from one dale to the next on one level, the railway does not cling to the skyline in the same way, and the valley floor is never quite so far below. The landscape is bleak, barren and very open with a strong moorland influence. In an area of sparse population, the
sixteen railway workers’ cottages at Garsdale station represent the largest settlement in the conservation area. As at Batty Moss, there is no dale head as such, the two valleys of the rivers Clough and Ure converging towards Moorcock without intervening high land. The railway company attempted to cross Dandry Mire on an embankment but after the boggy ground had swallowed a million cubic yards of aggregate over two years, a fifty-foot-high viaduct with twelve arches was built up from the bedrock instead.

The following paragraphs identify points of particular interest within the Garsdale Head Character Zone (figure 23). It is worth noting that there are two grade-II listed buildings in the area, Dandry Mire Viaduct and the nearby railway bridge, but no scheduled monuments.

(6A). Starting in the south, the conservation area mainly incorporates Rise Hill Tunnel, its airshafts set within two spoil heaps and two construction camps capable of housing up to 350 people. The tunnel was constructed between 1869 and 1875. It proved difficult to build and was one of the last structures on the line to be finished. Despite cutting through solid blue limestone, it had to be supported by iron ribs tied by rods.

At Airshaft 1, nine ‘finger dump’ spoil heaps extend up to fifty metres to the north. To the west, there are a series of earthworks representing the remains of a small navvy camp. It contained a blacksmith shop, eight huts, a miners’ cabin, store room and engine house. The 1912 survey map of the Settle-Carlisle Railway shows four definable finger mounds extending south. These no longer exist due to an estimated seventy-five percent of spoil having been removed from this shaft and associated earthworks.

Airshaft 2 was examined in more detail by the Time Team in 2008. Eight evaluation trenches were dug across the incline, the engine house with a potential leat, a probable smithy and the small construction camp located to the north-west. The latter showed that four navvy huts were simply built in timber, though with substantial fireplaces in the party walls, and produced a surprising amount of pottery. Large-size stone blocks on the tunnel spoil heaps indicate that they were lifted mechanically. Some have small circular bore holes, which were drilled for blasting. This spoil heap is in pristine condition. The 1912 survey shows eight finger dumps extending to up to over one hundred metres to the north, and a further six
pointing south. To the south-east of the airshaft, two buildings of unknown function are shown, which are no longer extant.

(6B). At grid reference SD 782 907, about one mile southwest of Garsdale Station and not within the current conservation area boundary, there is a very interesting piece of old railway archaeology, comprising a dam, hut, and pipeline that once fed the old water troughs along the rail track. Following a path used by men to get up to the dam is a tiny stone-built pack-horse-type bridge, which is still in fine condition 8.

(6C). Another area of interest in the Garsdale Head Character Zone is around Garsdale station (figure 24) – formerly Hawes Junction station – which used to be the only true junction station on the Settle-Carlisle line. The station is unusual that it does not include a station building or a stationmaster’s house, but two waiting shelters and three rows of railway cottages instead (see 4.4.c). Furthermore, there are a signal box (figure 34), remains of a former cattle dock, and a pre-1960 small water tower that outlives the original tower demolished in 1971. The station also has a toilet block which replaces a unique building that included a porter room, stationmaster’s office booking hall and ladies’ room, but was removed before 1960. Finally, there is a bronze statue of Ruswarp the dog, which was unveiled in April 2009 on the twentieth anniversary of the reprieve of the line from closure. The dog belonged to the late Graham Nuttall, a main figure in the campaign. Other features within the conservation area are:

- two platelayers’ huts
- a single-arch bridge
- the pit of a 1894 turntable which was relocated to the Keighley and Worth Valley Railway in 1990
- a covered reservoir that may have fed the former water tower, with a Midland Railway boundary stone nearby (the latter is outside the current conservation area; in fact there used to be a dense ring of boundary stones around the reservoir and to the south of it)
- Dandry Mire Viaduct and, to the north, Moorcock Bridge, which are both built in sandstone and form a group under one raised embankment
- Mount Zion Chapel built in 1876, but potentially not by the Midland Railway Company
- a railway workers’ terrace called Moorcock Cottages
- a boundary stone

The new Pennine Bridleway also goes through the conservation area here: coming down from the coal road past the railway cottages, along the railway line, under Dandry Mire Viaduct, towards Moorcock Bridge and finally turning away into the east.

Outside the conservation area yet still close by are the dismantled railway to Hawes which operated from 1878-1959, a listed mile post and boundary post beneath the railway bridge, and earthworks representing two railway construction camp areas of 1872-73. The latter comprise seven terraced houses, six of which were occupied by seventy-four people.

When looking at this particular area on the 1851 OS map (figure 25), it becomes clear that the place was sparsely populated, but already included an established network of tracks. A later map from 1913 shows this area very similar to the current situation, so it is not included here.
Figure 24: Map of Garsdale station today (map 1:5,000 – based on Ordnance Survey © Crown copyright. All rights reserved 100023740 2009)
Summary. The special interest of the Garsdale Head Character Zone lies with Rise Hill Tunnel and Garsdale station. While the tunnel is more of a landscape feature, the station represents a fairly isolated settlement. Again, it is the remoteness of the area coupled with viaducts and bridges that provide the main character, although there is less drama than at Blea Moor or Dent. Historically, the station was very important and special in
terms of being a junction, and having a turntable and water towers, though only fragments of these remain today.

(7) **Upper Wensleydale.** Similar to the situation at Dandry Mire, the ground at Moorcock was not sufficiently stable to permit the planned deep cutting, so a short tunnel was dug instead. North of Garsdale Head, the Underset and Main limestones of the Alston formation become more extensive. The route remains on the western flank of Upper Wensleydale, close by the moor edge and some way above the road. Despite its width, this valley is quite unlike Ribblesdale: it is wild, very open, exposed, and unimproved with rough grassland instead of meadow. There is a strong moorland influence throughout, with significant areas spilling over the valley sides and reaching in places almost down to the river. The overall effect is that of a remote upland farmed landscape. Wild Boar Fell draws in close on the western side, forming the dominant visual element as the railway climbs towards the summit at Ais Gill (figure 27). There the train will have finally mastered ‘the long drag’ from Settle, ascending from 510 to 1169 feet altitude in just over twenty-five miles.

The following paragraphs identify points of particular interest within the Upper Wensleydale Character Zone (figure 26). It is worth noting that there are neither any listed buildings nor scheduled monuments in this zone.

![Figure 26: Character zone (7) Upper Wensleydale (pink line; boundary between character zones: dashed blue line) (map 1:50,000; based on Ordnance Survey © Crown copyright. All rights reserved 100023740 2009)](image)

(7A). Starting in the south, Moorcock Tunnel is within the designated boundary.

(7B). Further north, the conservation area incorporates Lunds Viaduct, a non-standard pair of railway cottages as well as a unique metal bridge at Grisedale Crossing (figure 43), the latter built to get children safely over the line to the school nearby, and Shotlock Tunnel (figure 39).

**Summary.** The special interest in the Upper Wensleydale Character Zone lies with the fact that it is exclusively engineered almost all the way, using tunnel, viaduct, embankment and cutting techniques. In an area almost devoid of architecture, the group made of the railway cottages and particularly the footbridge have a dramatic impact on the landscape, especially with Wild Boar Fell as a backdrop, and can be seen from a long distance. But most of all it is Ais Gill summit, the highest stretch of the line, that has iconic significance.
Conclusion. Each character zone relates to at least one of the key features of the Settle-Carlisle Railway Conservation Area. These are:

- Industrial landscapes with stone quarries and lime works used before, during and after the construction of the railway (character zones 1 & 2)
- Railway stations and associated buildings (see 4.4.c), which were built to a standard design to portray a corporate identity (character zones 2, 3, 5 & 7)
- Railway engineering structures including all viaducts, bridges, culverts and tunnels, without which the line would have never existed (character zones 3 to 7)
- Below-ground archaeology relating to the construction of the railway, mainly consisting of navvy camps, that still hold undiscovered clues to the past (character zones 3 & 6)

Seen as a whole, it becomes apparent that character zone 3 – Ribblehead – covers most key qualities of the Settle-Carlisle Railway, making it of prime significance to the conservation area. Nevertheless, the other zones must not be neglected as they all contribute to the character of the area in their own special way. The diversity of stations, construction camps, etc enables making comparisons amongst them and contribute to an encompassing image why and how the Settle-Carlisle Railway came into being and, consequently, its place in British railway history. Currently, research is still an ongoing process, so we have to make sure that all potentially railway-related sites are included for protection. However, a full assessment of the importance of the entire Settle-Carlisle Railway Conservation Area and its part within the Yorkshire Dales National Park needs the input of Craven District Council, Eden District Council and Carlisle City Council for their sections of the line.

b) Activity and Prevailing or Former Uses and Their Influence on Plan Form and Buildings

Plan form. All structures built during the construction of the railway are close to the line, most often parallel or perpendicular to it, and only rarely at an odd angle like the workers’ cottages in Garsdale. This linearity also occurs within the Craven Lime Works where the principal buildings are parallel with the railway. However, there is no standard grain to the orientation and grouping of buildings, as the availability of space was no issue. Structures were located according to the suitability of the terrain.

Uses. The features of the Settle-Carlisle Railway Conservation Area can be divided into five uses which have existed since the introduction of the

Figure 27: Freight train about to enter the Yorkshire Dales National Park at milepost 260, with Wild Boar Fell in the background (photo © John Longden)
line; sometimes their original usage has been retained, and sometimes abandoned or modified:

- Industrial – structures relating to the quarries and lime or brick works; today this use is abandoned within the designated boundary in character zones 1 & 3, but still part of its background setting for character zone 2.
- Residential – stationmaster’s houses and worker’s cottages; today this use is retained in all character zones to some extent.
- Religious – this use is unique to character zone 6.
- Temporary – structures relating to the construction process of the railway like the navvy camps, as seen in character zones 3-6.
- Transport – anything relating to the operation of the railway, such as stations and signal boxes; today this use is either retained or modified in character zones 2, 3, 5 & 6, but abandoned in zone 4.

In addition, there are uses which were introduced more recently:

- Educational – generally relating to the research into the history of the line that is displayed to the public (character zone 3).
- Leisure & tourism – this use may also cover an historic function such as the Station Inn at Ribblehead (character zone 3).

Again, character zone 3 – Ribblehead – complies with most features.

c) Quality of Buildings and Their Contribution to the Area

Overview. Many structures in the Settle-Carlisle Railway Conservation Area are of a non-architectural nature. Altogether there are five tunnels, five viaducts, sixty-eight bridges, thirty-eight culverts and numerous buildings. Regarding designations, these comprise four scheduled monuments (SM) (see 4.2.b), and nine listed buildings as follows:

- Batty Moss Viaduct – (Zone 3 Ribblehead), Grade II*
- Aqueduct Bridge No. 71 – (Zone 4 Little Dale), Grade II
- Artengill Viaduct – (Zone 5 Dentdale), Grade II + SM
- Dent Head Viaduct – (Zone 5 Dentdale), Grade II + SM
- The old station at Dent – (Zone 5 Dentdale), Grade II
- Passenger waiting room at Dent – (Zone 5 Dentdale), Grade II
- Former workers’ barracks at Dent – (Zone 5 Dentdale), Grade II
- Dandry Mire Viaduct – (Zone 6 Garsdale Head), Grade II
- Railway Bridge near Dandry Mire – (Zone 6 Garsdale Head), Grade II

While the Dentdale Character Zone contains the greatest number of listed buildings, Stainforth Gorge, Ribblesdale and Upper Wensleydale have none. It is notable that the listing mainly consists of engineering works, in particular viaducts, which are examined at the end of this section.

With the advent of the railway, stations needed to perform a symbolic role as the local representative of the line and its operator. Their impact had to be immediate but discrete, inviting but dignified. Being one of the first companies to develop a corporate identity, the Midland Railway’s staff architect John Holloway Sanders was responsible for the house style used on the Settle-Carlisle route. He made no attempt to follow local character and traditions, so the buildings he designed generally adhered
to the fashion of the day and were quite modern for their time. Hence the stylised architecture must have looked at odds with the vernacular houses of the Yorkshire Dales when first built, especially when elevated against an otherwise empty skyline. Although the term Derby Gothic is commonly used for any building with Midland Railway origins, such as the grand creations at Derby and London St Pancras, structures along the Settle-Carlisle line display few true gothic features. They are generally less ornate and rather represent a move towards more utilitarian styles that followed in the 20th century. Overall, they were built with a collective function in mind, and to a clearly identifiable, high-quality and robust style, portraying a statement of intent and durability.

Station buildings. Sanders used a hierarchy of station buildings – large, medium and small (figure 28) – reflecting the expected traffic demands for the line. Three stations within the Yorkshire Dales National Park – Horton-in-Ribblesdale, Ribblehead and Dent – fall into the ‘small’ category. Like all station types, they portray impressive Mock Tudor elements which would not have been out of place on a country estate, but were calculated to yield a commercial return. To each station also belonged a cattle dock with pens, stationmaster’s house, signal box, sometimes a water tower, and workers’ housing grouped in terraces of four or sixes. Waiting shelters on the opposite platform continue the theme but are less elaborate, yet solidly built nevertheless. The station buildings typify the character of the Settle-Carlisle Railway through their corporate nature but also by being the point at which people have the closest contact to the route.

The standard station buildings (figure 29) are single-storey structures made of golden freestone walls and blue slate roofs decorated with crested ridge tiles, overhanging eaves, tabled verges, bargeboards and tall chimneys. Their gabled twin-pavilion style is a characteristic of the Midland Railway architecture by Sanders, as can be seen, for example, along the Wirksworth branch in Derbyshire. Each gable displays one quatrefoil and a large tripartite arch-headed windows with decorative margins (see 4.4.e). Doors are externally panelled with diagonal boards.
At Garsdale the design for the modular station type was not used but modified to accommodate a junction station. Thus two unique buildings, adaptations of the standard waiting shelter, were provided on the southbound island platform, of which one was demolished many years ago. The surviving building is made of golden freestone and blue slate, and is only slightly larger than the standard waiting shelter. It has no imposing features like gabled pavilions, but nevertheless decorative bargeboards and a trefoil relief on each gable end. The ridge tiles are plain. While the doors are of a standard style, there are merely vertical-sliding-sash windows with two lights. This building had seen some alteration over the years, but was rebuilt in the Settle-Carlisle style and reopened on 11 April 2009.

Regarding waiting shelters, Dent station has a modern structure in addition to the original one (figure 30), which was needed because the station building has been lost to private use since the 1970s. The shelter on the recent northbound platform at Ribblehead is also of a non-standard design.
Stationmaster’s houses. The stationmaster’s houses were not only built to counteract the lack of accommodation at more isolated stations, but also to secure the loyalty of the stationmaster and maintain an unbroken corporate presence. Within the Yorkshire Dales National Park, they are found at Horton-in-Ribblesdale, Ribblehead and Dent, with the latter being of a non-standard type. Surprisingly, there is none at Garsdale where the stationmaster was allocated one of the workers’ cottages. Today all of them are privately owned.

The stationmaster’s houses (figure 31) echo the station buildings’ style by using similar materials and elements. They are two-storey detached properties made of golden freestone walls and slate roofs with overhanging eaves, tabled verges, and bargeboards of varying designs. Their gables, dormers, porches, and tall chimneys immediately catch the eye. Distinctive features are window openings with a pointed segmental arched head and a specific design of casement window with up to three lights. The stationmaster’s house at Dent, however, only has simple rectangular sash windows and was fitted with double windows on account of its exposed location. Finally, all doors include four panels.

Figure 30: Dent waiting shelters: new above, and original below with snow fences in the background (photos © Gaby Rose, YDNPA, 2009)
Workers’ terraces. Once the navvies were finished with constructing the line, railway workers for permanently operating a reliable service were accommodated in rows of cottages. Despite relating to the terraces of the Victorian city, these structures have more detail than would be expected from industrial houses, presumably because they were designed by an architect and needed to contribute to the image of the railway company. Originally, the cottages all had outside toilets and coal houses, some of which survive today. All the workers’ terraces are now in private ownership. Their locations are:

- Horton-in-Ribblesdale (one row of six cottages)
- Selside (two rows of four cottages)
- Salt Lake (one row of six cottages) (figure 32)
- Garsdale (two rows of six cottages and one of four)
- Moorcock (one row of six cottages)
- Grisedale Crossing (one pair of cottages; this is probably a later addition and built to a non-standard design)
- Blea Moor (single house; built to a later design)

The terraces also echo the style of the previously discussed buildings by using similar materials and elements. They are two-storey terraced properties made of sandstone, limestone (Garsdale) or local slate (Selside) coursed walls and blue slate roofs with overhanging eaves, tabled verges, and plain bargeboards. Their gables, porches, and tall chimneys immediately catch the eye. There were two standard building types: the more elaborate design has gabled dormers and diamond-set stacks, while the simpler type does not. Distinctive features are, again, window openings with a pointed segmental arched head and a specific design of casement window with up to three lights. However, there can be variations, such as the principal windows at Horton which have lintels rather than arches. Finally, all doors are of a batten design with four panels.
Secondary structures. A large number of minor structures have been built along the Settle-Carlisle Railway to assist the running of the line. In the National Park these include signal boxes, engine sheds, fog huts, and platelayer’s huts, of which some still survive. Fog huts were in use until the 1960s, providing an audible signal in conditions of poor visibility. Platelayer’s huts were tool stores for the work gangs. They were built from local resources and vary from vernacular buildings to specific designs. In the beginning timber was used in their construction (figure 33), then stone and brick, and eventually concrete. Overall, these lineside huts were often built from scrap materials, and thus do not appear to have been conceived for permanent use. Although it is difficult to be certain, presumably all post-date the opening of the line. While buildings and infrastructure were designed in the ‘line style’, these structures have no architectural pretensions. Few would say they were attractive, but they are an essential part of the character and appearance of the railway corridor. Sadly, today’s operational practices have made them redundant and, inevitably, many are now in a poor state of repair or demolished.

Signalling system. In the late 1860s Midland Railway invented an interlocked lever frame for operating the signals, which, with technical improvements over the years, continued to be manufactured until the 1950s. This manual system, at that time as modern as any in existence, was then left in place because the railway was perceived to have no future. Old lever frames also survive, possibly dating from the late nineteenth century.

The early signal boxes on the Settle-Carlisle were basic though very successful. As standards were upgraded, most of the boxes had been replaced within thirty years, requiring larger cast-iron lever frames inside. Nevertheless, the Midland Railway Company had set design standards that lasted throughout their remaining fifty-four years of existence. Almost
all cabins were made of wood in modular construction, allowing speedy erection, and pre-fabricated parts would be reused if a box had a short life. Generally, the cabins were built where needed rather than evenly spaced along the line. Most boxes that survived into British Railways ownership were of the standard Midland Railway modular design from 1890 to 1913.

The maximum length of wire a signalman could pull to operate a semaphore signal is about one kilometre, which explains the need for ten boxes on the thirty-five-kilometre stretch of the Settle-Carlisle Railway within the Yorkshire Dales National Park. The cabins, dating from 1891 to 1941, were located at Stainforth Sidings (Langcliffe Quarry), Helwith Bridge (quarries), Horton-in-Ribblesdale (station and quarry), Selside, Ribblehead (station and quarry), Blea Moor (lay-by sidings), Dent Head, Dent (station), Garsdale (station and junction), and Ais Gill. In the early 1980s, eight were decommissioned and all associated signalling gear removed, although a number have been relocated on private railways and are still in use. Today only the ones at Blea Moor, which was built by the LMS in 1941 when the sidings were redeveloped for passing loops, and Garsdale (figure 34) remain in the National Park. This left no more than a dozen semaphores around Blea Moor and Garsdale with long block sections, which came with the inability to offer a following train into the section until the first train had cleared. This had impacts on the capacity on the line, but not its safety. In 2008-09 Network Rail added new block sections to enable double capacity 1.

If the route is re-signalled to modern standards signal box withdrawals are likely to happen over the next twenty years. The opportunity for these to be safeguarded by the Settle & Carlisle Railway Trust or other partner organisations is being built into the Trust's long-term plan which is currently being developed 1.

Well into the twentieth century, the arms of the semaphores moved downwards to indicate that the line was clear. The LMS removed all such lower quadrant signals from the Settle-Carlisle Railway in the 1940s. Their replacements – upper quadrant signals which swing upwards – stand on steel columns with finials (figure 35), and are often comparatively short. Up until the 1980s, manual signalling systems were relatively common in the United Kingdom, but such is not the case now. In 2008, the line’s capacity was doubled by erecting new signals south of Blea Moor, north of Garsdale and between the two. Because of the limited length of wire required for operating a semaphore, the new signals use a colour-lights type instead, which was introduced to the United Kingdom in the 1930s.


Figure 34: Garsdale signal box (photo © Gaby Rose, YDNPA, 2009)
Engineering works. Four different contractors were employed to build the line. Contract 1 related to the stretch between Settle Junction and a point north of Dent Head Viaduct, while Contract 2 ran from there to a point three kilometres north of Kirkby Stephen. Contracts 3 and 4 are outside the National Park. The following paragraphs refer to Contract 1, unless stated otherwise.

Although there was a general house-style for engineering works, contractors adapted the design to suit the available materials. Most of the bridges, culverts and tunnel portals are made of rock-faced local ashlar, with individual blocks brought to course. The soffit of arches is often in brick, which is brought to the face when there are no voussoirs.

All bridges have vertical abutments, and copings of local or imported stone. Over-bridges have wing walls which terminate in a square pillar. There are two types of bridges: small and large. The former have segmental arches springing directly from abutments. Stone voussoirs, if present, are not stepped. Regarding the large type (figure 36), segmental arches spring from a plinth. Overhead, a chamfered string course runs across the bridge face, with parapets rising from it. Shallow buttresses project to either side of the arch. In some instances these rise from the plinth, in others they reach down to ground. Stone voussoirs, if present, are stepped. Bridges on Contract 2 are generally similar, though there are some differences. For example, a very small number of them are made of brick throughout, or, in the case of over-bridges, have a deck carried by riveted iron girders. Also, almost all bridges and viaducts of Contract 2 have stone arch soffits, except at Lunds.
As the railway passes through the Stainforth Gorge it crosses a meander in the River Ribble. This required the construction of two skewed bridges (or short viaducts), both with three arches and triangular cutwaters with refuges for track gangs. The one to the south stands almost seventeen meters above water level and has relieving arches to the wing walls. The two structures are possibly unique along the line.

A very fine bridge is the grade-II-listed Aqueduct Bridge No. 71 (figure 37) which carries Little Dale Beck across the rail track. The channel has a stepped cobbled surface to accommodate the water flow. Curved dry-stone parapets either continue directly from the channel walls up or are set back with a grass verge sloping down to the top of the channel.

Amongst the culverts, the most beautiful is located at SD 771 867 south-east of Dent Station (figure 38). Similar to tunnel portals, it has projecting buttresses, curved wing walls and coping stones, yet its architectural language is much more ‘rustic’. Nevertheless, great care was taken in its design: The main arch under which the beck is led is pointed, while the three above are round-headed with stepping sills to accommodate the shape of the arch below. The channel within the structure is stepped in a similar fashion to that of Aqueduct Bridge No. 71.

Figure 37: Aqueduct Bridge No.1 (photo © Don McLellan, YDNP, 2007)

Figure 38: Culvert south of Dent Station (photo © Pete Shaw, c. 2007-08)

Tunnel portals have parabolic arches. They also have projecting buttresses similar to large bridges, which are broad and capped with a single coping stone that stands one course higher than the remainder of the coping. Voussoirs are stepped, and wing walls incorporate aqueducts. Regarding Contract 2, where a tunnel is not cut through hard rock, portals are built to a more refined design with wide curving wing
walls, again incorporating aqueducts. Abutments are narrower and taller with composite dressings. Moorcock and Shotlock Tunnels (figure 39) are cut through glacial till which is prone to slip. Therefore the cutting sides rise at a more shallow angle and have a wider cross-section which is more suitable for those wing walls. Rise Hill Tunnel is cut through hard rock at the northern end and softer rock to the south. Consequently, the northern portal is of Contract 1 type, while the southern portal resembles that of Contract 2.

All tunnels have date plaques, but these do not necessarily record the date of completion. The one at Blea Moor bears the inscription 1874, yet the tunnel was not finished until the following year. The two longest tunnels, Blea Moor and Rise Hill, have a single low-relief date plaque at the southern end only, while the shorter tunnels have a slightly more elaborate plaque to each portal, cut in a deeper relief.

Airshafts (figure 40) were used for both the extraction of material and pumping of air when building a tunnel. During the operation of the line, they allowed air pushed by the locomotive in front to escape without causing damage, especially when two trains entered a tunnel together, and smoke to escape.

The viaducts are built of rock-faced ashlar, laid to course in massive blocks. Arch soffits are either of brick or limestone, depending on which contractor was responsible. Arches are round-headed and spring from battered rectangular piers. In addition to normal oblong section piers, the longer viaducts – with more than nine arches – have broader king piers, each with a broad tapered pilaster. These vary in number and are mostly placed symmetrically unless the topography demands otherwise.
Photographs taken during the line’s construction suggest that the viaducts were built as free-standing structures and the embankments built up to them after completion. Before the embankments were completed, the end piers were unbalanced to some extent. To counterbalance this, pairs of pilasters, similar to those on the king piers, were added to the structure at each end. Overall, there are differences in detail between individual viaducts, depending upon original contractor.

At 440 yards length the Batty Moss Viaduct (figure 38) is the longest on the line and rises 104 feet above the surrounding moorland. To provide suitable foundations, its piers had to be sunk below the peat onto solid ground and set in concrete. Except for its twenty-four brick arches, the viaduct is built in grey limestone quarried from Littledale with blocks weighing up to eight tons each. Between 1988 and 1991 at a cost of £3m repair works were undertaken which included replacing some of the stones with concrete blocks coloured and textured to match, pumping cementitious grout with pulverised ash into the piers to fill the voids and waterproofing the bridge deck 1.


\footnote{DCLG et al. (2010) PPS5: Historic Environment Planning Practice Guide, paragraph 15.}

\textbf{d) Unlisted Buildings}

**General.** Structures that are not nationally listed but significant nevertheless, may receive more protection by being designated as locally listed buildings. \textit{Though lacking the statutory protection of other designations, formal identification […] is material in planning decisions} \footnote{DCLG et al. (2010) PPS5: Historic Environment Planning Practice Guide, paragraph 15.}. For inclusion in a local list, unlisted structures that contribute positively to the special interest of the Settle-Carlisle Railway Conservation Area should comply with some of the following criteria:

- built in conjunction with the construction of the Settle-Carlisle Railway between 1869 and 1876, designed by the Midland Railway company
- later pre-1949 railway structures that have become part of the historic line, such as LMS signal boxes
- landmarks in the natural or built environment
- group value, or forming a relationship with other railway structures
- good state of repair and tidy condition
- not detract with inappropriate materials, alterations or extensions
- represent or amplify the character and appearance of the Settle-Carlisle Railway

**Local list.** Thus the following structures are proposed for local listing:
• Horton-in-Ribblesdale station building, waiting shelter & lamp hut; despite the loss of original features on the station building, its current form portrays an authentic picture worth preserving, and adds to the group value and ‘corporate identity’ along the route.
• Ribblehead station building
• Blea Moor signal box
• Snow fences at Dent (figure 42)
• Garsdale station waiting shelters & signal box
• Lunds Viaduct; despite being less impressive than the preceding viaducts along the line, it forms part of that sequence and has some landmark quality in its natural setting
• Grisedale Crossing bridge (figure 43); sole metal bridge across the line and landmark quality over a long distance

Further survey and analysis is necessary to determine whether any of the fog huts and platelayers’ huts should be included.

Figure 42: Snow fences at Dent (photo © Gaby Rose, YDNPA, 2009)

Figure 43: Grisedale Crossing (photo © YDNPA, 2009)

Residents and enthusiasts of the Settle-Carlisle Railway are invited to suggest heritage assets they think should be included on a local list, and give appropriate reasons, evidence and references for their nominations.

e) Local Details

Despite the standardised design of the Midland Railway structures, in particular the station buildings, some variations can be found for the following reasons. Firstly, construction work was undertaken by several
contractors who may have interpreted the drawings differently. Secondly, local craftsmen could have slightly varied the detail. And thirdly, replacing or upgrading worn and damaged parts would have been inevitable, especially in the harsh weather of the Yorkshire Dales. More recently, confusion may also have been added through well-meaning restorations by owners who have used historic details but perhaps not those authentic to their building.

The accuracy of original features is difficult to tell as there are no known photographs of the stations until 30-40 years after they were built. In 1996, the North of England Civic Trust researched the architectural features of the Settle-Carlisle Railway and produced detailed drawings of them, from which contractors can manufacture exact reproductions and against which grant offers may be conditioned. Although the pattern of the original use of details often became clear, it was not always the case. Copies of the drawings are now held at the Authority’s office in Bainbridge and are available for public inspection.

When deciding on the significance of individual details, the railway architecture along the entire Settle-Carlisle line has to be taken into account. Only station buildings of the ‘small’ type can be found within the Yorkshire Dales National Park. Its unique characteristics are a casement window with ornate margins and up to three lights, and a ‘curtain-wall’ between the two pavilions, consisting of four slender columns with glazing, panelling and double-door (figure 44). Therefore the platform elevation of the ‘small’ station building makes a vital contribution to local distinctiveness.

**Figure 44:** Details of ‘small’ station type, example: Horton-in-Ribblesdale (photo © Gaby Rose, YDNPA, 2009)

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**f) Prevalent Local and Traditional Building Materials and the Public Realm**

Traditional materials, surfaces and street furniture can contribute positively to the significance of a conservation area as they have the potential of providing a unique setting to the historic architecture, given they are well kept and in good condition. Likewise, inappropriate materials, surfaces and street furniture will have a detrimental effect to some extent and, in extreme cases, even put the whole conservation area at risk. In addition, transport proposals can affect the setting of heritage assets and highways authorities are advised to consult with the local planning authority in such circumstances.

**Masonry.** In the early phases of railway building, before the 1890s, materials had to be found locally, as there was no way to bring in large quantities. Between Settle and the head of the Eden Valley, limestone was abundant, providing masons with a more than adequate supply. Because the contractors had tramways and effective lifting gear such as steam cranes and shovels, they were able to use massive stone blocks
for major engineering works, in particular the viaducts. This was in complete contrast to the way the same material was used in the vernacular tradition.

Yet once the trains were running, stone could be easily obtained from the cheapest source. It seems likely that imports came up the line after the introduction of goods services in 1875. South of Garsdale, all station buildings and most of the cottages are made from ‘golden’ sandstone, possibly from the area around Keighley, although the platforms were still constructed with local materials. The use of imported blue slate on all roof tiles also turned its back to vernacular traditions. Only the railway terraces near Selside were built in local slate, possibly sourced from Helwith Bridge.

The limestone and sandstone structures are generally of a rough texture. Smooth surfaces can be found on detailed features such as quoins, window arches, and the modern shelter at Dent. The slate walls at Selside are set in a horizontally-structured relief that brings character to the walls.

Quarries around Ribblehead were the source of much of the clay that produced bricks for less visible elements of major engineering works, in particular tunnel linings, and bridge and viaduct arches. Only occasionally were they built of limestone throughout. Two bridges near Dent were wholly brick-built, quite in contrast to the Dales vernacular tradition.

What is not currently known is the source of the lime used during the construction of the Settle-Carlisle Railway. The similarity in style between the triple kilns of Murgatroyd’s Lime Works and various railway bridges along the line suggests a possible connection, but no documentary evidence has been found to support this. Significant quantities of lime would have been required, indicating the need for large-scale production. The lime kiln at Batty Moss predates the railway, and is unlikely to have been used.

Although cement-based products were not in common use, the Settle-Carlisle Railway was built at a time when construction techniques were changing, and concrete was used in the foundations of some viaducts, notably Batty Moss.

Finally, there are dry-stone walls. They are the dominant form of boundary for the railway property, and primarily used for lineside walling, although some also exist within the curtilage of stations. A distinctive type of coping known as ‘buck and doe’ – tall and short stones to give a castellated effect – is found in walls built during Contract 2, which contrasts with the flat coping of the local vernacular tradition. It does not appear elsewhere along the line, suggesting it is related to the contract walling gang used, rather than any specification. The contrast is most apparent where field walls were realigned to allow the skewed crossing of the Ribblehead-Horton road west of Lodge Hall. Recent repairs to lineside walls have tried to replicate this style, but only with limited success.

Other materials. Besides the masonry, which has the most obvious impact on the appearance and of character a structure, other materials contribute to its identity as well. These include:

- Timber: windows, doors, soffit boards, bargeboards, and waiting shed screens; signal boxes are entirely made of wood, as were the temporary structures of the navy camps
- Metal: the standard Midland Railway lamp hut at Horton is clad in corrugated iron, while the curtain-wall columns of the station buildings and original rainwater goods are in cast iron
• Render: more of an exception; the gable end of the northern block of the Selside cottages has a light-beige cement render, and the stationmaster’s house at Dent has now a coat of rough-cast render (except for the quoins, window surrounds and north side)

• uPVC: original windows, doors and rainwater goods get more and more replaced by uPVC substitutes, which have a negative effect on the conservation area (see 4.4.h)

Public realm. Station furniture in timber comprises gates, poster frames, leaflet racks, notice boards, diagonally-boarded fences, and sometimes half-barrel flower tubs. Bench seats and backs are also in timber, the rest is in cast iron. Lighting columns, reintroduced at the stations in the 1990s, are made of cast iron, while the lantern structure is in copper. Surfaces are often painted for protection or to add interest and identity to certain features. The Settle-Carlisle Railway currently has a maroon-and-cream colour scheme adopted as standard for the line, although the original combination was more likely to be brown and cream. Old photographs suggest that platform surfaces were of asphalt, at least from the beginning of the twentieth century. As a safety measure, some rough-surface concrete flags have recently been laid in those places where passengers step on and off trains.

Signage has generally been short-lived, especially in the second half of twentieth century. The original Midland Railway signs would have been replaced in 1923 when the LMS took over ownership. It changed again when the Settle-Carlisle Railway came under the control of British Railways London Midland Region (BRLMR) in 1948, and again when it was transferred to British Railways North Eastern Region in 1955/6. From the 1960s, it is possible that the British Rail house-style was also applied. After withdrawal of British Rail, Dales Rail services were introduced on summer weekends and signage changed again. Re-introduction of British Rail passenger services in 1986 brought re-application of BRLMR livery, even though this had been obsolete since the 1960s. The privatisation of train operations saw signage re-branded again into Northern Spirit livery. The existing signs were introduced when the operating franchise transferred to Northern Rail. Two of the existing signs at Dent Station are in BRLMR livery and although they probably date from the re-branding of the 1990s, they could be originals from the early 1950s.

g) Contribution Made to the Character of the Area by Green Spaces and Its Biodiversity Value

Botany. Rail verges offer species-rich corridors of land that are uniquely protected from human disturbance or overgrazing. They are generally less vulnerable to damage due to cutting or lack of management, but in a number of instances important orchid sites have been lost due to machinery driving or railway ballast being dumped on them. It is important that Network Rail – which has its own biodiversity action plan (2004) – and their contractors are aware of important sites and encouraged to manage these appropriately. Concerning rare species, railway embankments are vital for substantial colonies of orchids particularly along the line. Drystone walls, especially those constructed from limestone, are important habitats for mosses and lichens.

Rare plants within the Settle-Carlisle Railway Conservation Area include:

• Bee Orchid (figure 45)
• Birds Eye Primrose
• Creeping Ladies Tresses
• Frog Orchid
• Mountain Twayblades
• Toadflax

• Trollius
• White Fragrant Orchid (figure 45)
• Wood Vetch (figure 45)

Figure 45: Bee Orchid, White Fragrant Orchid, Wood Vetch (photos © Pete Shaw, 2008-09)

Trees. The Settle-Carlisle Railway Conservation Area has a range of different habitats for trees. It is predominantly ungrazed so regeneration can freely occur where conditions allow. Consequently it is important to ensure that the line itself is kept safe and free from trees and shrubs. Particular types of leaf can cause braking problems for trains, so care should be taken in the choice of species adjacent to the railway. Opportunities exist to create woodland and scrub areas that do not interfere with the line and these need to be managed. Statutory undertakers such as Network Rail have powers to remove trees without the need for notice to the Authority where the safety of the operation of the line is prejudiced by their location.

Trees can be found in the following locations:

- Craven Lime Works
- Stainforth Gorge and Stainforth Tunnel
- Horton-in-Ribblesdale station
- Railway bridge embankment north of Horton
- South of Dent head Viaduct
- Dent Station and embankment north of it
- Shotlock Tunnel

In the northern part of the conservation area, trees become largely absent from the line due to the altitude and growing conditions.

Fauna. In the mountainous sections of the Settle-Carlisle Railway Conservation Area one may see Hen Harrier, Buzzard, Peregrine Falcon, Short Eared Owl, Little Owl, and many of the more common species. There also a number of deer usually grazing the willow scrub within the railway walls.

h) Extent of Intrusion or Damage (Negative Factors)

Features that harm the character or appearance of the area should either make way for positive change or, if that is not possible, be excluded from the boundary. The elements which detract from the special interest of the Settle-Carlisle Railway Conservation Area are as follows:

Station areas. The approaches to the station at Ribblehead are poorly defined, with patched and mixed surfacing, informal parking and ad hoc boundary treatment. Thus the traveller is ‘greeted’ by a very untidy sight, which is neither welcoming, nor does it promote a positive image of the overall conservation area. In addition, the stationmaster’s house has been poorly modified (figure 46). There are currently discussions

between the Authority and the Settle & Carlisle Railway Trust about restoring it back to its original state.

Likewise at Dent, the access road to the station is poorly defined with patched and mixed surfacing, informal parking, fly tipping and general neglect. The stationmaster’s house is in a poor state of repair, too, with a partly built garage (figure 47). When doing temporary works or storing items on site, they should be sensitively concealed or neatly arranged.

Garsdale Head station also has poorly defined approaches with patched and mixed surfacing, and informal parking. Although the station and its associated features form a significant part of the landscape character and local distinctiveness, there are few opportunities to stop and take in the views.

The house at Blea Moor signal box would benefit from careful maintenance. The untidy state of these premises and the surrounding garden are an eyesore from both the footpath and the train.

Good conservation of heritage assets is founded on appropriate routine management and maintenance. Such an approach will minimise the need for larger repairs or other interventions and will usually represent the most economical way of sustaining an asset 20. When repairing heritage assets it is strongly advised to employ professionals with the appropriate experience and qualifications, as modern construction methods are often harmful to the historic fabric.

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Finally, the clutter of information displayed at the entrance of Horton-in-Ribblesdale station ought to be reduced and better presented (figure 48).

**Figure 48: Entrance to Horton-in-Ribblesdale station (photo © Gaby Rose, YDNPA, 2009)**

**Infrastructure and maintenance.** Heavy-duty overhead power lines serve the three active quarries in Ribblesdale, running parallel to and in the vicinity of the Settle-Carlisle Railway. At Ribblehead, overhead power lines and pole-mounted transformers detract from the silhouette of the station buildings which present a landmark in the wider landscape setting. In a similar vein, overhead power lines and pole-mounted transformers obscure a good view down into Dentdale.

Although material for railway maintenance is still often brought in by rail, plant and material access from the road is also required. These sites – such as along the B6259 north of Shotlock Tunnel (figure 49) – are highly visible, detract from the scenic qualities, and can damage traditional road and rail boundaries. Network Rail recognises that these areas can appear somewhat ‘Spartan’ and thus is willing to look at measures which may be available to improve them visually 18.

**Figure 49: Site access at Shotlock Tunnel (photo © Gaby Rose, YDNPA, 2009)**

Other eyesores include various railway operational structures, such as those erected for the running and maintenance of modern signals (figure 50). Less intrusive solutions should be considered.

Man-made landscapes. Embankments and cuttings can be subject to landslips, especially where they cross upland slopes. Recent stabilisation works south of Shotlock Tunnel have stripped out naturalised vegetation and introduced geometric drainage lines across the slopes (figure 51), which are very intrusive in the wider upland landscape. The ongoing maintenance of track and slope stabilisation can also disturb the rail verges, potentially damaging or destroying natural habitats. Concerning the experience of the line, the shrubbing up of railway embankments and cutting slopes, or new planting in adjacent areas, can block key views from the train into the scenic surroundings. Likewise, views from within the landscape towards a landmark feature can also be obscured by planting and inappropriate development.

At Garsdale Head, commercial plantations detract from the wider scenery. Forest restructuring should be implemented to improve forest margins, density and diversity of planting.

Visitor damage. With the Yorkshire Dales being such a popular area for outdoor activities, ground erosion can result when large numbers of people access the fragile land, endangering the buried archaeology, not only that of the railway, but that dating back to prehistoric times. This kind of damage is most noticeable on the footpath between the Batty Moss Viaduct and construction camp. However, worse harm is caused by camp fires or off-road driving and parking (figure 52). Measures to counteract this have included introducing raised kerbs and boulders.
Industrial sites. Craven Lime Works is a complex mixed-use site with consolidated ruins, interpretation boards and a self-guided trail for visitors, juxtaposed with a closed and sealed refuse tip and an underused council yard containing vacant buildings and a domestic house. Parts of the quarry are naturally regenerating and are of ecological interest. There is also an ongoing issue with vegetation management and the requirements for managing access and maintenance of the consolidated structures. Appropriate uses need to be found for the underused buildings in the yard which support their maintenance and the nature of the schedule monument. The modern open-sided steel shed is a significant detractor.

On an even larger scale, the three active quarries are the main detractors in Ribblesdale. They present a long-term problem as they will be continued to be worked to greater or lesser extents over the coming decades:

- Dry Rigg: approval until 31 May 2011, but there is a current application for extension until 2021
- Arcow: permission until the end of 2011, though there is likely to be an application for extending the time period
- Horton: approval until 2042

i) Existence of Any Neutral Areas

This part deals with locations which neither enhance nor detract from character or appearance of area, and where there might be potential for improvement. The railway workers’ terraces fall currently into this category due to the changes that have occurred to them. However, if their inappropriate uPVC windows and doors were replaced by more authentic features (see 4.4.h), they could move up into the local list, which recognizes unlisted buildings that make a positive contribution to the conservation area (see 4.4.d).

j) General Condition

Legacy. The structures of the Settle-Carlisle Railway slowly began to suffer from neglect as the route started to decline in 1923 (see 4.2.a). Between the 1960s and 1980s, when the line was perceived to have only a limited life, rationalisation was not pursued. Yet this lack of investment also resulted in the retention of original features that may otherwise have been removed or modernised. Consequently, elements of the manual signalling system survive today alongside the fine stone station buildings that might have been replaced by waiting shelters of metal and glass. Likewise, the proposed concrete viaduct over Batty Moss was never built. So despite several changes to operational practices, the Victorian
character of the line is still plain to see and closer than any other railway to its as-built state 21.

**Improvements.** Despite several negative features (see 4.4.h), the condition of the Settle-Carlisle Railway Conservation Area is generally good, mainly thanks to significant actions taken in the past. For example, the station buildings at Horton-in-Ribblesdale and Ribblehead were comprehensively refurbished by the Settle & Carlisle Railway Trust, and those at Garsdale were done up by Network Rail in 2008-09. The waiting shelter at Dent was also restored, and new shelters were added at Ribblehead and Dent. The Friends of the Settle – Carlisle Railway need to be acknowledged for the work to the management of Garsdale station, the provision of notice boards and the statue of Ruswarp. Most importantly, the Batty Moss Viaduct was repaired with input from the Settle & Carlisle Railway Trust as it was in very poor condition. Network Rail is currently employing the civil engineers Birse on a rolling programme to repair Dent Head Viaduct. Finally, all stations are tended by volunteers, while Horton’s flowerbeds and grassed areas have been regularly cared for by the same volunteer for over twenty years.

**k) Problems, Pressures and Capacity for Change**

Some of the negative factors within the Settle-Carlisle Conservation Area have already been discussed (see 4.4.h).

**Problems.** There is a risk to former operational railway buildings that have now lost their original use and are difficult to find a modern purpose for. These are often secondary structures which are not only redundant and close to a noisy track, but also remote from any other infrastructure or facilities. If a building cannot be retained in some form of use, lack of maintenance will become an issue to its survival. The platelayers’ huts at Dent in particular are probably under great threat. When looking for a suitable reuse, imaginative thinking-outside-the-box is often essential. Sometimes, however, the maintenance as a monument may be an appropriate solution.

**Pressures.** Salesmen and window contractors often lead homeowners to believe that the original windows of their houses need to be replaced by uPVC substitutes. However, properly fitted timber windows can also be energy-efficient (see recent English Heritage research 22), coupled with the additional advantage of (re-)using more eco-friendly and sustainable resources. In the long-term, the costs of maintaining timber windows will normally be cheaper because they can be repaired – contrary to uPVC products which need replacing as a whole – thus reducing the consumption of building materials and energy and generation of waste. Moreover, the aesthetic qualities of uPVC and its mass-produced items are generally very low. By removing original design features from a historic structure, it may not only lose its heritage but also its market value.

The use of inappropriate uPVC products severely erodes the special interest of the historic environment, putting the character and appearance of the conservation area at risk. To counteract this threat, an Article 4 direction (see 2.2) could be served on the Settle-Carlisle Railway Conservation Area, which would require planning consent for all new uPVC replacement of historic features. There is clear evidence that this trend has already had a damaging effect on the conservation area – especially the railway cottages – so it should be controlled before it is too late. As a related example, the success of the Article 4 direction on telecommunication masts in ensuring sensitivity in mast installation can be shown by comparison with sections of the line outside the National Park, for example the telecommunications cabin and mast installed at Ais Gill in 2008.
Typically with building conservation issues, there are often financial pressures to do repair and maintenance works using inappropriate materials and techniques, which not only harm the authenticity of a building, but also are likely to damage its fabric. To counteract this threat, awareness has to be raised of how historic structures function and which treatments apply, as well as what fund-raising opportunities exist. Quite often out of ill-knowledge or convenience, the style of a building is altered by removing historical features or adding inappropriate or inferior modern elements, which can devalue the entire structure. Here, too, education work needs to be carried out, explaining the necessity for minimum or sensitive intervention using the expertise of a conservation specialist, so the character of a building can be enjoyed for generations to come.

Although the Settle-Carlisle was designated as a conservation area for its survival as a late-Victorian railway, it is not a heritage line but an operating main line. As such, it must respond to operational demands and commercial demands and perform to twenty-first-century standards. Advanced communication technology and disability access may offer huge safety benefits, but can sit uncomfortably alongside nineteenth-century station buildings. In order to respect the character and special interest of our built railway heritage, minimum intervention and reversible alterations must be considered. Operational safety and new regulations will always demand some compromise, and future planning decisions will need to reflect this.

**Capacity for change.** Where the ongoing energy performance of a building is unsatisfactory, there will always be some scope for suitable adaptations to be made without harm to the asset's significance [...] Intrusive interventions, such as the external mounting of microgeneration technology, can harm the significance of a heritage asset. Where such interventions are proposed, a temporary, reversible installation will generally be preferable to one that causes irrevocable harm to an asset's significance. Likewise, when mounting satellite dishes or other contemporary equipment, the manner and location of their installation must be carefully considered.

Recognising how design (scale, proportion, massing), materials and pattern of land use (plan form, layout) of the built historic environment provide distinctiveness and definition to the conservation area will help guide appropriate new development so that it contributes positively to the significance of Settle-Carlisle Railway Conservation Area. By encouraging applicants to consider both how existing valued heritage assets can inform high quality design that is inspired by its local context and how the best contemporary design can fit comfortably into its surroundings, the local planning authority can help deliver sustainable communities and places that residents highly value. It is important to recognise that new development that relates well to its surroundings is likely to last longer before its replacement is considered and therefore makes a greater contribution to sustainability. New development that intends to replicate historic building styles in detail – i.e. pretending to be ancient – is not encouraged. It is strongly advised to employ professionals with the appropriate experience and qualifications when working with heritage assets.

Overall the potential for new development within the Settle-Carlisle Railway Conservation Area is rather limited due to its mostly linear nature. The maintenance of existing properties as well as the refurbishment and conservation of derelict structures is likely to be the main form of development.
5.0 Community Involvement

Purpose. Although there is no statutory requirement to consult prior to designation or cancellation of designation, the Authority considers it highly desirable that there should be consultation with local residents, businesses and other local interests such as amenity bodies. It is required by law to publish any proposals for the preservation and enhancement of conservation areas, and submit these for consideration to a public meeting. We appreciate that what is valued by the community may add a new perspective to what is considered special by the Authority. The greater the public support and ‘ownership’ that can be enlisted the more likely it is that property owners are encouraged to take the right sort of action for themselves and that conservation policies succeed.

Public consultation on [www.yorkshiredales.org.uk/conservationarea-appraisals](http://www.yorkshiredales.org.uk/conservationarea-appraisals) from 08 February - 07 April 2010

Scope. At the beginning of the appraisal process all residents within the conservation area were invited to a seminar, Main Line through a National Park, at Hawes in 2008. As part of the consultation process the draft appraisal was available on the Authority’s website, together with a feedback form which had mainly multiple-choice questions, but also fields that allowed more detailed comments. This was kept simple to encourage participation in the survey.

In addition, individual people, groups and organisations directly that were likely to have a specific interest in the Settle-Carlisle Railway Conservation Area were approached. This included Network Rail, who owns the line and contracts out its maintenance, and the Settle-Carlisle Partnership, which is made of three active groups:

- the Friends of the Settle-Carlisle Line
- the Settle & Carlisle Railway Trust
- the Settle Carlisle Railway Development Company Ltd.

The contact list at the back (see 9.3) gives a good idea about who else had been targeted, in addition to the county, district and parish councils. There was also a press release and a letter sent to every individual household within the conservation area.

At the end of the consultation period, the responses were evaluated.

Findings. Altogether, eight people filled out the questionnaire, many of them residents of the conservation area. In addition several very useful letters and emails with more detailed comments and phone calls were received. These have been used to update and amend the draft appraisal and Management Proposals.

Significant issues raised include:

- the conflicts inherent in working an operational railway with recognised heritage assets
- the need for an Article 4 direction to control the use of inappropriate uPVC windows and doors
- the untidy state of the house at Blea Moor signal box and its premises

6.0 Suggested Boundary Changes

**Pre-consultation.** The line of the Settle-Carlisle Railway Conservation Area generally follows the railway boundary, although quarries, spoil heaps and other sites relating to the construction of the route are also included. The appraisal identified that the latter has only been partially achieved as some of these had not been recognised at the time of the initial designation (see 4.4.a). Thus the Authority proposed several changes to the boundary for public consultation and has also reviewed suggestions made in comments received during consultation.

**Post-consultation.** Following public consultation, the Authority decided NOT to include the below locations in the reviewed conservation area boundary:

- Foredale rope incline tackbed in the Ribblesdale Character Zone (2) – *too far from the conservation area*
- former Colt Park Quarry in the Ribblehead Character Zone (3) – *too far from the conservation area*
- railway construction camps and beer house in the Little Dale Character Zone (4) – *further investigation required in regard to their extent*
- former Little Dale & Force Gill Quarries in the Little Dale Character Zone (4) – *too far from the conservation area*
- Stone House marble works in the Dentdale Character Zone (5) – *too far away from the conservation area*
- former ring of boundary stones around reservoir at Garsdale station in the Garsdale Head Character Zone (6) – *further investigation required in regard to their extent*

However, the Authority decided to include the below locations in the new adopted conservation area boundary:

- lime workers’ terrace of Willow Wood and railway embankment Willow Wood Bank, Langcliffe, in the Stainforth Gorge Character Zone (1)
- the entire road bridge over the railway and River Ribble at Helwith Bridge in the Stainforth Gorge Character Zone (1)
- the entire scheduled monument of the Ribblehead Railway Construction Camp and Prehistoric Field System in the Ribblehead Character Zone (3)
- two oblong quarries with a track that terminates at Blea Moor Tunnel in the Little Dale Character Zone (4)
- grade-II-listed Packsaddle Bridge which forms a dramatically contrasting group with Dent Head Viaduct in the Dentdale Character Zone (5)
- spoil heaps relating to Artengill Viaduct in the Dentdale Character Zone (5)
- all remnants of former Bridge No.87 over the railway track in the Dentdale Character Zone (5)
- snow fences in the Dentdale Character Zone (5)
- trackway connecting the two Risehill construction camps in the Garsdale Head Character Zone (5)
- Garsdale troughs water supply and dam in the Garsdale Head Character Zone (6)
- railway construction camp at Dandry Mire in the Garsdale Head Character Zone (6)

The following pages show maps with the new adopted changes to the conservation area boundary.
Langcliffe: inclusion of Willow Wood (1) and Willow Wood Bank (2)

Helwith Bridge: inclusion of the entire road bridge (3)

Ribblehead: inclusion of the entire railway construction camp (4)

Blea Moor: inclusion of quarries (5) and trackway (6) at tunnel
Dent Head: inclusion of the packhorse bridge (7)

Artengill to Dent station: inclusion of snow fences (8), spoil heaps (9) and remnants of bridge (10)
Risehill: inclusion of trackway (11) connecting the railway camps

Garsdale: inclusion of water course (12) and dam (13)

Moorcock: inclusion of railway construction camp (14)
7.0 Local Generic Guidance

Policy guides. The Authority has issued the following policy guides which address repair and maintenance issues in regard to the historic built environment:

- Summary Guide for Property Owners and Developers ¹
- Advice Note 1: Replacement Windows & Doors ²

Design guides. The first of the following design guides was specifically created to help the repair, maintenance and development of stations along the Settle-Carlisle Railway, while the latter sets out the general design principles the Authority promotes for use throughout the Yorkshire Dales National Park:

- The Settle-Carlisle Railway Design Guide ³
- Design Guide ⁴

Further guidance will be issued by the Authority and published in form of Supplementary Planning Documents (SPDs).

8.0 Summary of Issues

**Concerns.** Providing an overview, the main negative factors, problems and pressures for the Settle-Carlisle Railway Conservation Area (see 4.4.k) were identified as the following:

- presenting a welcoming appearance of the line and its setting, especially around the station areas, so people come and visit
- repairing and modernising – including alterations and extensions – historic structures by using compatible materials and techniques and good design
- finding appropriate uses for redundant structures
- safekeeping the railway (and other) archaeology
- controlling interference with the natural landscape setting of the line, including the fragile rail-verge botany, caused by new plantings, stabilisation or maintenance works, site access points, and overhead power lines
- retaining the character of the line while adopting modern operational and health-and-safety standards for both passenger and freight traffic

**Actions.** Some of these issues can be addressed through statutory action by the Authority. By expanding the current designated boundary (see 6.0), important currently excluded features will receive protection. In addition, Article 4 directions could provide stricter controls on alterations within the conservation area (see 4.4.h).

All proposals for the management of the Settle-Carlisle Railway Conservation Area are outlined in Part II.
9.0 Useful Information, Appendices and Contact Details

This section comprises references to principal sources of information, a short glossary of architectural and geological terms, as well as useful names and addresses of both national and local organisations for enquiries and comments.

9.1 References and Further Reading

Note: All internet sources were accessed at the time of writing the appraisal (July – September 2009, and April 2010 for updates to government guidance and legislation), unless stated otherwise.

a) General Publications


b) Topic-specific Publications


Department for Culture Media and Sport (2003) Craven and Murgatroyd lime works 400m north east of Langcliffe Mill. Assessment of Importance.


Trueman, M, Isaac, S & Quatermaine, J (1989) *The Langcliffe Quarry Limeworks, Settle*

c) **Publications by the Yorkshire Dales National Park Authority**


d) **Government Guidance and Legislation**


e) Websites


Old maps. Available on www.old-maps.co.uk

The Settle-Carlisle Partnership website. Available on www.settle-carlisle.co.uk

9.2 Glossary

1871 Census A census is the procedure of systematically acquiring and recording information about the members of a given population. In the United Kingdom, the census has been conducted every ten years since 1801, and most recently in 2001.

Abutment Part of a structure that supports an arch.

Bargeboards Moulded or carved timber boards fastened to the eaves of a projecting gable. Apart from their decorative purposes, they can also hide or protect the otherwise exposed roof structure.

Buttress Structural element built against or projecting from a wall in order to support or reinforce it.

Dale head Highest point in a valley.

Designation The way of marking that a building, monument or landscape has special interest in the national context, and protecting it by law. In the United Kingdom, there are currently seven categories: listed buildings, conservation areas, scheduled monuments, registered parks and gardens, registered historic battlefields, protected wreck sites, and World Heritage Sites.

Drumlin Elongated whale-shaped hill or ‘humps’ in the landscape, formed by glacial deposition. The pattern of the drumlins can be used to identify the direction of ice movement.

Domesday The Domesday Book is the record of the great survey of England, which was completed in 1086. To achieve this, William the Conqueror had sent men all over the country to find out what or how much each landholder had in land and livestock, and what it was worth. Mention in ‘Domesday’ implies that a settlement has existed since at least 1086 but not necessarily in the same location.

Earthworks In archaeology, earthworks are artificial changes in land level, which may have features beneath the surface. Common examples are ancient fortifications (hill forts, mounds, long barrows, tumuli, etc.) and deserted medieval villages. They may best be viewed from the air.

Grade I, II*, II Within the listed buildings designation, there are three rankings. The highest is grade I, which applies to
buildings with exceptional interest, followed by grade II*, which are particularly important buildings of more than special interest. The vast majority of listed buildings are grade II, which are of special interest.

Heritage asset Building, monument, site or landscape of historic, archaeological, architectural or artistic significance, whether designated or not. Conservation areas are designated groups of heritage assets where the whole is greater than the sum of its parts.

Leat Artificial open watercourse used for supplying water for industrial purposes

Listed building Structure or feature designated by the Secretary of State for its special historic and/or architectural interest.

LMS London, Midland and Scottish Railway, 1923-1947
LNWR London and North Western Railway, 1846-1922

Navvy Short term for navigator, referring to a manual labourer working on major civil engineering projects, particularly the construction of canals from the late 18th century, and later the railway.

Quatrefoil Graphic form composed of the outline of four overlapping rings used in architecture.

Rock-faced stone Dressed stone, well jointed but worked on the face to give the appearance of being naturally broken.

Scree Sloping mass of loose rocks at the base of a cliff or hillside.

Shake hole Natural depression or hole in the surface topography where a former cave roof has collapsed, caused by the removal of soil or bedrock by water.

Spoil heap Soil, dirt and rubble resulting from an excavation discarded off site onto large heaps.

Trefoil Graphic form composed of the outline of three overlapping rings used in architecture.

Voussoir Wedge-shaped stone used in building an arch

Wing wall In a bridge, the wing walls are adjacent to the abutments and act as retaining walls.

9.3 Contacts

Carlisle City Council
Address: Civic Centre, Carlisle, CA3 8QG
Phone: 01228 817 195 or 01228 817 196
Email: lpc@carlisle.gov.uk
Web: http://www.carlisle.gov.uk/environment_and_planning/planning/conservation/conservation_areas.aspx

Craven District Council
Address: Skipton Town Hall, Skipton, North Yorkshire, BD23 1AH
Phone: 01756 700600
Email: contactus@cravendc.gov.uk
Web: http://www.cravendc.gov.uk
Eden District Council
Address: Planning Policy Section, Department of Policy and Performance, Town Hall, Penrith, CA11 7QF
Phone: 01768 212158
Email: loc.plan@eden.gov.uk

English Heritage (North West regional office)
Address: Canada House, 3 Chepstow Street, Manchester, M1 5FW
Phone: 0161 242 1400
Email: northwest@english-heritage.org.uk
Web: http://www.english-heritage.org.uk

English Heritage (Yorkshire regional office)
Address: 37 Tanner Row, York, North Yorkshire, YO1 6WP
Phone: 01904 601 901
Email: yorkshire@english-heritage.org.uk
Web: http://www.english-heritage.org.uk

National Railway Museum
Address: Leeman Road, York, North Yorkshire, YO26 4XJ
Phone: 08448 153139
Email: nrm@nrm.org.uk
Web: http://www.nrm.org.uk

Network Rail
Address: Manchester Square One, 4 Travis Street, Manchester, M1 2NY
Phone: 0161 880 3597
Web: www.networkrail.co.uk
Info: Company who owns and maintains the railway infrastructure.

North of England Civic Trust
Address: Blackfriars, Monk Street, Newcastle upon Tyne, NE1 4XN
Phone: 0191 232 9279
Email: admin@nect.org.uk
Web: http://www.nect.org.uk

Railway Heritage Trust
Contact: Andy Savage, Executive Director
Address: 40 Melton Street, London, NW1 2EE
Phone: 020 7557 8598
Email: rht@networkrail.co.uk

The Friends of the Settle-Carlisle Line
Contact: FoSCL Secretary
Address: 10 Mill Brow, Armathwaite, Carlisle, CA4 9PJ
Phone: 016974 72084
Email: richard.morris@settle-carlisle.com
Web: http://www.foscl.org.uk
Info: The Friends of the Settle-Carlisle Line (FoSCL) were formed in 1981 to campaign against a proposal to close the route, and are now one of three active groups within the Settle-Carlisle Partnership. FoSCL is entirely run by volunteers and now acts as a user group to improve facilities and services for passengers, and as a support group for the train operating companies. Its principal activities include provision of On-Train Guides, leading guided walks from stations along the line, running shops at Settle and Appleby stations and tending station gardens, furniture and paintwork.
The Settle Carlisle Railway Development Company Ltd
Address: Town Hall, Settle, North Yorkshire, BD24 9EJ
Email: marion@settle-carlisle.co.uk
Web: http://www.settle-carlisle.co.uk/about_scrdc.cfm
Info: The Settle Carlisle Railway Development Company Ltd is a not-for-profit partnership. It is one of three active groups within the Settle-Carlisle Partnership and aims to encourage sustainable commercial development, involving all the local authorities and public sector bodies in the region surrounding the railway.

The Settle & Carlisle Railway Trust
Contact: Martin Firth
Address: 2 Lower Chiserley, Old Town, Hebden Bridge, West Yorkshire, HX7 8RZ
Email: martin.firth@sandctrust.org.uk
Web: http://www.sandctrust.org.uk
Info: The Trust is one of three active groups within the Settle-Carlisle Partnership. Its aim is to conserve the historic architecture and structures along the line. It has charitable status and has redeveloped the stations at Ribblehead into a Settle-Carlisle Railway Visitor Centre, with resident caretakers, and at Horton-in-Ribblesdale, where there are offices and a room for community use. Their current project is the stationmaster’s house at Ribblehead.

The Victorian Society
Address: 1 Priory Gardens, London, W4 1TT
Phone: 020 8994 1019
Email: admin@victoriansociety.org.uk
Web: http://www.victoriansociety.org.uk

Yorkshire Dales National Park Authority
Address: Conservation & Policy, Yoredale, Bainbridge, Leyburn, North Yorkshire, DL8 3EL
Phone: 0300 456 0030
Email: info@yorkshiredales.org.uk
10.0 Management Proposals

General. The management strategy for the Settle-Carlisle Railway Conservation Area is contained in a separate section, as it may need to be updated more frequently than the remainder of the document. The proposals below are based on the findings of Part I, having evolved from an understanding of this historic place and an assessment of its significance and values, as well as its weaknesses and threats. The final strategy will be subject to regular monitoring and review.

Recent and ongoing actions. A considerable amount of work has already been undertaken by various individuals and organisations, particularly voluntary organisations, to promote the Settle-Carlisle Railway. These include:

- Information leaflets, literature and websites (see 9.0)
- Free guided walks and tours by the Friends of the Settle-Carlisle Line and other events, such as the occasional viaduct walks, which are well publicised in the Visitor, through the Friends of the Settle-Carlisle Line and online
- TV coverage on Time Team (Channel 4) and, more recently in January 2010, Michael Portillo’s Great British Railway Journeys (BBC)
- Some archaeological excavation works (see 4.2.b)
- Four outdoor interpretation panels at Ribblehead
- Visitor centre at Ribblehead station (free exhibition and sale of souvenirs)

Online information:

- Ribblehead Quarry walk developed by Natural England (www.naturalengland.org.uk/Images/IngRibbleheadWalk 05_tcm6-1186.pdf)
- Ribblehead virtual visit on the Authority’s website (www.yorkshiredales.org.uk/virtual_visits)
- Two-hour Ribblehead railway construction mp3/audio trail on the Authority’s Out of Oblivion website (www.outofoblivion.org.uk/audio_ribblehead.asp)
- History and archaeology of Ribblesdale on the Authority’s Out of Oblivion website (www.outofoblivion.org.uk/ribblesdale.asp)
- Thirty-minute Ribblehead audio picture from 22 July 2007 when railway enthusiasts got the once-in-a-lifetime opportunity of walking across Batty Moss Viaduct (www.audiotrails.co.uk/)
- Audio guides for northbound and southbound train journeys (http://www.settle-carlisle.co.uk/download_audio.cfm)
**Proposed actions.** Concerning the various means of interpretation listed above, the Authority and other organisations with an interest in the area need to ensure that visitors are made more aware of this wealth of information and how to access it. There are a number of opportunities which could achieve this including:

- Produce further virtual visits on the Authority’s website
- Feature the Settle-Carlisle Railway on Facebook, Twitter, YouTube and webcams
- Install new technologies like Bluetooth or Broadband wi-fi at stations for downloading interpretations onto mobile phones
- Identify further sites along the line that are suitable for certain kinds of interpretation
- Explore more ways of getting information across, such as through the Three Peaks Project

Regarding the main issues of the conservation area as summarised earlier (see 8.0), the Authority is putting forward the following management proposals for discussion:

- Change of the conservation area boundary (see 6.0)
- Impose an Article 4 direction on the future use of uPVC replacement products (see 4.4.h)
- Establish a local list for unlisted buildings that contribute positively to the character and appearance of the conservation area (see 4.4.d)
- Send out information brochures or leaflets on the design and history of the line to owners and occupiers of railway buildings, including details of this conservation area appraisal
- Have architectural drawings of railway cottages, stations and stationmaster’s houses available for public inspection at the Authority’s office in Bainbridge (see 9.3)
- Implement surveys of the archaeology of the line (dependent on external resources being available) such as for the settlements and beer house in Little Dale and the former ring of boundary stones around the reservoir at Garsdale station
- Safeguard viewing opportunities from the line and ensure that the quality of views is maintained; conserve and enhance opportunities to view and interpret the line and its associated features as local and regional landmarks in the Yorkshire Dales scenery
- Underground overhead power lines and ground-mount transformers as part of Undergrounding for Visual Amenity (Ofgem) program
- Encourage Network Rail to recognise their duty under Section 62 of the Environment Act 1995 to have regard for National Park purposes and seek slope stabilisation and drainage solutions that maintain some level of naturalised line-side vegetation to screen engineered works of a harsh appearance and consider bio-engineering solutions where feasible, etc. including the location and use of site and design access points and associated storage areas for temporary use that are well set within traditional rural boundaries, to serve the railway for maintenance on an occasional basis
- Where operational structures and buildings, such as signal boxes and semaphores, become redundant seek to conserve in situ; where this is not possible relocate elsewhere on the line
- Potential interpretive trail in Garsdale Head area, given the amount of railway infrastructures and interest for this
historic junction and new access opportunities afforded by the Pennine Bridleway; potential viewpoint over Garsdale head from roads; potential viewpoint of and interpretation for Dandrymire Viaduct from Moorcock

- Enhance the approaches to Garsdale Head Station with public realm project: surfacing, boundary treatment, parking and overflow parking
- Enhance the approaches to Dent Station with public realm project, renovate stationmaster’s house and demolish garage
- Enhance the approaches to Ribblehead Station with public realm project: surfacing, entrance and boundary treatment (e.g. drystone walls); also improve the interpretation and facilities at Ribblehead Station (e.g. enlargement of visitor centre) and refurbish derelict stationmaster house in co-operation with the Settle & Carlisle Railway Trust.
- At Batty Moss Viaduct, increase the management of informal parking and pedestrian access to reduce adverse impacts on the archaeology and improve the general amenity of the area
- Maintain and enhance where possible the biodiversity value of rail verges; raise awareness of and encourage appropriate management regimes
- Investigate the potential for camping coaches at stations for individuals or groups to stay in the area
- Cycle stands for stations and promote role of the line of bringing people to the Yorkshire Dales National Park without their cars and use the railway instead and being a way to address social exclusion as it is a direct service from and to urban areas; link this with our outreach work and packages of interpretation working with other partners, such as Friends of the Settle-Carlisle Line and Northern Rail
- Pick up the issue of salt bins on the stations (damage to stonework and obtrusive yellow boxes) while keeping in mind that other solutions for snow and ice did not work well in the past
- Sign audit so that the don’t-cross-the-track sign is not on a obtrusive grey pole but mounted on stonework or a more aesthetic pole carried out by volunteers in association with Network Rail, and encourage the use of the Settle-Carlisle Railway Design Guide
- Restoration of active quarries in Ribblesdale including bunding; planting on the west side of the railway would help screen them, re-integrate them into wider landscape setting, and focus views eastwards to Pen-y-Ghent
- Investigate potential of Horton and Arcow Quarries being re-connected to the railway,
- Consider feasibility of timber extracted from the Cam Fell woodlands being taken out via the existing siding at Ribblehead rather than by road
- Revise and implement the management plan for the Craven Lime Works
- Link Authority’s activities such as promoting the linear walking route, the Pennine Bridleway and cycle routes with various partners; also develop safe crossings over and under the line, such as for the Pennine Bridleway or at Horton and Ribblehead

**Action Plan.** The final strategy, as outlined below, has evolved from the above proposals and will be subject to regular monitoring and review.
However, due to the sheer number of proposals only a few ones that are feasible have been selected.

<table>
<thead>
<tr>
<th>Action</th>
<th>Who</th>
<th>Status</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change conservation area boundary</td>
<td>YDNPA</td>
<td>Implemented</td>
<td>July 2010</td>
</tr>
<tr>
<td>Article 4 direction on uPVC replacement products</td>
<td>YDNPA</td>
<td>Pending</td>
<td>TBC</td>
</tr>
<tr>
<td>Local List for unlisted buildings</td>
<td>YDNPA</td>
<td>Pending</td>
<td>TBC</td>
</tr>
<tr>
<td>Architectural drawing of railways cottages, stations and stationmaster’s houses available for public inspection at the YDNP offices in Bainbridge</td>
<td>YDNP, NECT</td>
<td>Implemented</td>
<td>April 2010</td>
</tr>
<tr>
<td>Photographic survey of remaining platelayers’ huts in the National Park</td>
<td>Dales Volunteers</td>
<td>Under discussion</td>
<td>TBC</td>
</tr>
<tr>
<td>Liaison with Network Rail concerning creation of man-made landscape (e.g. drainage works at Shotlock Tunnel)</td>
<td>YDNPA, Network Rail</td>
<td>Under discussion</td>
<td>TBC</td>
</tr>
</tbody>
</table>