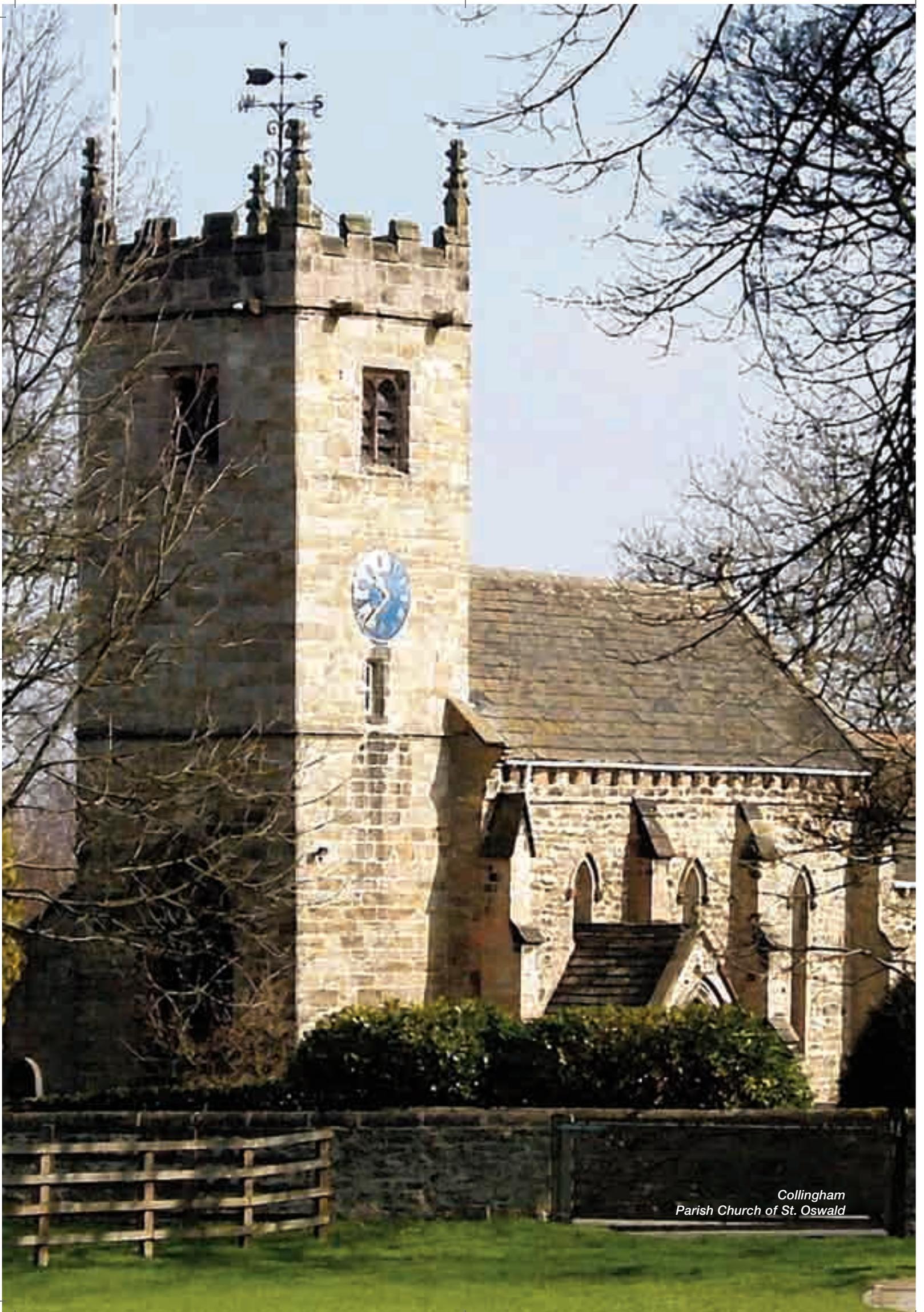


Parish of Collingham with Linton

VILLAGE DESIGN STATEMENT





*Collingham
Parish Church of St. Oswald*

Parish of Collingham with Linton

V I L L A G E D E S I G N S T A T E M E N T

Foreword

This document, the Village Design Statement for the Parish of Collingham with Linton, draws on extensive inputs by residents to the associated Parish Plan published in December 2007. That input was, and is, powerful as it was made by an exceptionally high proportion of residents who had responded to the detailed questionnaire delivered to every home and who attended, and contributed to, the four open meetings and exhibitions. It presents virtual unanimity on all of the principle issues addressed.

Unlike the Parish Plan, this Statement, while supported by the Parish Council, is a formal Planning document adopted for use by Leeds City Council as a 'material consideration' in the determination of Planning decisions.

The Steering Group, who oversaw the preparation of both the Parish Plan and the Village Design Statement, commend this document as a guide for all those proposing or commenting on developments, large or small, in the two villages.

It describes, in detail, the distinctive characters of the villages, to be respected in all new developments to preserve their individual identities. Importantly it makes recommendations for the management and enhancement of those characters. There is close coordination on all issues with the Conservation Area Appraisals as approved by Leeds City Council Planning board on 22nd February 2010.

Peter Lawrenson

Chairman: Collingham with Linton Parish Plan & Village Design Statement Steering Group

Contents

- | | |
|--|--|
| <p>1.0 Introduction</p> <ul style="list-style-type: none"> • Status of Village Design Statement • Leeds City Council Statement • Parish Council Statement • Location of Villages <p>2.0 Public Engagement</p> <p>3.0 Historical Context</p> <p>4.0 Landscape Setting</p> <p>5.0 Character Area Appraisals and Recommendations</p> <ul style="list-style-type: none"> • Collingham and Collingham Village Core • Linton Road and Bishopdale • Harewood Road • Millbeck Green • Crabtree Green to Jewitt Lane • Linton and Linton Village Heart • Linton Lane • Linton Common | <p>6.0 Design Policy and Guidance</p> <p>7.0 Management Plan</p> <p>Appendix 1: Relevant Planning Policies</p> <p>Appendix 2: Listed Buildings and Structures</p> <p>Appendix 3: Members of the Steering Group</p> <p>Acknowledgements</p> |
|--|--|



1.0

Status of the Village Design Statement

Village Design Statements (VDSs) were first introduced in 1994 by the Countryside Agency (now part of Natural England) in order to protect the character of rural England. Later, in 2000, the Agency promoted Parish Plans as part of their 'Vital Villages' initiative and VDSs became an element of these more holistic Parish Plans.

The key aims of a Village Design Statement may be summarised as follows:

- To enable communities to analyse and define what they value in their local environment
- To appraise the particular local character of an area
- To assist Leeds City Council in ensuring that future development responds to and respects that character
- To act as a guide for developers and residents to understand design issues for all developments whether large or small so that the existing character may be maintained and enhanced
- To promote opportunities for local environmental improvements.

This VDS is a 'material planning consideration' in determining Planning Applications and Appeals.

Leeds City Council Statement

Leeds City Council welcomes this initiative and supports the aims of VDSs as expressions of both the local characteristics valued by local people and their aspirations in guiding new development.

This VDS also recommends actions to enhance the two villages through a Management Plan. All the actions and recommendations are based on residents' aspirations and while they have been the subject of consultation with Leeds City Council, the Council has made no specific commitments to their implementation.

It must also be read in conjunction with the saved policies of the Leeds Unitary Development Plan which it expands upon. It was approved by the City Council Planning Board on 22nd April 2010.

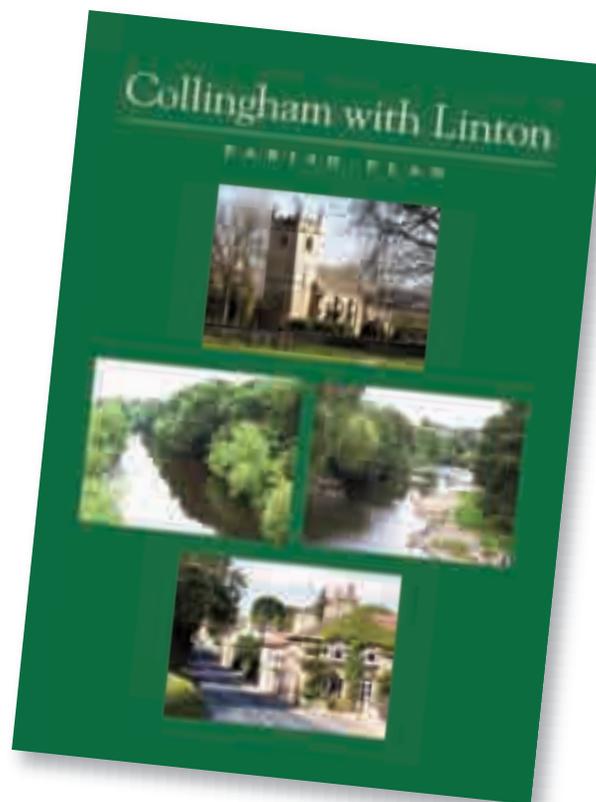
Collingham with Linton Parish Council Statement

The Collingham with Linton Parish Council has supported the preparation of the Village Design Statement and its earlier companion document, the Parish Plan, which sets out the aspirations of the two communities for the future development of their villages.

The Parish Council recognises the status of the Statement and will use it as a key reference when considering Planning Applications and other development proposals. It particularly supports the new 2010 Conservation Area for Collingham and the extension of the Linton Conservation Area approved by Leeds City Council Planning Board on 22 February 2010.

The Parish Council commends the VDS for use within the wider community and expresses its warm thanks to all those involved in its preparation.

*Councillor
Andy Broadbent
Chairman.*



Location of Villages

The attractive villages of Collingham and Linton are situated adjacent to each other in the valley of the River Wharfe, Collingham to the south and Linton to the north. The market town of Wetherby is adjoining to the northeast, the village of Boston Spa lies to the east, with East Keswick and Bardsey lying to the south-west.

Collingham is bisected by two main roads: the A58 which goes from Wetherby to Leeds, and the A659 which comes from Tadcaster and Boston Spa through a junction with the A1(M) to join the A58 at Wattle Syke, and then branches off the A58 at Collingham village centre to Harewood and Otley.

Linton lies principally alongside two routeways (Northgate Lane and Linton Lane/Main Street) with culs-de-sac running off them. It is connected to Collingham by the road bridge over the River Wharfe.

The Civil Parish of Collingham covers 713.3 hectares of land (1763 acres) and that of Linton 512.2 hectares (1266 acres) but the villages themselves only occupy a small part of the total area, the bulk of which is attractive farmland and designated Green Belt.



Northgate Lane / Main Street junction.



Partial view of both villages from Compton Lane.

2.0 Public Engagement

- 2.1 The proposal to produce a Parish Plan and VDS was first put forward by the Collingham with Linton Parish Council at its Annual General Meeting on 20th April 2004. The proposal was further considered at an open meeting for residents of the two villages on 15th June 2004 when it was agreed to go ahead with both documents.
- 2.2 A Steering Committee of volunteers was then formed from amongst residents with balanced representation from both villages together with Parish Council members. It met for the first time on 5th August 2004.
- 2.3 In September 2004, a comprehensive questionnaire was distributed to every household in the two villages for residents to express their views, wishes and concerns. Replies were received by the end of November with 310 replies from Collingham (28% of households) and 98 from Linton (41% of households), very significant response rates.
- 2.4 From the replies to the questionnaires, it was apparent that conservation and traffic issues were overwhelming concerns for the residents of both Collingham and Linton. 90%+ of respondents were anxious to 'preserve the character of the villages', 'protect and develop footpaths, bridle-ways and cycle-ways', 'limit residential expansion', and they were concerned about the impact of traffic speeds and noise.
- 2.5 An exhibition displaying the results in detail was held in Collingham Memorial Hall over the weekend of June 11th-12th 2005 and attended by 431 residents. Additional questionnaires concerning the local character of the two villages were distributed and this produced a further significant response, particularly through the Linton Village Society. A total of 162 'character area' questionnaires were returned (1, overleaf).
- 2.6 The Police and Environment Agency participated in the exhibition and contributions were also received from Sustrans, STEPS, CALSA, Village Hall Committees, Colin Burgon MP and City Councillors.
- 2.7 Subsequently, residents were informed of progress through posters around the villages and items in the Linton Newsletter, the Parish Magazine and the Wetherby News.

2.8 The particular concerns of local residents arising from the initial consultation responses included:

- Maintain 'active hearts' in both villages while preserving their rural identities.
- Preserve and enhance the character of the attractive village centres in both Collingham and Linton with extended Conservation Area status.
- Provide more non-vehicular access to the surrounding countryside and riverside areas by way of dedicated footpaths, bridleways and cycleways.
- Ensure that more effective speed and weight limits are implemented on traffic to protect vulnerable pedestrians and minimise noise pollution.
- Increase pedestrian safety for all residents but particularly for children and older people.
- Avoid development in the villages which could adversely impact on the rural environment and existing character.

2.9 Numerous character and landscape appraisals were undertaken through several village 'walkabouts' and 'driveabouts', many in the company of Leeds City Council Officers.

2.10 Particular attention was given to a detailed review of the boundary of the existing Linton Conservation Area and proposals for a new Conservation Area for the heart of Collingham.

2.11 An exhibition was held at the Collingham Memorial Hall on 19th May 2007 and Linton Village Memorial Hall on 24th May to enable local residents to comment on the final draft documents. The full text of the draft VDS was displayed alongside plans, photographs and other illustrations (2 & 3). 230 attended the Collingham event and nearly 100 the Linton one. Responses were very supportive.

2.12 Collaboration with the Leeds City Council Conservation Team resulted in the approval by Leeds City Council on 22nd February 2010 of a new Conservation Area for Collingham and an extension to the Linton Conservation Area.

2.13 The Collingham with Linton Village Design Statement was formally approved by the Leeds City Council Planning Board on April 22nd 2010 as a material consideration in the determination of Planning decisions.



1. Exhibition 2005.



2. Exhibition 2007.



3. Exhibition 2007.

3.0 Historical Context

- 3.1** Written references to both Collingham and Linton prior to the mid 19th Century were rather sparse. The Domesday Book (1086) makes no reference to the villages. However, there is the Iron Age settlement and more significantly the Roman Villa at Dalton Parlours, near the hamlet of Compton, just off the Roman Great North Road. It was discovered in 1830 and is now a Scheduled Ancient Monument.
- 3.2** The first named vicar is recorded at Collingham in 1275 and the school in Collingham (School Lane) was founded by Lady Elizabeth Hastings in c1738 (moving to new premises only in 1966). The Old Mill (4) (the site of the former garden centre in Collingham) is first mentioned in 1275 and was used by farmers in both villages until it was closed in 1945. What is now the A58 from Leeds to Collingham was originally a new turnpike road built in the early 19th Century.
- 3.3** The populations of Collingham and Linton remained small by comparison with neighbouring villages. Collingham numbered only 16 in 1134, 286 in 1822, and still only 347 in 1900. Linton was much smaller, with just 130 even as late as the 1920s.
- 3.4** Life in the 19th Century is reflected in a record of residents' occupations in Collingham - sheep dealer, pig jobbers, blacksmith and farrier, corn miller, wheelwright, maltster, schoolmaster, tailor and shopkeeper, and victuallers at the Half Moon Inn (5) and the Star Inn. Kelly's 1893 Directory added 4 farmers, a stationmaster and a postmaster.



4. The Old Mill and pond, early 20th century. (Closed 1945).

Around the latter date Linton had 4 farms, a school (founded c1859, it became a church later and is now a residence), a Manor House (c1650 but substantially altered) (6), and the Windmill Inn. Collingham and Linton (now Wetherby) Golf Course became established in 1910 on Linton Ings, between Linton Lane and the River Wharfe.

- 3.5** The railway arrived in the 1870s, bringing connections to York, Harrogate and Leeds and the main lines beyond, with Collingham Bridge station (opposite to what is now The Avenue) convenient for both villages (7). Parallel to the railway bridge over the river Wharfe, a road bridge was also built linking Collingham with Linton and replacing the old ford. This was a great benefit to the farming industry, but surprisingly had little immediate impact on village growth. Apart from a few outlying houses and some railway cottages, the villages would have had the size, layout and many of the buildings we today regard as their particularly attractive hearts, including a busy working mill and premises for all the farming trades, as seen in the 1909 O. S. map of the area (*Map 1, overleaf*).
- 3.6** Significant growth in Collingham began in the second decade of the 20th Century with the arrival of professional and business people seeking high quality houses in a rural setting. They built originally along The Avenue, Leeds Road (Crabtree Hill), and Harewood Road beyond the cricket ground. This demand grew throughout the rest of the century, particularly so following the Second World War. For most of the time demand was met with individual houses with good sized gardens along Harewood Road, to the east of Leeds Road (Crabtree Green) and additionally towards the ridge to the south of School Lane (Hollybush Green). Millbeck Green followed in the 1960s.
- 3.7** The railway was closed in the mid 1960s, as part of the 'Beeching Cuts', and the station and railway bridge over the river were demolished. Continuing housing demand led to further estates being built, though at somewhat higher densities, e.g. Bishopdale (1980s) and Kingfisher (1990s). A new shopping centre, Hastings Court and Elizabeth Court, was developed in the 1960s.

3.8 The growth of Linton was to a timescale similar to that of Collingham, though with a slightly later start. The architect W. Alban Jones was responsible for the first of the new houses set in large grounds dotted round the old village centre (8) taking the historic names of the fields or features associated with them - Gorse Hill (1924) (9), Little Acres (1926), Hard Gap (1929). He was responsible for many of the new houses and conversions well into the 1950s, including the Village Memorial Hall (1947). The present character and unity of the village today is much due to his influence. In 1959 The National Town Planning Conference chose Linton as an outstanding example of good rural development in England.

3.9 Subsequent building took the form of mainly large detached houses spreading out from the old centre along the valley sides, the full length of Linton Lane, off Trip Lane, Linton Common, and on both sides of Northgate Lane with winding culs-de-sac branching off amongst the wooded slopes. The last significant developments were during the years 1990-2005 in small estates of still substantial houses but on smaller plots e.g. Northcote Fold behind Northgate Farm, and West Garth and Tib Garth towards the end of Northgate Lane.



7. Collingham Bridge Station



8. Main Street, c 1935.



5. The Half Moon Inn and bridge, Collingham, early 20th century.



9. Drawing of Gorse Hill, c 1924.



6. Drawing of the Manor House, Linton, (origins c 1650).

Map 1: The Villages in 1909



This map is based on the Ordnance Survey's 1:10,000 scale Digital Data and is reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright. All rights reserved. Licence No: 100045330.

4.0 The Landscape Setting of Collingham and Linton

4.1 The Leeds Landscape Assessment of 1994, produced by the Leeds City Council and the Countryside Commission, shows the villages of Collingham and Linton lying partly in the floodplain of the River Wharfe, with the surrounding countryside on the Millstone Grit Plateau to the west and on the Magnesian Limestone Belt to the east. As a result of its position, there is a considerable variety of landscape types and building materials within the area, giving the villages a very attractive setting.

4.11 The surrounding countryside falls into three landscape types (*Map 2, opposite*):

- The Wharfe Valley including Linton Ings and Langwith Woods.
- The arable plateau of Linton Hills between Trip Lane and Linton Spring.
- The rolling farmland around Compton and Collingham Fields, including the Roman Villa site at Dalton Parlours.

4.2 Wharfe Valley

4.21 The River Wharfe forms the natural divide between Collingham and Linton with the road bridge now the only connection. The river banks are lined with mature and often overhanging deciduous trees, forming a linear green barrier between the river and the houses (*10 & 11*). The whole valley falls within a Special Landscape Area in the Leeds UDP (*Appendix 26 – Area 4*).

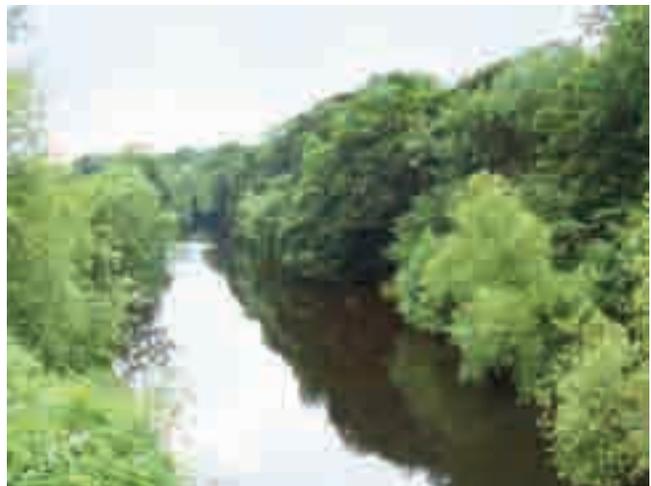
4.22 The valley contains a Site of Ecological or Geological Importance (*SEGI 37*) - The River Wharfe, and a Leeds Nature Area (*LNA 69*) - Langwith Wood. The former includes the river banks and is the most natural and least polluted of all the major rivers in West Yorkshire (*SEGI Review 2002*). It supports a wide range of aquatic and emergent species, some rare regionally and even nationally. The latter is a typical example of mixed deciduous woodland on the Magnesian Limestone with plants including the Green Hellebore.

4.23 Much of the valley is liable to flooding: Linton Ings (*12*), between Linton Village and the river, much of it by the golf course; westwards from the bridge

on the southern bank toward Langwith Wood; and further along opposite Langwith Wood, the northern bank. The tributary of Collingham Beck is also liable to flash floods following local high intensity rainfall as witnessed in 2007.

4.24 The northern bank of the River Wharfe is lined with overhanging deciduous trees which form a green barrier between the river and the houses of Linton Common and Stammergate Lane. Further to the west small copses such as Cow Wood break up the slope of the land as it rises to Woodhall. A horticultural nursery occupies land to the western end of Linton Common and halfway along is a Site of Special Scientific Interest (*SSSI 12*).

4.25 The Linton Common SSSI is an unimproved fragment of the former common and supports a representative sample of limestone grassland, one of only two sites in the county.



10. Wharfe Valley to the west.



11. Wharfe Valley to the east.

Map 2: Footpaths, Bridleways & Byways



This map is based on the Ordnance Survey's 1:10,000 scale Digital Data and is reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright. All rights reserved. Licence No: 100045330.

Key:

			
Built up areas	Parish boundary	Existing footpaths	Existing bridleways
			
Existing footpaths to be rights of way	Proposed footpaths	Byway	Key Views

For the area and boundary to the south and east see Map 8, page 34.

4.26 Where the Collingham Beck meets the River Wharfe on its southern bank, there is an attractive shingle 'beach' near the site of the original ford where there are now stepping stones.

4.27 The approach to Collingham from the north-east along the A58 from Wetherby provides broad views over the river towards Linton. Between the road and the river near the village the mixed woodland of Collingham Wood occupies the land. The fields between Collingham Wood and the Church are used for cultivation or grazing.

4.28 The landscape character is classified as 'river floodplain' (*WHF8*) in the Leeds Landscape Assessment. It needs to be managed so as to retain all natural washlands, water meadows and floodplain areas and avoid all inappropriate development in flood risk areas. Equally important from a landscape point of view, is to retain the traditional grassland along the valley bottom and to enhance the wooded cover of the valley slopes as wildlife corridors.

4.3 Compton and Collingham Fields

4.31 To the south and east of Collingham is open farmland, predominantly pasture, with the land rising to the south. This gives extensive views over the surrounding area and beyond, for example, to the White Horse of Kilburn from Compton Lane. The field boundaries for the most part are hedgerows, with a variety of species, indicating that they are of considerable age. In many instances isolated hedgerow trees add variety to the landscape. There are several small copses, providing additional interest. The area is designated a Special Landscape Area in the Leeds UDP (*Appendix 26 - area 8*).

4.32 South and east of the farm and hamlet of Compton (*13*) to the parish boundary (*Map 8, page 34*), there is a large area of undulating land which lies mostly on the Magnesian Limestone Belt. It consists of large arable fields with boundary hedgerows of mixed species interspersed with hedgerow trees and includes the site of the Roman Villa at Dalton Parlours, a Class 1 Scheduled Ancient Monument (No.19) which is now on the English Heritage 'at risk' register. The villa has been dated from AD200-370 and was probably occupied by a Legionnaire's family, located close to the main north/south Roman Road. It was built on the site of an earlier Iron Age settlement. Compton Grove Farmhouse in the hamlet of Compton is an early 19th century listed building.

4.33 In this area the landscape is broken up by small copses of deciduous trees, with the southern boundary dominated by the larger mixed woodland block of Lady Wood which is part of the larger Wothersome Woods Site of Ecological/Geological Interest (*SEGI 31*). The latter is the most extensive area of woodland on the Magnesian Limestone in the county, the site of three regionally rare orchid species and the home to a group of roe deer.

4.34 From the west side of Compton there are views to the north, across arable fields with hedgerows of hawthorn and elder, towards Woodhall and the arable plateau farmland of Linton Hills beyond. The views emphasize the village's rural setting (*14*).

4.35 The area falls into two categories in the Leeds Landscape Assessment, small scale farmland on the Millstone Grit Plateau (*MGP5*) between Collingham and Compton and wooded farmland on the Eastern Limestone Belt (*ELB5*) to the parish boundary.



12. View from A58 towards Linton Lane over the Ings and Golf Course.

Both areas need to be managed to retain and enhance the landscape by controlling field amalgamations and hedgerow loss, particularly along the ridge tops, and by restoring hedges where they have been lost or are in poor condition.

4.4 Linton Hills

4.41 The land to the west of Linton from Trip Lane to Linton Hills and Linton Spring is of the arable plateau landscape type, again on Magnesian Limestone, with open and exposed farmland with few hedgerow trees or areas of woodland. The large regular fields sustain mainly cereal cultivation, and there are two groups of farm buildings in the area. The open nature of the landscape gives rise to long views from the plateau south towards Compton (16), and particularly westwards from Trip Lane looking over Woodhall and the Wharfe valley beyond. The area falls within a Special Landscape Area in the Leeds UDP (*Appendix 26 - Area 4*) and contains two Class 2 Archaeological Sites (150/151) of ancient cropmarks.

4.42 Linton Spring, located on the edge of the Parish boundary off Sicklinghall Road, consists of a small group of residential buildings and a 'country house' hotel now converted into apartments, all in a semi-parkland setting (15).

4.43 Linton Hills is classified in the Leeds Landscape Assessment as arable plateau farmland (*WHF1*) and needs to be managed so as to retain and enhance the mixed farmland and parkland by small scale woodland planting around buildings and tree lines of natural species along roads. Connectivity within the landscape can be enhanced by small woodland planting and native hedgerow planting.



13. Compton hamlet.



14. Partial view of both villages from Compton Lane.



15. Linton Spring.



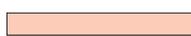
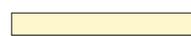
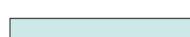
16. Collingham and Rigton Hill over Linton Common with Whitwell House Farm in foreground.

Map 3: Character Areas

This map is based on the Ordnance Survey's 1:10,000 scale Digital Data and is reproduced by permission of Ordnance Survey on behalf of HMVO. © Crown Copyright. All rights reserved. Licence No. 100045330.



Key:

				
Collingham Village Core	Harewood Road	Linton Road/Bishopdale	Crabtree Green to Jewitt Lane	Millbeck Green
				
Linton Village Heart	Linton Lane	Linton Common		

5.0 Character Area Appraisals and Recommendations

5.1 Collingham

5.11 Despite the arrival of the railway in the 1870's, with connections to Leeds, Harrogate and York, and the location of a station (Collingham Bridge) on Linton Road, the original village remained relatively undeveloped and rural in character up to the end of the 19th century.

5.12 Significant growth in Collingham began in the second decade of the 20th Century initially along The Avenue, Leeds Road (Crabtree Hill), and Harewood Road beyond the cricket ground. Growth continued throughout the rest of the century, particularly so following the Second World War. For most of the time it took the form of detached houses with good sized gardens along both sides of Harewood Road to the top of the hill, to the east of Leeds Road (Crabtree Green) and additionally towards the ridge to the south of School Lane (Hollybush Green). The semi-detached council estates of Brookside and Garth End in between were commenced earlier, before the Second World War. The developer of Hollybush Green then followed up with Millbeck Green in the 1960s.

5.13 The railway was closed in the mid 1960s, the station and goods yard being replaced by new housing. Continuing housing demand led to further estates being built, though at higher building densities, Bishopdale (1980s) and Kingfisher (1990s). A new shopping centre (Hastings Court and Elizabeth Court) was developed in the 1960s.

5.14 Bearing this development pattern in mind, Collingham can be considered to comprise five character areas (*Map 3, opposite*).

- The village core from Wattle Syke to the Old Mill site and the Sports Ground, including the new 2010 Conservation Area.
- Linton Road and Bishopdale, including The Avenue and Kingfisher.
- Harewood Road, including Langwith Wood Local Nature Area.
- Millbeck Green.
- Crabtree Green to Jewitt Lane including Brookside, The Garths, and Hollybush Green.

5.15 As a result of the following character analysis the centre of Collingham has been designated a Conservation Area (*Map 4, below*).

Map 4: New Conservation Area for Collingham



This map is based on the Ordnance Survey's 1:10,000 scale Digital Data and is reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright. All rights reserved. Licence No: 100045330.

Key:



New Conservation Area



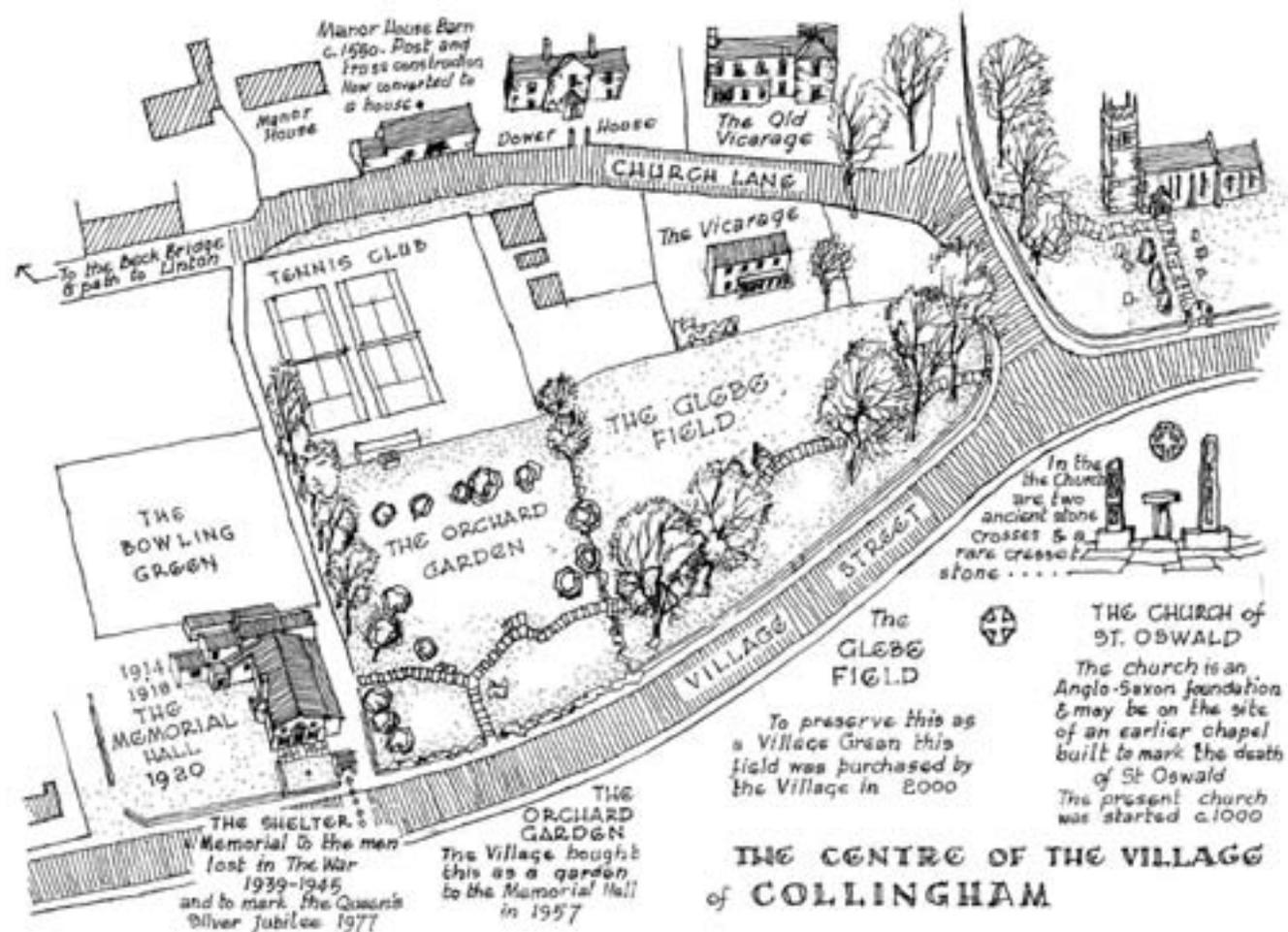
Potential Gateways

5.2 Collingham Village Core (including the Conservation Area)

5.2.1 Built Form

- The general built form is one of historic stone properties, well grouped along Main Street (Village Street), and Church Lane, but more scattered along Harewood Road and School Lane (originally Back Lane), (Map 5, below).
- Main Street itself has some particularly attractive 18th/19th century stone dwellings facing the Glebe Field and Memorial Hall which gives a sense of enclosure to the open space despite the main road between (17).
- Church Lane has remained less developed, with many original stone properties, including the old vicarage remaining, so it still retains a predominantly rural village character (18), particularly with the Parish Church of St. Oswald at one end.
- A variety of infill developments took place between Main Street and School Lane, predominantly in stone (19), but with a terrace of brick Edwardian houses at the Jewitt Lane end (20).
- Two parades of stone faced shops with flats over them were built at the other end of School Lane but at right angles to it with a service yard in between (21/22).
- An area of potential character is around the Old Star Inn and the site of the Old Mill, although it is somewhat blighted by the traffic on the A58 (Leeds Road) and A659 (Harewood Road) (23).
- The area previously occupied by the railway line, station and goods yard, by contrast, has been largely in-filled by new stone dwellings, mostly detached but some terraced.
- Wattle Syke was an isolated stone built hamlet until the Second World War but is now connected to the village by a row of predominantly detached houses to the old Barleycorn Pub (now Piccolino) and Lilac Farm on Jewitt Lane along the south side of Wetherby Road.

Map 5: Sketch Map of Collingham Centre





17. Main Street from Orchard Garden.



18. Drawing of Church Lane, c 1925.



19. School Lane to west.



20. School Lane to Jewitt Lane.



21. Shops.



22. Shops, service area.



23. Old Star Inn, A58 Mill crossroads area.



24. Glebe Field to Church.

5.22 Landscape

- The open space 'heart' of the original village is the 'Glebe Field' (24), together with the Orchard Garden (Protected Greenspace), between Church Lane and Main Street, with some very fine trees and low stone walls. Adjoining the fields are tennis courts and a bowling green (Protected Playing Pitch) and the Memorial Hall originally built in 1920.
- The Orchard Garden was purchased by public subscription in 1957 and is now maintained by a charity, while the Glebe Field was purchased by the Parish Council from the Diocese of Ripon in 2000.
- The Parish Church is set, unusually, on the edge of the village with open fields beyond, with fine mature trees in the churchyard. The fields afford fine views to the south of the village and north along the river valley.
- The other main area of open space within the village core adjoins Harewood Road and contains both a cricket ground and a football pitch (Protected Playing Pitches) with pavilions which are all in the ownership of the Parish Council (25).
- There is also a small, but significant, greenspace with mature trees at the junction of Beck Lane and Station Lane.
- An important group of mature trees is located on the south side of Main Street opposite the attractive bus shelter.
- Collingham Beck flows through the area from the west, passes close to the northern side of the A58, through the Old Mill site with its attractive green spaces on its banks, goes under the listed structure of Collingham Bridge on Harewood Road, and passes the end of Church Lane (26) on its way to join the River Wharfe near Linton Bridge. It is liable to flash flooding as evidenced in 2007.

5.23 Circulation

- The village core is bisected by two 'A' class roads (A58 and A659) which form a junction in the centre opposite the shops. The A659 carries heavy lorries as it forms the main link from the A1(M) to the Wharfe valley towns.
- Traffic which uses the 'rat-run' along Beck Lane/Station Lane should be monitored and consequently may need managing including possible closure at one point.

- There is a controlled, but unattractive, pedestrian crossing on Main Street near the shops and the Memorial Hall (27).
- Two pedestrian links run between Main Street and School Lane, while there are also footpaths linking Church Lane with Main Street and Harewood Road.
- A most attractive footpath in the village core runs from Station Lane to the 'beach' on the River Wharfe. It follows the Collingham Beck and includes two small footbridges.

5.24 Key Features

- The Parish Church of St. Oswald dominates the view over the fields when approaching Collingham from Wetherby and Wattle Syke. The church contains many historic artefacts including Anglo-Saxon and Early Norman crosses and is a grade 2* listed building dating from the medieval period but restored in the 19th century (28).
- The Church, together with a number of key buildings along Church Lane, including the Old Vicarage, Dower House and Manor House Barn (also a listed building dating from the 16th century), and other stone cottages (Elmwood Terrace), form the 'heart' of the old rural village.
- Collingham Bridge which carries the Harewood Road over the Collingham Beck is a listed structure built around 1790.



25. Harewood Road (CALSA) playing pitches.

5.25 Recommendations for Management and Enhancement

- The local questionnaire survey highlighted the need for traffic management along Main Street, including enhanced pedestrian crossing facilities.
- The introduction of three 'transition gateways', with appropriate signage and distinctive changes in surface materials, on entering the Conservation Area, two on the A58 and one on the A659.
- In conjunction with this, the general upgrading of the 'street scene' is required, including lighting, signage, street furniture, pedestrian railings, and materials more in keeping with its Conservation Area status. These public realm enhancements are also referred to in the more detailed Conservation Area Appraisal and Management Plan (*Appendix 1*).
- The arrangement of the shopping centre (Hastings and Elizabeth Courts) is unsympathetic to the street pattern and fails to create any 'sense of place'. There is a need to mitigate these failings by screening the service yards to the shops, undertaking tree planting and soft landscaping around the site and replacing the tarmac areas with better quality surface materials including paving where appropriate.
- There is a need for more tree planting on the grass verges on both sides of Leeds Road from Brookside to the shops, including around the Old Star Inn (while ensuring no adverse impact on 'sight-lines'). This would extend the existing attractive tree lined approach from the direction of Bardsey right through the village centre.
- The Glebe Field should be classed as Protected Greenspace.
- Any development of the Old Mill site should retain some open green space and planting to contribute to the greening of this part of the village core.
- Consideration should be given to the provision of a designated pedestrian crossing of Leeds Road near the Old Mill site which would also facilitate a safe route to the school.
- Quality permeable paving materials for parking should be provided on Church Lane to prevent erosion of grass verges.
- Traffic management measures should be considered on Beck Lane/Station Road to prevent 'rat-running'.



26. Collingham Beck.



27. Main Street crossing.



28. St Oswald's Church.



29. The Avenue/Towerhurst.

5.3 Linton Road and Bishopdale

5.31 Built Form

- The first developments in association with the coming of the railway were a row of brick houses (Wharfedale Terrace) on Linton Road and larger Edwardian detached houses on The Avenue with a mixture of stone, brick and render with rosemary tiles and pantiles.
- 'Towerhurst' on the corner is a particularly good example of the Arts and Crafts style with a turret as its name implies (29).
- This pattern of mixed styles continued with subsequent developments initially along the Avenue and later with Bishopdale Drive in the 1980s (30) and Kingfisher Reach in the 1990s.
- Both Bishopdale and Kingfisher consist largely of detached houses but in relatively small plots with open fronts, and while the former is a mixture of brick and stone the latter is all brick. Brick pavers are used on some sections of road in Kingfisher (31).
- Between Bishopdale and The Avenue there is The Lady Elizabeth Hastings C of E Primary School built in the 1960s, replacing the old building on School Lane.

5.32 Landscape

- There are open fields between the Kingfisher development and the River Wharfe which are in the Green Belt and afford attractive views from Linton Road and Linton Bridge. Within the development is an area of public greenspace with seats and trees (32).
- The fields between the Bishopdale development and the river form part of the River Wharfe SEGI (No37) described in paragraph 4.22.
- In front of the Bishopdale development on the Harewood Road is a wooded area of open space which is a Protected Greenspace.
- The school playing fields are Protected Playing Pitches.
- Opposite the junction with Bishopdale Drive, in front of Langwith Mews on Harewood Road, is a milestone which is a 'listed structure'.

5.33 Circulation

- The entrance to the school is at the junction of Harewood Road and Linton Road and incorporates a drop off/turn round space for vehicles.
- Linton Road as well as a section of Harewood Road form part of the Sustrans National Cycle Network (Route 66).

5.34 Recommendations for Management and Enhancement

- There is an aspiration to further reduce the carriageway width along Harewood Road to reduce vehicle speeds, create cycle lanes and facilitate pedestrian crossings, particularly as it is close to the school.
- The turning space in front of the school needs enhancement by the planting of trees on the green space and the use of more sympathetic paving materials for the hardstanding areas.
- The wooded area in front of Bishopdale (protected greenspace) and in the ownership of Leeds City Council needs a tree maintenance programme.

5.4 Harewood Road

5.41 Built Form

- The area westwards along Harewood Road from Bishopdale and the playing fields to the Parish boundary is one of a mixture of house types, detached, semi-detached and terraced, and of materials, stone, brick and render (33).
- South View and Green Lane were the first properties to be built at the end of the 19th century and subsequent developments have been a combination of properties fronting Harewood Road and side developments along culs-de-sac leading off the main road.
- Beyond Langwith Wood, development has only taken place on the northern side of the road running down to the River Wharfe. Part of this area (Wharfedale Bank) is actually outside the Parish boundary. The part within the Parish (Langwith Drive) is predominantly built in stone.

5.42 Landscape

- Langwith Wood is a Local Nature Area referred to in paragraph 4.22.
- There are fine and extensive views over open fields to the south to Rigton Hill, from Harewood Road opposite Langwith Drive, and variously across the Wharfe Valley to Woodhall and Linton Hills (16).
- Harewood Road is bordered by hedgerows on its south side but opposite Langwith Drive the hedgerow has been removed.

5.43 Recommendations for Management and Enhancement

- Ensure the wooded character of Langwith is not eroded by the encroachment of infill development.
- Measures to further reduce vehicle speeds on Harewood Road, including carriageway width narrowing, should be considered.

5.5 Millbeck Green

5.51 Built Form

- Millbeck Green lies between Leeds Road bordered by the Collingham Beck and the playing fields on Harewood Road and presents a unified style of detached housing (34).
- The estate was the second built in the 1960s by Mr. Fish who had previously built the Hollybush Green estate with which it shares similarities in style.
- It consists of detached houses with some bungalows e.g. on Highcroft and The Close. All are consistently built in stone with low stone walls fronting the road giving an attractive and coherent open appearance while defining private space. There is an 'arts and crafts' influence with gables and steep pitched roofs.
- However, some recent alterations and extensions have significantly detracted from this coherence.

5.52 Landscape

- The Collingham Beck and its banks form an effective screen to the Leeds Road which is lined with mature trees all the way to the Old Mill site.
- There is a prominent group of trees, mostly silver birch at the junction with Highcroft.

5.53 Circulation

- The whole estate is served by a single vehicular entrance off the Leeds Road.
- There are two pedestrian links to Harewood Road and the playing fields, one from the end of Highcroft and one near the entrance off Leeds Road by the beck.

5.54 Recommendations for Management and Enhancement

- The footpath link from Highcroft to Harewood Road needs sympathetic lighting for community safety reasons.
- Extensions to houses need to be strictly controlled to ensure that there is no loss of space between houses. Extensions that would result in the closure of such spaces, giving rise to a 'terracing' effect, should not be permitted.
- The characteristic low boundary walls around front gardens should be retained to ensure coherence of the attractive open frontages. Consideration to be given to the introduction of an Article 4 direction to that effect.



30. Bishopdale Estate.



31. Kingfisher Estate.



32. Kingfisher, open space.



33. Harewood Road.

5.6 Crabtree Green to Jewitt Lane

5.61 Built Form

- A wide range of house types in a series of 'estates' leading and rising off Leeds Road and School Lane in a series of often looped culs-de-sac with the backdrop of wooded hills behind.
- Starting with Crabtree Green in the south there are large detached houses in relatively spacious plots, predominantly in stone and constructed post Second World War (35). Crabtree Hill (previously Avenue) was, however, commenced earlier and presents a mixture of brick, render and stone materials.
- Two 19th century stone houses on Leeds Road, The Dene and Beechwood mark the start of the new 2010 Conservation Area.
- Next is Brookside which consists of a regular pattern of semi-detached houses in brick or render and which was commenced in the 1930s.
- This is followed by Garth Avenue, off School Lane, which has predominantly detached houses constructed after the Second World War. Although it has a mix of stone and render, it presents a unified character due to the grass verges and low front garden walls leading up to a tree clad hill top.
- Next is Garth End, which like Brookside is built in brick and commenced in the 1930s, and consists of smaller semi-detached houses and some maisonettes at the end under the hill top.
- At the entrance to Garth End on School Lane is an old malthouse and a row of old stone cottages previously known as Rider's Place.
- The next development is Hollybush Green, the first development by Mr. Fish in the 1950s. The whole development has an overall coherence of character with strong 'arts and crafts' influences. The houses, with some bungalows, are constructed with reclaimed stone, integral garages, often with rough wooden planks on their gables, steep pitched roofs and low stone walls to the front gardens (36).
- Finally there is Jewitt Lane, the only road leading up the hill that is not a cul-de-sac, with stone detached houses built after the Second World War set well back from the lane with a wide grass verge on the west side (37).



34. Millbeck Green.



35. Crabtree Green.



36. Hollybush Green.



37. Jewitt Lane.

5.62 Landscape

- As mentioned above, there is a much valued and attractive copse of trees on the skyline to the south between Garth Avenue and Jewitt Lane (protected by a Tree Preservation Order) (38).
- There is a prominent row of trees on the west side of Jewitt Lane from 'Hill Top' down to the start of the residential area.
- A single specimen tree is located where School Lane narrows near the stone cottages.

5.63 Circulation

- There are footpath links from School Lane to the hills behind through Hollybush Green, Garth End and Garth Avenue which connect along the ridge line to Hill Top on Jewitt Lane. In addition there is the bridleway off Mill Lane between Brookside and Garth Avenue.

5.64 Recommendations for Management and Enhancement

- Some of the footpath links from School Lane to Main Street and the bridleway need improved maintenance and limited lighting for enhanced accessibility and safety.
- Extensions to houses need to be strictly controlled to ensure that there is no loss of space between houses. Extensions that would result in the closure of such spaces, giving rise to a 'terracing' effect, should not be permitted.
- The characteristic low boundary walls around front gardens in some of the streets should be retained to ensure coherence of the attractive open frontages.
- In recognition of the particular coherent character of Hollybush Green and to ensure retention of the detailed features, consideration to be given to its inclusion in the Conservation Area and/or an Article 4 Direction.
- Traffic calming measures to be considered on Jewitt Lane near Hill Top to reduce vehicle speeds on entering the village.



38. The Skyline to the south of Collingham.

5.7 Linton

5.71 The village of Linton remained wholly rural in character until after the First World War. It extended from Linton Bridge along Main Street to the Manor House and College Farm on Northgate Lane and included a school (later a church), a chapel and the Windmill Inn. Northgate Farm was in the centre of the village and Stammergate Lane and Middle Lane linked to Low Farm near the railway line to the east (*Map 6, overleaf*).

5.72 The overall character of the village was a loose collection of farms and other buildings with two small village 'greens', one at the junction of Trip Lane and Main Street and one, with the village pump, at the junction of Northgate lane and Muddy Lane.



39. Low Gap.



40. Main Street.



41. Main Street - looking north.

5.73 Subsequent development of the village from the 1920s onwards consolidated on this loose structure with the conversion of farm buildings into dwellings and the addition of large detached houses in relatively isolated plots.

5.74 The architect W. Alban Jones was responsible for the first of these new houses set in large grounds on the edge of the old village centre taking the historic names of the fields or features associated with them e.g. Gorse Hill (1924), Little Acres (1926), Hard Gap (1929) and Low Gap (1930), (39). His style was based on the traditional stone Yorkshire Dales house with stone, slate or pantiles on the roofs, mullioned windows and other detailed features which related well to the original farm and cottage buildings. He was responsible for most of the new houses and conversions well into the 1950s, including the Village Memorial Hall (1947).

5.75 Later, the village extended along three 'fingers'; northwest along both sides of Northgate Lane, west from the bridge along the north side of Linton Common, and north along the west side of Linton Lane leading to Wetherby. The latter two fingers in particular form 'ribbons' of development rather than consolidating the existing village form.

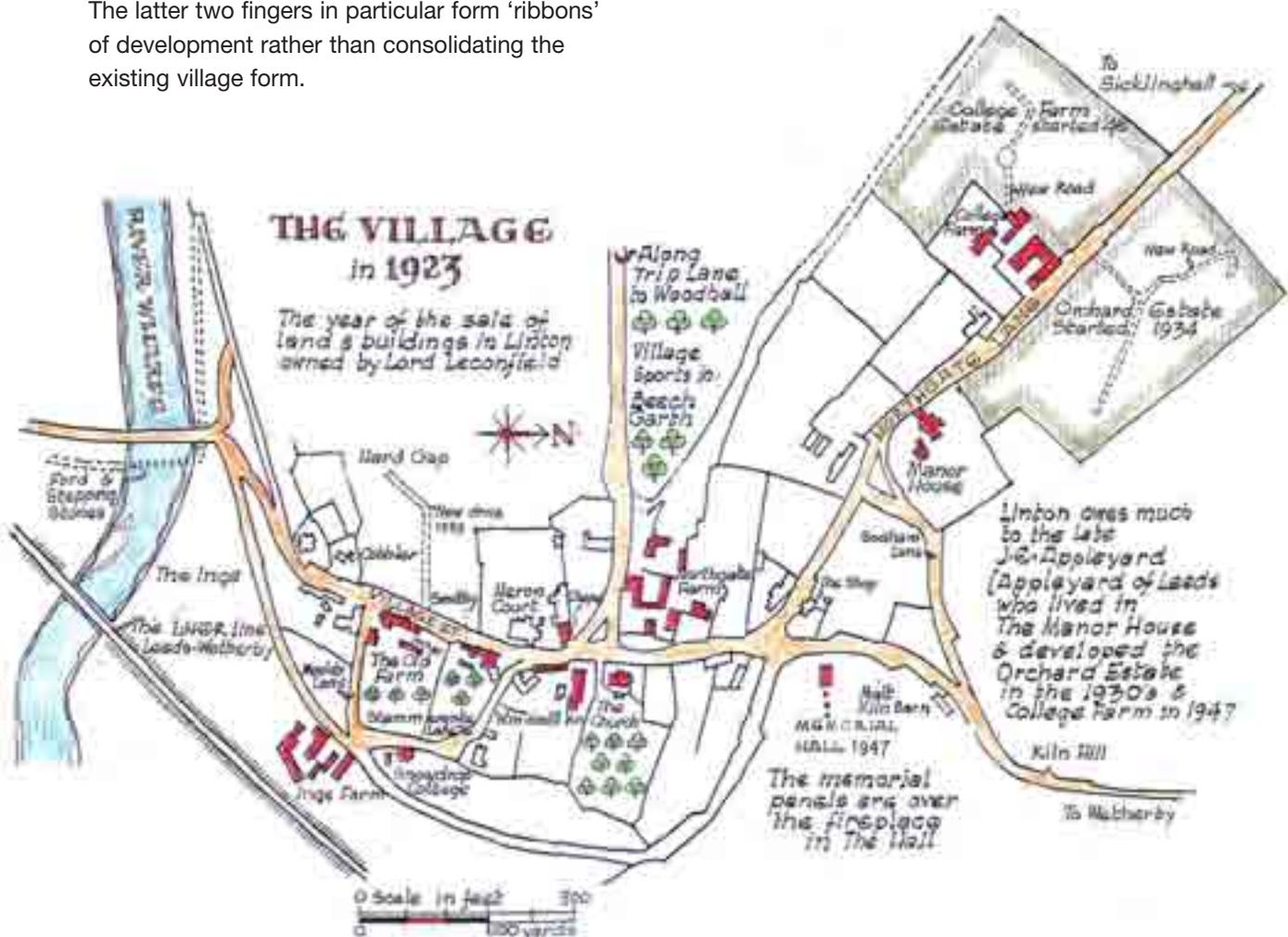
5.76 The last significant building was during the years 1990-2005 in small estates of still substantial houses, but with smaller plots, e.g. Northcote Fold behind Northgate Farm, and Westgarth and Tibgarth towards the end of Northgate Lane.

5.77 Bearing this development pattern in mind, Linton village can be considered to comprise three character areas;

- The heart of the village, extending from the river bridge, up Main Street and Northgate Lane, and including Stammergeat Lane.
- Linton Lane from Kiln Hill to Wetherby.
- Linton Common, including the Site of Special Scientific Interest.

5.78 The heart of the village was designated a Conservation Area but as a result of the following character analysis it has been extended (Map 7, opposite page).

Map 6: Sketch Map of Linton



5.8 Linton Village Heart (including the Conservation Area)

5.81 Built Form

- The general built form is that of converted original stone farm buildings and cottages scattered along Main Street and Northgate Lane, with newer infill houses, predominantly two storey detached and in stone with some render.
- A key feature of Main Street on its eastern side is that the properties are set on the back of the footpath, retaining the rural village character. There is a preponderance of solid walls over window openings (40).
- Main Street winds through the village from Linton Bridge to Kiln Hill and this gives rise to attractive unfolding views of the street scene in both directions (41).
- Initially 20th century development took the form of individual dwellings in large isolated plots such as Hard Gap and Low Gap.
- Later, groups of detached houses were built along winding culs-de-sac. The first of these groups were The Orchards commenced in the 1930s (42).
- The exceptions are two short rows of terrace houses on Northgate Lane, one of which, Northgate Cottages, were originally built by Wetherby RDC in 1947.

- In addition, the recent developments of Westgarth and Tibgarth further out along Northgate Lane are more suburban in style.
- There is individuality in house styles, but a unity in terms of scale (two storey), and materials (predominantly stone, including garages), walls rather than fences, and/or grass verges fronting highways.

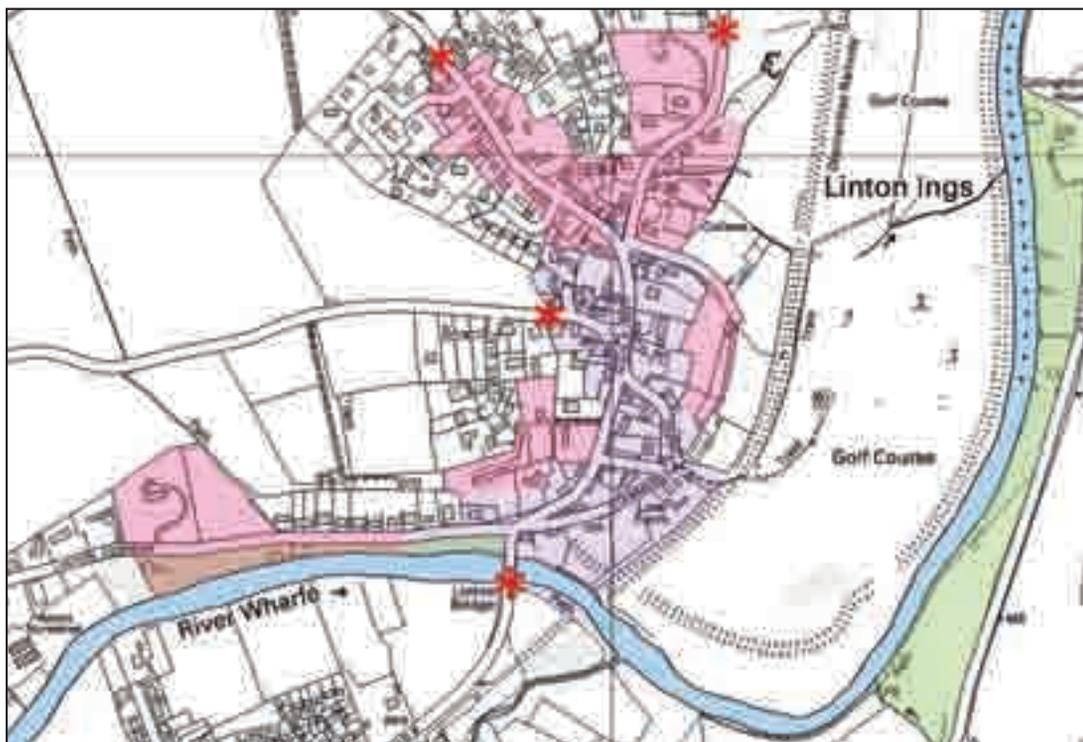
5.82 Landscape

- There are two small triangular ‘village greens’ – one opposite ‘The Windmill’ (43) and the other, with the village pump, at the junction of Muddy Lane and Northgate Lane (45).
- Mature trees are central to the character of the whole area, with many dwellings set in the landscape rather than dominating it.
- Significant groups of trees are to be found on Northgate Lane by Ladywood, and on both sides of the river bridge.
- An important ‘specimen’ tree occupies the corner site between Northgate Lane and Linton Lane (44).
- The tennis courts at Linton Memorial Hall are Protected Playing Pitches.

5.83 Circulation

- Apart from relatively short sections of Main Street and Northgate Lane, there are no footpaths alongside the roads and the grass verges help to preserve a ‘rural’ character.

Map 7: New Extensions to the Linton Conservation Area



This map is based on the Ordnance Survey's 1:10,000 scale Digital Data and is reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright. All rights reserved. Licence No: 100045330.

Key:

- Existing Conservation Area
- Extensions to Conservation Area
- ✱ Potential Gateways

- A section of Northgate Lane from Orchard Drive to the Manor House has a small stream running alongside it which adds to its character (46).
- Main Street forms part of the Sustrans National Cycle Network (Route 66), although re-using the former railway line through the golf course could be an attractive alternative route.
- Trip Lane is part of Ebor Way, the long distance footpath along the Wharfe Valley, which continues up Main Street and Linton Lane and then towards Wetherby across the golf course.
- There are two 'green' lanes, one from Stammergeat Lane to the Village Hall, and Sodom Lane from Kiln Hill to Muddy Lane (47).

5.84 Key Features

- There is the Windmill Public House (48) and the Memorial Hall (49) along Main Street which, together with the 'green triangle' at Trip Lane and attractive bus shelter, contribute to the sense of a 'heart' to the village, although there have been no shops since 1975 and the church (previously a school) has been converted into a dwelling.
- Northgate Farmhouse on Main Street is a listed building dating from the mid 16th century.
- The two sections of white post and rail fencing on Main Street are attractive features which particularly contribute to the rural village character (50).
- The Old Farm and The Granary are other important buildings of character on Main Street, originally converted by Alban Jones.
- The views from Trip Lane to the north reveal the attractive built form of the village on the valley sides leaving the ridge lines mostly clear of development (51).
- The Manor House, dating back to 1650, but extensively altered since then, together with the other 'green triangle' with the pump, gives a clear focus to Northgate Lane.
- There are very attractive views of the wooded banks of the River Wharfe in both directions from Linton Bridge which is a listed structure built in the late 1870s, (10 & 11).



42. The Orchards.



43. Village Green, opposite The Windmill.



44. Northgate Lane / Main Street junction.



45. Village Pump and Green.



46. Northgate Lane.



47. Sodom Lane.



48. The Windmill Inn.



49. Linton Memorial Hall.



50. Main Street, looking south.



51. View from Trip Lane.



52. Stammergate Lane

5.85 Recommendations for Management and Enhancement

- Consideration should be given to the introduction of a 20mph speed limit within the Conservation Area, particularly as much of Main Street lacks footpaths and forms part of the National Cycle Network.
- 'Transition gateways' with appropriate signage and road surface treatments should be located on entering the Conservation Area.
- Where there are kerbs these should be of a sympathetic stone material, not concrete, especially in the Conservation Area.
- The surface of Stammerge Lane (an unadopted road) needs improving (52) so that it can become a more effective pedestrian/mobility route as an alternative to avoid the hill from Linton Bridge to Main Street which has no footpath.
- Trees should be planted on the grass verge alongside Northgate Lane to soften the impact of the new development at Tib Garth and West Garth.
- Additional trees/hedgerow should be planted to screen the car park at the Memorial Hall, whilst protecting junction visibility. Native species should be used.
- There is a need for further seats and litter bins, especially near bus stops.
- Any development of the properties on the riverside of Stammerge Lane should respect the attractive wooded nature of the northern bank of the River Wharfe.

5.9 Linton Lane

5.91 Built Form

- Large detached houses, predominantly in stone, are set in large plots on the west side of Linton Lane from Kiln Hill to Sicklinghall Road.
- Most of the earlier dwellings were set well back from the road which is bounded by a wide grass verge so reducing their impact on the semi-rural character of Linton Lane (53).
- However, more recent dwellings have been built closer to the lane, some with dominant boundary walls, and this has detracted from the semi-rural character, particularly bearing in mind that eleven of the dwellings fall within the Green Belt separating Linton from Wetherby.
- The Ridge culs-de-sac development close to Kiln Hill is more extensive but again comprises predominantly stone detached houses.
- There is a listed outbuilding, dating from the 18th century, in the grounds of Wood Grove on Linton Lane near the junction with The Ridge.

5.92 Landscape

- The eastern side of Linton Lane is bordered by trees and hedgerows with the golf course and river valley beyond, providing an open, semi-rural setting (54).
- The Ridge has a tree-lined access road and a prominent row of mature trees along the boundary of Wood Grove.

5.93 Circulation

- There are no footpaths to much of the length of Linton Lane but informal tracks have been formed on some sections of grass verge.
- Ebor Way follows Linton Lane from the heart of the village until, half way along, it branches off across the golf course to Wetherby.
- The whole length of Linton Lane is also a potential part of the Sustrans National Cycle Network Route 66, although re-using the former railway line through the golf course could be an attractive alternative route.

5.94 Recommendations for Management and Enhancement

- An appropriate public footpath sympathetic to its environment should be provided along Linton Lane from the heart of the village to the point where the Ebor Way branches off across the golf course.
- Consideration should be given to the introduction of a 30mph limit on the full length of Linton Lane bearing in mind the absence of a separate footpath/cycleway at present.
- In the longer term, a dedicated footpath/cycleway separate from the road could be provided as part of the Sustrans National Cycle Network to Wetherby, possibly following the line of the disused railway.
- There should be greening/screening of the stone retaining walls in front of the more recent dwellings to ameliorate their negative impact on the rural character of Linton Lane.
- Bus shelters or seats should be provided at bus stops together with sympathetic paving materials e.g. appropriate stone blocks.
- Consideration should be given to traffic calming at Kiln Hill, associated with a 'transition gateway' feature on entering the Conservation Area from Linton Lane (55).

5.10 Linton Common

5.101 Built Form

- The first house to be built on the Common was Gorse Hill in 1924. It was the first new house in Linton to be designed by Alban Jones, in the Arts and Crafts style and is now included in the Conservation Area (9).
- Subsequent detached houses were built in various styles and materials, predominantly on the north side of the Common (56).

5.102 Landscape

- The whole area lies within the Green Belt and is a Special Landscape Area in the Leeds UDP.
- There is an extensive copse of mature forest trees on the north bank of the River Wharfe, particularly westwards from Linton Bridge, on the remains of the original Common and now included in the Conservation Area (57).
- Another remnant of the Common between 'Applegarth' and 'Gorse Hill' is the site of the SSSI referred to in paragraph 4.24.

5.103 Circulation

- Linton Common is an unmade private road.
- There is a public footpath from Linton Common, alongside the site of the SSSI, to Trip Lane then connecting with the path to Linton Spring.

5.104 Recommendations for Management and Enhancement

- The public footpath from Linton Common to Trip Lane needs regular maintenance to facilitate pedestrian use.
- There is a need for a new public footpath link from the Trip Lane to Linton Spring path to connect with Northgate Lane, opposite the entrance to Westwood.
- The wooded north bank of the river should be protected from encroaching hard surfaces and structures to retain the character of the common.



54. Linton Lane from the A58.



55. Kiln Hill.



56. Linton Common.



53. Linton Lane.



57. Bridge entrance - Linton Common left, Stammergate right.

6.0 Design Policy and Guidance

Location/Setting

- 6.1 The general character of the communities of Collingham and Linton is that of two distinct but adjacent settlements nestling within the Wharfe Valley, with hills rising behind them. In both communities, more recent developments have spread up the valley sides including, in the case of Linton, also up a smaller side valley (Northgate), but the hills and ridge lines have not been developed, thus preserving the character of their rural/countryside setting. The preservation of undeveloped ridgelines is therefore a key material consideration in respect of any future development proposals.
- 6.2 This distinct nature of the two settlements is currently defined in Planning Policy terms by both village 'envelopes' being surrounded and separated by the Leeds Green Belt and by the designation of the surrounding farmland and the Wharfe Valley as a Special Landscape Area in the approved Leeds Unitary Development Plan.
- 6.3 Understanding context is vitally important for all good design solutions, recognising the roofscape, streetscape and landscape setting and reflecting the built form, proportions, features and materials of the original or surrounding buildings.
- 6.4 Local distinctiveness should be recognised and enhanced as described in the Character Area Appraisals and Recommendations.
- 6.5 As part of recognising the local distinctive characters, any new infill development should respect the existing pattern and density of surrounding development. In particular, garden areas are recognised as making an important contribution to the character and appearance of an area, providing visual amenity benefits for local residents, contributing to both the spatial character and to the green infrastructure of the neighbourhood. Any proposal to develop on garden areas will be resisted and assessed against the impact the development will have on these characteristics and the impact on both the site itself and the wider locality.
- 6.6 Any new development, alteration or extension should respect and reflect all those aspects and any planning application must demonstrate that they have been taken into account in arriving at the proposed design.

Buildings

- 6.7 Particular attention should be paid to existing or potential landmark sites such as 'gateways' into the village, corner sites, focal points at junctions etc. Where there is an opportunity to design notable local features in any new building, advantage should be taken to reflect its key position.
- 6.8 Elsewhere, development should reflect the scale, dominant building/house type and spaces between buildings in the adjoining streetscape.
- 6.9 Extensions, including garages, should not dominate the original building and should be set back from the original frontage. Closure of the spaces between houses will not generally be acceptable, and all extensions should be designed to minimise the risk of overshadowing, visual dominance and overlooking of neighbouring areas.
- 6.10 Consideration should be given to the aspect/orientation of the building to take advantage of views to and from it and to the passage of the sun and to avoid overshadowing of neighbouring houses.
- 6.11 Privacy is another issue to consider and in order to prevent overlooking of adjoining houses obscure glazing and/or appropriately designed screening may need to be provided.
- 6.12 In public situations overlooking is positively desirable, to allow 'natural surveillance' of streets, footpaths and open spaces following 'secure by design' principles.

Building Materials

- 6.13 Any infill development, or alterations and extensions to existing houses, including boundary walls and garages, should be designed to complement the existing or neighbouring houses in colour and materials including types of courses, bonding and pointing.
- 6.14 Original details and other distinctive features in house design (e.g. brick and stone details, door frames and heads, window sills and glazing bars) which add interest and local identity should be retained. Paying attention to even very small details can provide interest and a consistency in approach to sympathetic design.
- 6.15 This is particularly the case in the Conservation Areas where the use of 'new' stone should be avoided and reclaimed stone used as much as possible.

Roofs and Dormers

- 6.16 There should be no dormers on main/principle frontages i.e. facing streets or public spaces unless they reflect original features of adjoining properties.
- 6.17 It is also desirable that rear dormers should only be constructed subordinate to the main roof i.e. should be set back from the eaves, side/party walls and preferably set down from the ridge line.
- 6.18 Any dormer or roof extension should generally match the original roof in pitch, eaves, and materials. Slate or stone are the traditional materials.

Doors, Windows & Porches

- 6.19 The proportions and patterns of doors and windows are critical features, and any new building, alteration or extension should closely reflect the style of the original building or its neighbours in this respect e.g. door architraves, window styles (casement, sash, mullioned etc) and frames (sills and lintels).
- 6.20 Detailed features, such as old arches or steps which reflect the historic uses of some of the buildings add to the interest of the streetscape and should be retained.

Other Features

- 6.21 Infill development should incorporate traditional local treatments of boundaries such as walls, fences, grass verges, hedges, and other planting, as appropriate to the size and type of building being built. In some cases this may reflect an existing 'open plan' layout. Existing boundary walls should be retained, especially if constructed of local stone.
- 6.22 Bin stores should be unobtrusively located and adequately screened.
- 6.23 Front gardens should be retained wherever possible and any essential off-street parking should be to the side or the rear of the property to avoid dominating the street scene and hard standing should be made of permeable materials.
- 6.24 Access for all should be considered, including the needs of disabled people.

7.0 Management Plan

- 7.1 The Management Plan comprises the following actions, together with the recommendations for enhancement in each of the character area descriptions.
- 7.2 All the actions and recommendations are based on residents' aspirations and while they have been the subject of consultation with Leeds City Council, the Council has made no specific commitments to their implementation.
- 7.3 The settlement pattern of the two villages results in most residential areas being within close proximity to countryside and, whilst access through farmland needs to be controlled, the provision of a co-ordinated and improved footpath network through the surrounding countryside is a key issue.
- 7.4 The two communities share the valley of the River Wharfe but are physically connected by only one narrow combined vehicular and pedestrian bridge (Linton Bridge). Improved pedestrian access to the river valley from both communities is particularly desirable, together with an aspiration for a second river crossing for pedestrians and cyclists linked to Wetherby by way of a route parallel to Linton Lane (as part of the Sustrans National Cycle Network).
- 7.5 The other fundamental issue affecting the quality of life of the two communities is vehicular traffic. Collingham, in particular, suffers from being within a mile or so of a major junction of the A659 with the A1(M) which has been upgraded and provides a strategic road link to Otley and the Wharfe valley upstream. Enhanced traffic management and street design measures to improve pedestrian safety and the quality of street furniture, both along the A58 and A659, are therefore a local priority. This is particularly the case in the centre in the Conservation Area, and along Harewood Road adjoining the primary school. Such measures should follow the principles laid down in the government's 'Manual for Streets' (2007) and English Heritage's publication 'Streets for All' (2005).
- 7.6 The narrow Linton Lane / Main Street, in the heart of Linton village, attracts through traffic, but lacks footpaths on much of its length.

It is also part of the National Cycle Network and therefore requires sympathetic traffic management and street design measures to improve pedestrian and cyclist safety and reduce vehicle speeds as befits its Conservation Area status, again following the principles in 'Manual for Streets' and 'Streets for All'.

- 7.7** It is proposed that attractive visual 'transition gateways' be designed at the entry points on the roads to both Conservation Areas.
- 7.8** In terms of the quality of the environment within the two communities it should be emphasised that it is not just the nature of the buildings which gives them character but equally the spaces between them, many of which are green, together with important groups of mature trees within the village envelopes. The preservation and enhancement of green spaces and tree cover throughout both villages is therefore a key consideration alongside the conservation of the built environment. A tree management strategy, including a fully updated review of Tree Preservation Orders is required, together with their protection.
- 7.9** Outside the village envelopes connectivity within the landscape can be enhanced by small woodland and native hedgerow planting.
- 7.10** Finally, there is the need to retain the night-time character of the two villages as a 'Dark Parish'. All existing street lighting should minimise light pollution and use white light wherever possible, and any new lighting should carefully consider residential amenity and be used primarily for safety purposes, particularly for pedestrians. Street lighting columns in the Conservation Area should be sympathetic to the environment and painted black.

Appendix 1: Relevant Planning Policies

Planning Policy Statement 1: Delivering Sustainable Development

'Design which is inappropriate in its context, or which fails to take opportunities for improving the character and quality of an area and the way it functions, should not be accepted' (*para 34*).

'Seek to promote or reinforce local distinctiveness particularly where this is supported by clear development plan policies or supplementary planning documents on design' (*para 38*).

Planning Policy Statement 3: Housing

'Local Planning Authorities should develop a shared vision with their local communities' and set out design policies for the local area aimed at 'creating places, streets, and spaces which... have their own distinctive identity and maintain and improve local character' (*para 14*).

In respect of development on garden land, 'there is no presumption that land that is previously-developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed' (*para 41*).

Manual for Streets (DCLG and DoT - 2007)

Local identity and distinctiveness are important design considerations and can be strengthened by using grain, patterns and form sympathetic to the predominant vernacular styles and by using local materials (*para 5.11*).

Streets for All - Yorkshire and Humberside (English Heritage - 2005)

'The underlying principles are to reduce clutter, co-ordinate design, and to reinforce local character whilst maintaining safety for all'.

Leeds Unitary Development Plan (Review 2006) (*see map 8*)

- BD2** The design and siting of new buildings should complement and, where possible, enhance existing vistas, skylines and landmarks.
- BD5** All new buildings should be designed with consideration given to both their own amenity and that of their surroundings. This should include useable space, privacy and satisfactory penetration of daylight and sunlight.
- BD6** All alterations and extensions should respect the scale, form, detailing and materials of the original building.
- LD1** Any landscape scheme should normally;
- Reflect the scale and form of adjacent development and the character of the area
 - Compliment and avoid detracton from views, skylines and landmarks
 - Protect existing vegetation.....
 - Complement existing beneficial landscape, ecological or architectural features.....
- N1** Development of land identified as Protected Greenspace will not be permitted for purposes other than outdoor recreation

- N6** Development of Playing Pitches will not be permitted (subject to various caveats).
- N13** The design of all new buildings should be of high quality and have regard to the character and appearance of their surroundings. Good contemporary design which is sympathetic or complementary to its setting will be welcomed.
- N14** There will be a presumption in favour of the preservation of Listed Buildings.
- N16** Extensions to Listed Buildings will be accepted only where they relate sensitively to the original buildings. In all aspects of their design, location, mass, and materials, they should be subservient to the original building.
- N19** All new buildings and extensions within or adjacent to Conservation Areas should preserve or enhance the character or appearance of the area by ensuring that:
- The siting and scale of the building is in harmony with the adjoining buildings and the area as a whole.
 - Detailed design of the buildings, including the roofscape is such that the proportions of the parts relate to each other and to adjoining buildings.
 - The materials used are appropriate to the area and sympathetic to adjoining buildings (where a local materials policy exists this should be complied with).
 - Careful attention is given to the design and quality of boundary and landscape treatment.
- N20** Demolition or removal of other features which contribute to the character of the Conservation Areasuch as trees, boundary walls or railings will be resisted.
- N23** Incidental open space around new build development should be designed to provide a visually attractive setting for the development itself and, where appropriate, contribute to informal public recreation and nature conservation. Existing features which make a positive visual contribution should be retained where possible.
- N24** Where development proposals about the Green Belt, or other open land, their assimilation into the landscape must be achieved as part of the scheme.
- N25** Boundaries of sites should be designed in a positive manner, using walls, hedges, or railings appropriate to the character of the area.
- All paving materials should accord with the character of adjacent buildings and surrounding areas.
- N33** Except in very special circumstances approval will only be given in the Leeds Green Belt for limited extension, alteration or replacement of existing dwellings.
- N37** In the designated Special Landscape Areas, development will be acceptable provided it would not seriously harm the character and appearance of the landscape, the siting, design and materials of any development must be sympathetic to its setting and, where necessary, landscaping of the site will be required.
- N38A** Development, including changes of use, will not be permitted in the functional floodplain, including all washland areas (subject to various caveats).
- N50** Development will not be permitted which would seriously harm, either directly or indirectly, a SSSI, SEGI or LNA.
- T7** Development of new and improved cycle routes and facilities will be promoted.
- T23** Traffic management and traffic calming measures will be encouraged particularly alongside main radial roads and within residential areas.

Collingham and Linton Conservation Area Appraisals and Management Plans (Leeds City Council 2010)

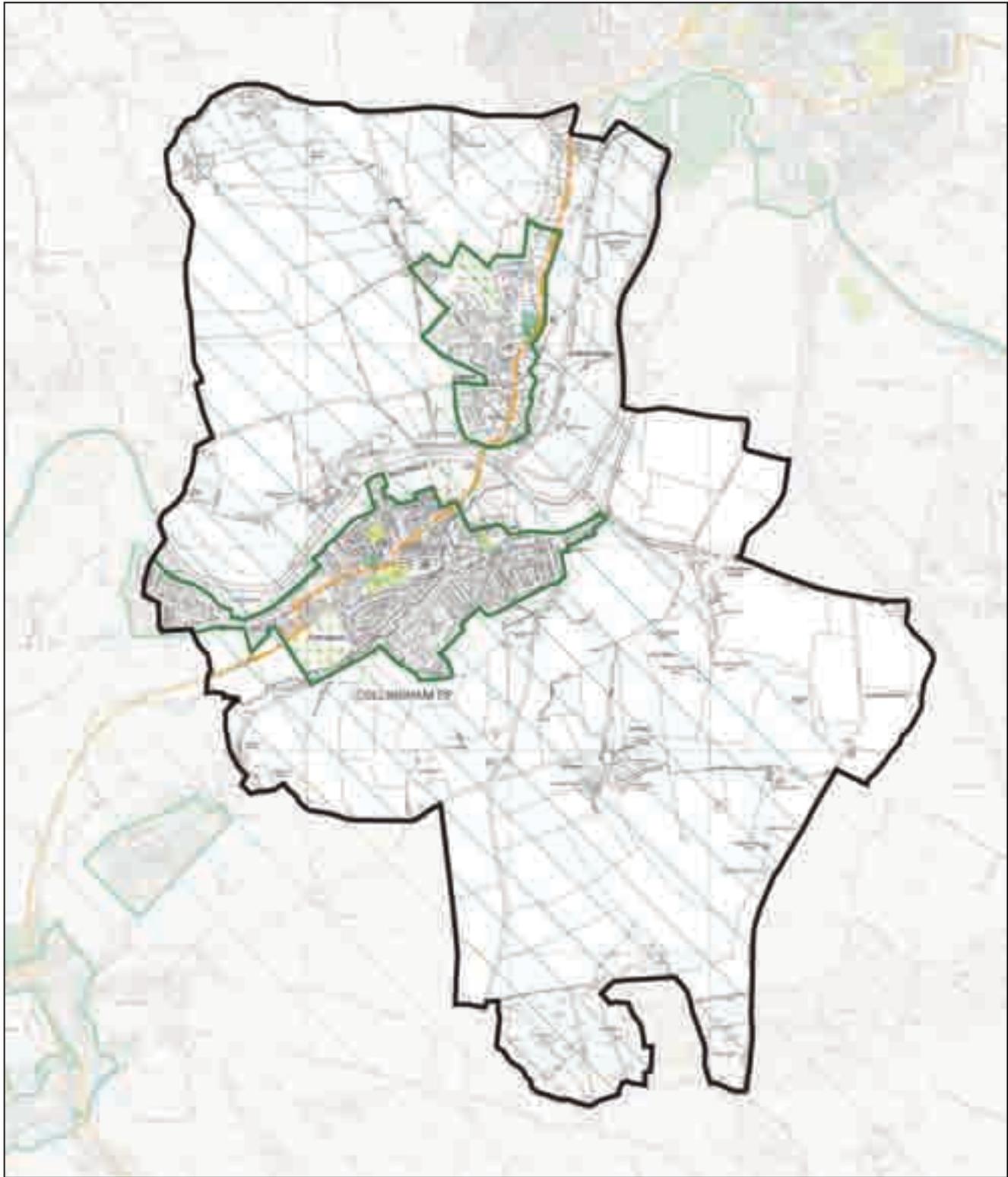
Both Collingham and Linton village centres are recognized as places of special character and historic interest.

The Appraisal and Management Plans set out in detail the features that contribute to their distinctiveness and identify opportunities for their protection and enhancement.

Both documents were approved as material considerations in the determination of planning decisions by Leeds City Council on 22nd February 2010.

Other policies may be of relevance to residents, businesses or developers seeking to apply for planning permission within the Collingham with Linton Parish and therefore full regard will be needed to the policies set out in the Leeds UDP (2006) and/or any subsequent planning documents. Further advice can be sought from City Development via the Development Enquiry Centre, The Leonardo Building, 2 Rossington Street, Leeds LS2 8HD or Telephone (0113) 2224409.

Map 8: Leeds UDP Extract



This map is based on the Ordnance Survey's 1:10,000 scale Digital Data and is reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright. All rights reserved. Licence No: 100045330.

Key:

			
Linton & Collingham	N1 Greenspace	N6 Protected Playing Pitch	N32 Greenbelt Boundary
			
N34 PAS	N37 Special Landscape Area	N38 Washlands	T7 Cycle Route

Appendix 2: Listed Buildings and Structures

Church of St. Oswald

(422834)

Church Lane, Collingham

Grade 2*

15th century, with Anglo-Saxon remains, notably south wall and 2 crosses, and mid 19th century 'restoration'.

Manor House Barn

(422835)

Church Lane, Collingham

Grade 2

Originally mid 16th century in stone
Recently converted c2001.

Bridge over Collingham Beck

(422836)

Harewood Road, Collingham

Grade 2

c1790 – single arched stone road bridge.

Milestone, Tadcaster and Otley Road

(422837)

Langwith Mews, Harewood Road

Grade 2

Mid 19th century.

Compton Grove Farmhouse

(422838)

Compton, near Collingham

Grade 2

Early 19th century – dressed stone.

Northgate Farmhouse

(422839)

Main Street, Linton

Grade 2

Mid 16th century but much altered in sandstone.

Square Outbuilding

(422840)

Linton Lane, near The Ridge

Grade 2

Mid 18th century in stone.

Linton Bridge

(422841)

Linton Road

Grade 2

3 arched stone road bridge over the River Wharfe

Mid 19th century.

Appendix 3: Members of the Steering Group

- Peter Lawrenson (*Chairman*)
- Anthony Ashworth
- Ken Campbell
- Pat Crampton
- Geoff Cunningham
- Tony Ray (*Consultant*)
- Glyn Robins (*Parish Clerk*)
- Alison Smith
- Graham Tempest

The sketches and hand drawn maps in this Plan are all by Denis Mason Jones who lived in Linton from 1928 to 1954. They are to be found along with many others in his Linton Village Scrapbook of 1943 and in his brother Ken Jones' Collingham Village Scrapbook (2003). We are grateful to him for the freedom to use them, and also for the wealth of information he provided about the history and character of Linton up to the 1960s.

Ken Jones' text also has been an important source of information on the development of Collingham.

Parish of Collingham with Linton

V I L L A G E D E S I G N S T A T E M E N T

May 2010